# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, MONDAY, AUGUST 15, 1870.

ANEL PLANK, ALL THICKNESSES,-COMMON PLANK, ALL THICKNESSES, 1 COMMON BOARDS.

1 and 2 SIDE FENCE BOARDS, WHITE PINE FLOORING BOARDS,

WHITE FINE FLOORING GOARDS, YELLOW AND SAP FINE FLOORINGS, 1% and 4% SPRUCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. PLASTERING LATH A SPECIALTY, Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 5816m No. 1715 RIDGE Avenue, north of Poplar St.

BUILDING MATERIALS.

R. R. THOMAS & CO.,

DEALERS IN

Doors, Blinds, Sash, Shutters

WINDOW FRAMES, ETC.,

PANEL COM

### THE GIRL MARKET.

# A Neepe in China -An Episode of Chinese Emi-gration to America.

"Russell' writes from Hong Kong as follows:-"I saw the sale of a family last week for debt, where the husband and father was in California; and perhaps I can do no better than tell you about it. There were five chil-dren—three girls and two boys. We had passed them three times in our chairs during the day as they stood beside the road, dressed in their holiday attire of black. The silence they observed whenever any person passed, and their downcast looks, created curiosity on our part to know their business there. Arr Hung, our waiter, was called up and asked the cause of this little parade. 'Why,' he said, 'the girls, and perhaps the whole family, are for sale.' We stopped our chairs and stepped out to have a talk with them, using Arr Hung as an interpreter

The mother was wrinkled and grey, and hung her head, as if she was afraid to look us in the face. But the children, with the exception of the oldest girl, looked cheerful, and were quite pleased with their holiday attire. The oldest girl was sixteen, and oldest boy fifteen. So said the graff old broker who had the party in charge, and who seemed quite anxious to dispose of his wares. After a great deal of quizzing and evasive answers, the broker told her that the husband and father was gone to California, and had neglected to pay his note given for his passage, and that his family were now offered for sale to pay his debt. He hoped to be able to pay the debt with the sale of the two oldest girls. But as yet he had received no offers. He said that the family became security voluntarily, and he never knew a case where they did not voluntarily offer themselves for sale if the note they secured was not paid.

In reply to our questions he said that when a customer bought a child or person, the person was made at once the owner of the child, body and soul. No Chinaman would dispute the purchaser's right to do whatsoever he pleased with the human being he had paid for. The boys would make good servants, he said, and in the course of a few years be worth a fortune to the owner. The girls would make good "armers," or nurses as they are called in America. He would show us their physical beauty, would make them sing and play tricks, if we thought of buying. The oldest girl he would sell for \$400, the next one for \$200, and the little six year old for \$50. The boys he could not sell until the girls were disposed of. We thought the price too high. The market was glutted with salable girls, and he must not think of getting over \$100 for the oldest and handsomest, while for the little one he must not expect over \$10.

He sneered at that, and said that Englishmen always talked in that way when they wanted to buy. While we were talking, a party of blue-robed Chinese aristocrats came up and began to inspect the family. They opened the mouth of the oldest girl, rapped on her white teeth to see if they were sound, pulled open her dress, thumped her ribs, laughed at her little feet, told her to show the whites of her eyes, ordered her to sing, and to show them the trinkets which the fond mother had given her as a parting gift. All the while the salesman kept up a constant jabber, in which we took no interest. Time pressing, we passed on, leaving the parties disputing about the price, and discussing the probabilities of their running away if taken to Hong Kong.

After making our call, we returned the same div to ascertain the result of the sale. Only the mother and her boys were left. The

SHIPPING.	LUMBER.
FOR TEXAS PORTS. THE STEAMSHIP YAZOO WILL SAIL FOR NEW ORLEANS DIRECT, ON SATURDAY, August 20, at 5 A. M. Through bills of lading given in connection with Morgan's lines from New Orleans to Mobile, Gaives- ton, Indianola, Lawacca, and Braz », at as low rates	1870 SPRUCE JOIST. HEMLOCK. HEMLOCK.
	1870 SEASONED CLEAR PINE. 1870 SEASONED CLEAR PINE. 1870 CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR.
as by any other route. Through bills of lading also given to all points on the Mississippi river between New Orleans and St. Louis, in connection with the St. Louis and New Or- leans Packet Company. For further information apply to WILLIAM L. JAMES, General Agent,	1870 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK.
8 15.5t No. 180 South THIRD Street.	1870 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. 1870 WALNUT BOARDS. WALNUT PLANK.
FOR NEW YORK, SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY, are now receiving freight at FIVE CENTS PER 100 POUNDS, TWO CENTS PER FOOT, OR HALF CENT PER GALLON, [] SHIP'S OPTION. INSURANCE ONE-EIGHTH OF ONE PER CENT.	1870 UNDERTAKERS' LUMBER. 1870 UNDERTAKERS' LUMBER. 1870 RED CEDAR. WALNUT AND PINE.
	1870 SEASONED POPLAR. 1870 ASH, WHITE OAK PLANK AND BOARDS, HICKORY.
Extra rates on small packages iron, metals, etc. No receipt or bill of lading signed for less than fifty cents. NOTICE —On and after September 15 rates by this	1870 CIGAR BOX MAKERS' 1870 CIGAR BOX MAKERS' 1870 SPANISH CEDAR BOX BOARDS, FOR SALE LOW.
Company will be 10 cents per 100 pounds or 4 cents per foot, ship's option; and regular shippers by this line will only be charged the above rate all winter. Winter rates commencing December 15. For further	1870 CAROLINA SCANTLING. 1870 NORWAY SCANTLING. 1870
PIER 19 NORTH WHARVES.	1870 CEDAR SHINGLES. 1870 CYPRESS SHINGLES. 1870 MAULE, BROTHER & CO., NO. 2500 SOUTH Street.
LADELPHIA AND CHARLESTON STRAM.	The state of the s

THE THE REGULAR STEAMSHIPS ON THE PHI-LADELPHIA AND CHARLESTON STEAM-SHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company, ALFRED L. TYLER, Vice-President So. C. RR, Co,

I	the second se
1	PHILADELPHIA AND CHARLESTON
1	STRAMSHIP LINE.
ł	
1	This line is now composed of the following first-
1	class Steamships, sailing from PIER 17, below
1	Spruce street, on FRIDAY of each week jat 8

2.	Inter-
	ASHLAND, 800 tons, Captain Crowell.
	J. W. EVERMAN, 692 tons, Captain Hinckley,
	SALVOR, 600 tons, Captain Ashcroft.
	Date for for the state state state

SALVOR, 600 tons, Captain Asacroft. AUGUST, 1870. J. W. Everman, Friday, August 5. Salvor, Friday, August 12, J. W. Everman, Friday, August 19. Salvor, Friday, August 26. Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest

Southwest.

Freights forwarded with promptness and despatch. Rates as low as by any other route. Insurance one-half per cent., effected at the office

in first-class companies. No freight received nor bills of lading signed after

S P. M. on day of sailing. SOUDER & ADAMS, Agenta,

No. 3 DOCK Street, Or WILLIAM. P. CLYDE & CO., No. 12 S. WHARVES, WILLIAM A. COURTENAY, Agent in Charles ton

FOR LIVERPOOL AND QUEENS TOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:— Oity of Brussels, Saturday, August 20, at 12 M. City of Baltimore (via Halifax), Tuesday, August

For further information apply at the company's

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.; Or to O'DONNELL & FAULK, Agents, 45 No. 402 CHESNUT Street, Philadelphia. FOR NEW YORK, VIA DELAWARE

N. W. CORNER OF EIGHTEENTH and MARKET Streets PHILADELPHIA. 4 12 12m PROPOSALS. E UNION BANK BULL DIVISION DEFENSES. UNION BANK BUILDING, BALTIMORE, MD. SEALED PROPOSALS, in duplicate, will be received at this Office until 12 o'clock noon of the 12th day of September next ensuing, for the removal of the following "OBSTRUCTIONS" from the Channel of James River, Virginia, below Richmond, viz.; At WARWICK BAR, about five miles below Richmond, wreck of three (3) small schooners, 50, 60 and so tons, old measurement. At DRURY'S BLUFF, about seven miles below Richmond, wreck of iron-clad ram Fredericksburg, sunk with armor, guns, etc., on board ; iron gunboat Raleigh, 150 tons, old measurement, sunk with guns, etc., on board; war steamer Jamestown, wooden, 1200 tons, sunk with guns, etc., on board; steamer Curtis Peck, 450 tons, old measurement; schooners Wythe, 300 tons; Roach, 225 tons; brig, 175 tons, and a small schooner of about 50 or 100 tons, name unknown. Also, 18 or 20 cribs of timber and stone, each 22 feet square, averaging 18 feet high. At TRENTS, or GRAVEYARD REACH, about ten miles below Richmond, wreck of schooner Gatlego, 250 tons, old measurement; wreck of pilot-boat

Plume, 87 tons, old measurement, Below AIKENS, or VARINA, about twenty miles

RAILROAD LINES. 1870. -FOR NEW YORK-THE GAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places. DENNSYLVANIA CENTRAL RAILROAD. to New York and Way Places. FROM WALNUT STREET WHARF. At 6:30 A. M., Accommodation, and 2 P. M., Ex-press, vis Camden and Amboy, and at 8 A. M., Ex-press Mall, and 8:30 P. M., Accommodation, via Camden and Jersoy Oity. VIA NEW JERSEY SOUTHERN BAILEOAD. At 7 A. M. and 3:30 P. M. for New York, Long Branch, and intermediate places. At 6 P. M., for Amboy and intermediate stations. At 6 30 A. M., 2 and 3:30 P. M. for Freehold. At 8 and 10 A. M., 12 M., 2, 3:30, and \$ P. M. for Trepton.

Trenton. At 6'50, S, and 10 A. M., 12 M., 2, 5'80, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Bur-lington, Beverly, Delanco, and Riverton. At 6'30 and 10 A. M., 12 M., 3'30, 5, 6, 8, and 11'30 P. M. for Edgewater, Riverside, Riverton, and Palmyrs. At 6'30 and 10 A. M., 12 M., 5, 6, 8, and 11'30 P. M. for Fish House.

At 6:30 and 10 A. M., 12 M., 5, 6, 5, and 11:30 P. M. for Fish House. The 11:30 P. M. line leaves from Market Street Ferry (upper side). BROM KENSINGTON DEFOT. At 7:30 A. M., 2:30, 3:30, and 6, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol. At 7:30 A. M., 2:30, and 6 F. M. for Morrisville and Tullytown. At 7:30 and 16:45 A. M., 2:30, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction. At 7:30 F. M. 12:30, 5:15, and 7:30 P. M. for Bustley.

Holmesburg Junction. At 7 A. M., 12'30, 5'15, 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. PROM WEST PHILADELPRIA DEPOT, Via Connecting Railroad. At 7 and 9-30 A. M., 12:45, 6:45, and 12 P. M., New York Express Lines, and at 31:30 P. M., Emigran

York Express Lines, and at 11:30 P. M., Emigran Line, vis Jersey City. At 7 and 9:36 A. M., 12:45, 6:45, and 12 P. M. for Trenton and Bristol. At 12 P. 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 fun daily. All others Sundays excepted. Sunday Lines leave at 9:30 A. M., 6:46 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES.

BELVIDERE DELAWARE RAILROAD, LINES, FROM KENSINGTON DEPOT. At 7:30 A. M. FOR Ningara Falls, Buffalo, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bead, Monirose, Wikesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate

stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

PEMBERTON AND HIGHTSFOWN RALL-ROADS. FROM MARKET STREET FEREY (UPPER SIDE), The 7 A. M. and 2:30 P. M. Lines leave from Wal-nut street wharf. At 7 and 9 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 7 A. M., 2:15 and 6:30 P. M. for Lumberton and Medford.

At 7 and 9 A. M., 1, 3 80, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

Pemberton. At 7 and 10 A. M., 1 and 8:30 P. M. for Lewistown. Wrightstown, Cookstown, New Egypt, and Hor-

At 7 A. M., 1 and 3:30 P. M. for Gream Ridge, Im-laystown, Sharon, and Hightstown. August 1, 1870. WM. H. GATZMER, Agent.

PHILABELPHIA, 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 \$300 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, at Seaford with Dorchester and Delaware Kall-road, at Delmar with Eastern Shore Railroad, and at salisbury with Wicomico and Pocomoke Rail-road.

road. Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wil-tington, Perryville, and Havre-de-Grace. Con-nects at Wilmington with train for New Castle.

AFTER S P. M., SUNDAY, JULY 18, 1876. The trains of the Pennsylvania Central Railroad leave the Depst, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot. Wainut streets cars run within one square of the Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ohes-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 118 Market street, will receive attention. Mail Train TRAINS LEAVE DEPOT.

RAILROAD LINES

Mail Train Paoli Accommodation, 10 A. M. & 12 50 and 7 10 P. M. Fast Line Eric Express Harrisburg Accommodation Parkesburg Train Cincinnet Express Eric Mail and Pittsburg Express 10 30 P. M. Eric Mail and Pittsburg Express 10 30 P. M. Eric Mail and Pittsburg Express 10 30 P. M. Eric Mail and Pittsburg Express 10 30 P. M. Erie Mail and Pittsburg Express 11'30 P. M. Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sun-day night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg. Oncinnati Express leaves daily. All other trains daily except Sunday.

daily except Sunday. The Western Accommodation Train runs dally, except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M. at No. 116 Market street.

Miarket street. Sunday Train No. 1 leaves Philadelphia at 840 A. M.; arrives at Paoli at 940 A. M. Sunday Train No. 3 leaves Philadelphia at 640 P. M.; ar-

A. M.; arrives at Paoli at 940 A. M. Sunday Train No. 3 leaves Philadelphia at 640 P. M.; ar-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 Train No. 3 leaves Paoli at 450 P. M.; arrives at Philadelphia at 610 P. M. TRAINS ARRIVE AT DEPOT. Oincinnati Express 630 A. M. Philadelphia Express 630 A. M. Priladelphia Express 630 A. M. Paoli Accommodat'n, 56 A. M. & 350 & 640 P. M. Packesburg Train 620 A. M. & 350 & 640 P. M. Packesburg Train 640 A. M. & 350 & 640 P. M. Packesburg Train 700 A. M. & 350 & 640 P. M. Packesburg Train 700 A. M. & 350 & 640 P. M. Packesburg Train 700 A. M. & 350 & 640 P. M. Packesburg Train 700 A. M. Fast Line and Buffalo Express 940 P. M. Lancaster Train 7166 A. M. Erie Express 7164 A. M. & 350 & 640 P. M. Pacific Express 7164 A. M. & 350 & 640 P. M. For further information apply to JOHN F. VANLEER, J. T. Ticket Agent. No. 901 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania kailroad Company will not assume any risk for Baggage, except for Wearing Apparel, and Himit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. A. J. CASSATT, 429 General Superintendent, Altoona, Pa.

BUNTING, DURBOROW & CO., AUCTIONEERS, Bank street. Successors to John B. Myers & Co.

N ORTH PENNSYLVANIA RAILROAD-N THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK. BUFFALO, GORRY, ROUHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. SUMMER ARRANGEMENT. Takes effect May 16, 1870. Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:-

excepted), as follows:-7 vo A. m. (Accommodation) for Fort Washing-

ton. At 7:35 A.M. (Express), for Bethlehem, Easton, Al-lentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RALL-WAY for Buffalo, Niagara Falls, Rochester, Cleveton.

WAY for Buffalo, Niagara Falis, Rochester, Cleve-land, Chicago, San Francisco, and all points in the Great West. 8 26 A. M. (Accommodation) for Doylestown. 9 45 A. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Esser

Hallreads.
II A. M. (Accommodation) for Fort Washington
1.15, 3.30, and 5.20 P. M., for Abington.
1.45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, "Alkesbarre, Pittston, and Hazleton.
2.50 P. M. (Accommodation) for Doylestown.
At 3.20 P. M. (Bethlehem Accommodation)

4'16 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 20 P. M. (Accommodation) for Fort

Washington. The Fifth and Sixth streets, Second and Third

streets, and Union Lines City Cars run to the

TRAINS ARRIVE IN PHILADELPHIA FROM

Doylestown at 8:25 A. M., 4:49 and 7:05 P. M.

Abington at 2.85, 4.55, and 6.45 P. M.

ON SUNDAYS. Philadelphia for Bethlehem at 9 30 A. M.

Loylestown for Philadelphia at 6:30 A. M.

Bethlehem at 8 55, and 10'35 A. M.; 2'15, 5'05, and

Lansdale at 7:30 A. M. Fort Washington at 9:20 and 11:20 A. M., 5:10 and

Philadelphia for Loylestown at 2 00 P. M. Philadelphia for Fort Washington at 8 30 A. M.

Bethlehem for Philadelphia at 4 00 P. M. Fort Washington for Philadelphia at 9 20 A. M.

and 8'10 P. M. Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania

12 P. M. Leave Germantown 6, 655, 756, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 356, 4, 426, 5, 556, 6, 656, 7, 8, 9, 10, 11 P.M. The s-20 down train, and 256, 324, and 554 up trains, will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9% A. M., 2, 405, 7, and 105, P. M.

10% P. M. Leave Germantown at 8% A. M., 1, 3, 6, and 9%

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2%, 3%, 5%, 7, 9, and 11 P. M. Leave Chesnut Hill 7.10, 8, 9.40, and 11.40 A. M.,

Leave Chesnut Hill at 7.50 A. M., 2 and P. M. ON SUNDAYS. Leave Philadelphia at 9% A. M., 2 and P. M. Leave Chesnut Hill at 7.50 A. M., 1240, 540, and

9.25 P. m. Passengers taking the 6.55, 9 A. M., and 614 P. M.

trains from Germantown will make close connee

tions with the trains for New York at Intersection

FOR CONSHOHOCKEN AND NORRISTOWN.

FOR CONSHOHOGKEN AND NORRISTOWN. Leave Philadelphia c, 7%, 9, and 11 05 A. M., 1%, 3, 4%, 6, 5%, 6%, 66, 10, and 11% P. M.
a. 4%, 6, 5%, 6%, 506, 10, and 11% P. M.
Leave Norristown 5%, 6%, 7%, 8%, and 11 A.
M., 1%, 3, 4%, 6%, 8, and 9% P. M.
Leave Philadelphia 8 A. M., 2%, 4, and 7% P. M.
Leave Norristown 7 A. M., 1, 5%, and 9 P. M.
FOR MANAY UNK.
Leave Philadelphia 6, 7%, 9 and 11% A. M., 1%, 3, 4%, 5, 5%, 5%, 10, gand 11% P. M.
Leave Philadelphia 6, 7%, 9, and 11% A. M., 1%, 1, 20% Manayunk 6, 6%, 7%, 810, 920, and 11%
A. M., 2, 3%, 6, 6%, 8%, and 10 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 Manayunk 7% A. M., 1%, 6% and 9% P. M. PLY MOUTH RAILRUAD.

PLY MOUTH RAILROAD. Leave Philadelphia 5 P. M. Leave Philadelphia 5 P. M. Leave Plymouth 6% A. M. The 7% A. M. train from Norristown will not stop at Mogne's, Potts Landing, Domino, or Schur's Lane, The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.

Passengers taking the 7, 945 A. M. and 6½ P. M. trains from Ninth and Green streets will make close connections with the trains for New York at In-

The 9% A. M. and 5 P. M. trains from New York connect with the 1 and 8 P. M. trains irom Ger-msntown to Ninth and Green streets. 5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILEOAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 925 A. M. and 435 P. M., on

PORT DEPOSIT at 925 A. M. and 435 P. M., on arrival of trains from Ealtimore. OXFORD at 605 A. M., 1035 A. M., and 530 P. M., CHADD'S FORD at 736 A. M., 1200 M., 130 P. M., CHADD'S FORD at 736 A. M., 1200 M., 130 P. M., and 545 P. M., and 649 P. 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 sarse. General Superinlendent.

Standards and a standard standard of the standard standard standards and a standard standard standard standards

General Superintendent.

Baggage Express Office, No. 105 S. Fifth street. May 16, 1870. ELLIS CLARK, Agent.

Mauch Chunk.

8 25 P. M.

9.45 P. M.

Station.

J O S E P H P E N N E Y. AUCTIONEER, No. 1207 CHESNUT STREET. [6 28 tf Bethlehem, Easton, Allentown, Coplay, and

AUO FION SALES,

M. S. FOURTH STREET.

## STOCKS, LOANS, ETC.,

August 16, at 12 o'clock, noon, at the Philadeiphia Exchange, will include :--Trustees' Bale. 149 shares Cleveland and Mahoning Railroad Co.

8 shares Northern Bank of Kentucky, 25 shares Wisconisco Canal Co.

Executors' Sale. Executors' Sate. 800 shares Dalzell Oil Co. 172 shares Maple Shade Oil Co. 300 shares McClintockville Oil Co. 100 shares Union Canal Co.

For other accounts. 100 shares Central Transportation Ce. 1 share Point Breeze Park.

a share rout Breeze Park. \$550 New Creek Co. mortgage loan. B shares Kensington National Bank. \$2000 bonds 7 per cent, Fairmount Park and Dela-ware River Railway Co. \$15,000 first mortgage 7 per cent. gold bonds Fre-dericksburg and Gordonsville Railroad Co. Also.

dericksburg and Gordonsville Railroad Co. Also, REAL ESTATE. LARGE AND VALUABLE BREWERY BUILD. ING, LAGER BEER VAULTS, N. W. corner Thirty-first and Master streets. Lot 100 by 200 feet. DWELLING AND STABLE, N. E. corner of Thirty-first and Master streets. DESIRABLE LOT, NINTH ST., between Tioga and Verange: 40 feet front.

and Venanges; 60 feet front. THREE STORY BRICK DWELLINGS, No. 1011 Wistar street. 8 12 3;

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, NO. 1110 CHES-NUT Street : rear entrance No. 1107 Sansom street.

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

charge.

FIRST FALL TRADE SALE . 1000 CASES BOOTS, SHOES, BROGANS, ETC., of Eastern and City manufacture, by catalogue, on two months' credit

On Thursday Morning, On Thursday Morning, Aug. 18, commencing at 10 o'clock, comprising every variety of indies', misses', children's, men's, boys', and youths' wear, suitable for first-class city and country trade. and country trade.

CONCERT HALL AUCTION ROOMS, No. 1910 CHESNUT Street. T. A. MCCLELLAND, 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-

SALE OF 2000 CASES BOOTS, SHOES, BROGANS TRAVELLING BAGS, LACETS, ETC.,

On Tuesday Morning, Aug. 16, at 10 o'clock, on four montus' credit. S 1955

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, August 18, at 10 o'clock, on 4 months' credit, 8 12 55

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC, On Friday Morning,

Angust 19, at 11 o'clock, on four months' creait, about 200 pieces ingrain, Venetian, list, hemp, cot-tage, and rag carpetings; oil clotha, ruga, etc. \$135t

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

Sale at No. 616 Sprace street, CHOICE ANTIQUE FURNITURE, THE SELECTION OF MR. WM. KULP. On Monday Morning, Aug. 29, at 10 o'clock, by catalogue, at No. 616 Spruce street, a selection of choice Antique Furni-ture, including—Three especially finst high case clocks, with bronze dials, in perfect condition; cu-rious tables; chairs; bedsteads; cases of drawers; bureaus; secterize; william Penn studio chair;

bureaus; secretaries; william Penn studio chair; looking glasses; Nankin and artique china and

glassware; curious mantel ornaments; very fine old and rare engravings, framed; complete set andirons; shovel and tongs; bellows and foot stool to match;

ST. LOUIS,

AUCTION HOUSE OF

Nos. 119, 121, and 123, corner FIFTH and PINE

We have a large and commodious Building

erected by us expressly for the Auction and Com-mission business. St. Louis is known to be the most reliable auction

Our Commissions from six to ten per cent. We refer to the Bankers and Merchants of St.

S 12fmwgm General Agent. IN LOUISVILLE, KY

GEORGE W. ANDERSON. E. C. STUCKE. THOMAS ANDERSON & CO.

AUCTIONEERS (Established 1826). AUCTIONEERS AND COMMISSION MERCHANTS. LOUISVILLA, KY. Business strictly Commission. All suction sales exclu-

Sively for cash. Consignments solicited for anotion or private sales. Regular anotion sales of boots, shoes, and hats every

Thursday. Regular anction sales of dry goods, clothing, carpeta notions, etc., every Wednesday and Thursday. [S 19 cm

RAILROAD LINES.

CAMDEN AND ATLANTIC RAILROAD

leave Vine Street Ferry every Saturday, at 2 P. M. Returning, leave Atlantic City, Monday, 940 A. M. LOCAL TRAINS LEAVE-

For Haddonfield, 10'15 A. M., 2 P. M. and 6 P. M. For Atco and intermediate stations, 10-15 A. M.

Additional ticket offices have been located at No.

Auditional tacket offices have been located at No. S2S Chesnut street and No. 116 Markot 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 doilars, unless a special contract is made for the same. D. H. MUNDY, again

WEST JERSEY RAILROADS.

SUMMER ARRANGEMENTS.

Leave Philadelphia, foot of Market Street (upper ferry), at 500 A. M., Mail for Bridgeton, Salem, Vineland, Miliville, Swedesboro, and intermediate stations. 9 to A. M. Mail and Express for Cape May. 11 46 A. M., Woodbury Accommodation. 8 15-P. M., Accommodation for Cape May, Mill-ville, Vineland, and way stations below Glassboro. 3700 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 4 00 P. M., Fast Express, for Cape May only. 6 46 P. M., Passenger for Swedesbero and Clay-ton, stopping at all stations on signal. Sunday Mail Train leaves Philadelphis at 715

Sunday Mail Train leaves Philadelphia at 7:16 M.; recurning, leaves Clape May at 5:10 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 9'30 A. M., stopping at all stations between Glassboro and tape May, and is o'clock noon for Swedesboro,

Second wharf below Walnut street, Sreight received in Philadelphia at second encernal wharf below Walnut street, Sreight delivery at No. 228 S. Delaware avenue, 815 WM. J. SEWELL, Superintendent.

COMMENCING THURSDAY, JUNE 30, 1870. Leave Philadelphia, foot of Market street (upper

Agent

Haddonfield at 745 A. M., 1 P. M., and 3 P. M

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

Mo. G. A. BNO, No. 732 CHESNUT Street, Philadelphia, mw2m General Agent.

Cash advanced on Consignments.

Streets, ST. LOUIS, MISSOURI.

HARVEY & TYLER.

fine carpets, etc.

market in the West.

Louis, Mo.

and 6 P. M.

6 28

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

debt was only \$300, and \$50 of it still remained unpaid. I have been often told by residents in China that the parents would as soon sell their children as a cow or a pig: and I had begun to believe that such was the case upon passing the ground the first time. But the scene had changed. The girls were gone, and now a boy must go also. The mother sat in the dirt with her arms around the voungest, wailing in a most piteous manner, and as Arr Hung said, cursing the men that sold her husband a ticket to America at \$300, which cost them but \$40. The broker sat listlessly by smoking his pipe, and twirling his cane, looking as if it was the smallest matter of business with him.

The boys were crying, and seemed very much afraid of us, now it was certain that one of them must go. But we passed on and left them in their misery. We never knew whether the boy was sold to a childless man to be treated as a son, to a Portuguese to be carried to the West Indies under a nominal contract, or to a native landowner to be his slave. But that one was sold into servitude for the sum of \$50 there can be no doubt. The girls were doubtless purchased for the vilest purposes, unless they had the rare luck to fall into the hands of some native in search of a legitimate wife. I am told that the price of girls has gone up within a few months. owing, perhaps, to the fact that a less number of emigrants have forfeited their bond in California than was the case six months ago. I was shown four bright, plump, rosy appearing girls yesterday, who were purchased less than a year ago (the whole lot) for \$80. Now they sell readily for \$300 each.

### SHIPPING.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGU-LAR SEMI-MONTHLY LINE TO NEW OR-

LEANS, La. The YAZOO will sail for New Orleans direct, on Satur-day August 20. at 8 A. M. The HEROULES will sail from New Orleans, direct on

August, THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, La-vacca, and Brazos, and to all points on the Mississippi river between New Orleans and St. Louis. Rod River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA. The WYOMING will sail for Savannah on Satur-day, August Bu, at 8 A. M. The TONAWANDA will sail from Savannah on Satur-

day, August 20. Th BOUGH BILLS OF LADING given to all the prin-cipal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansasa, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Rail-road, and Florida steamers, at as low rates as by competing

SEMI-MONTHLY LINE TO WILMINGTON, N. C. The FIONEER will sail for Wilmington on Wednesday, August 17, at 6 A. M. Returning, will leave Wilmington Wednesday, August 24. Connects with the Cape Fear Biver Steamboat Com. pany, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Railroads, and the winnington and mandoester Kallroad to all interior points. Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at aslow rates as by any other route. Insurance effected when requested by shippura. Bills of lading signed at Queen street wharf on or before day of sailing. WILLIAM L. JAMES, General Agent.

WILLIAM L. JAMES, General Agent. No. 120 South THIRD Street. 614

NEW EXPRESS LINE TO ALEXAN dria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, \* Nashville, Dalton, and the Sonthwest. Steamers leave regularly every Saturday at noon from the first wharf above Market street. Freibt received daily.

Freight received daily. WILLIAM P. CLYDE & CO., WILLIAM P. CLYDE & CO. No. 14 North and South WHARVES. HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 61

ermediate points. WILLIAM P. CLYDE & CO., Agents. Captain JOBN LAUGBLIN, Superintendent. Office, No. 12 South W1 arves Fibliadelphia. 4 113

The In

and Raritan Canal. SWIFTSURE TRANSPORTATION COMPANY. DESPATCH AND SWIFTSURE LINES, Leaving daily at 12 M. and 5 P. M. The steam propellers of this company will com-mence loading on the Sth of March.

Through in twenty-four hours. Goods forwarded to any point free of commissions. Freights taken on accommodating terms,

Apply to WILLIAM M. BAIRD & CO., Agents, 45 No. 132 South DELAWARE Avenue.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.

AND WEST. INOREASED FACILITIES AND REDUCED RATES FOR 1870. Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MAR-

at 12 o'clock noon, How PRICEMOND MONDAYS and KET Street. REFURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TURSDAYS and SA-

RETURNING, and NORFOLK TURSDAYS and DA-THURSDAYS, and NORFOLK TURSDAYS and DA-TURDAYS. No Bills of Lading signed after 12 o'clock on sailing No Bills of Lading signed after 12 o'clock on sailing

Aye. THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad. Freight HAN DLED BUTONCE, and taken at LOWER RATES THAN ANY OTHER LINE. No charge for commission, drayage, or any expense of

No charge for commission, drayage, or any expense of

ransfer.

bteamships insure at lowest rates. Freight received daily. Btate Room accommodations for passengers. WHILIAM P. OLYDE & OO., No. 12 S. WHARVES and Pier 1N. WHARVES. W. P. PORTER, Agent at Richmond and City Point. T. P. OROWELL & CO., Agents at Norfolk. 615

FORNEWYORK, via Delaware and Raritan Canal. EXPRESS STEAMBOAT COMPANY. The Steam Propellers of the line will commen-loading on the sth instant, leaving daily as usual. THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of Ne York, North, East, or West, free of commission.

Freights received at low rates. WILLIAM P. CLYDE & CO., Agents, No. 12 S. DELAWARE Avenue. JAMES HAND, Agent, No. 119 WALL Street, New York.

3.45 CORDAGE, ETC.

WEAVER & CO.,

ROPE MANUFACTURERS

AND

SHIP CHANDLERS,

No. 29 North WATER Street and

No. 28 North WHARVES, Philadelphia. ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 41

## CORDACE.

Manilla, Sisal and Tarred Cordage At Lowset New York Prices and Freights.

EDWIN H. FITLER & CO.,

Factory, TENTH St. and GERMANTOWN Avenue.

Store, No. 23 N. WATER St. and 22 N DELAWARE Avenue.

STOVES, RANGES, ETC.

THE AMERICAN STOVE AND HOLLOWWARE COMPANY, PHILADELPHIA, IRON FOUNDERS,

(Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson,) Manufacturers of STOVES, HEATERS, THOM-SON'S LONDON KITCHENDR, TINNED, ENA-MELLED, AND TON HOLLOWWARE.

FOUNDRY, Second and Mifflin Streets. OFFICE, 209 North Second Street.

FRANKLIN LAWRENCE, Superintendent. EDMUND B. SMITH, Treasurer.

JNO. EDGAR THOMSON.

President. JAMES HOEY. 6 27 mwf 6m General Manager.

#### MATS AND CAPS.

WAFBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, hext door to the Post Office. Fpf

old military bridge. Proposals will be received for the removal of all or to 40 pites, par

the obstructions named above, or a portion, but sin-gle bids are preferred for the entire removal of all

the obstructions at each point as named above. Each proposal must state the time within which the work will be finished, and the method or man-ner of removal proposed at each point, whether by blasting or otherwise.

Some of the wrecks are of considerable value, and it is expected that the privilege of raising them will either be paid for by the contractors in money to the United States, or that their material will be taken in compensation for removing other wrecks

which are worthless. The right is reserved to reject any or, all bids for any reason deemed sufficient by the undersigned. Proposals will be opened at 1'30 P. M. of the 12th

bidders as may choose to attend. Forms of proposals to be had on application at this office. Proposals must be in duplicate, endorsed "Propo-

sals for Removing Obstructions in James River," cach accompanied by a printed copy of this advereach accompanied by a provide to tisement, and addressed to Col. WM. P. CRAIGHILL, Union Bank Building, Baltimore, Md.

CHIEF QUARTERMASTER'S OFFICE.

THIRD DIST., DEPT. OF THE EAST.

PHILADELPHIA, Pa., Aug. 12, 1870. Scaled proposals, in triplicate, will be received at this office until 12 o'clock M. on MONDAY, Sept. 12, 1870, for building a Superintendent's Lodge of brick at the National Cemetery at Annapolis, Md., accord-ing to plans and specifications which can be seen at

The building to be one story in height (11 feet from door to ceiling), with a pitched roof, and of the following dimensions, viz. --44 feet 8 inches by 17 feet 6 inches, with a plazza on two sides 44 feet 8

inches by 6 feet 3 inches, Preference will be given to builders, masons, or arties regularly engaged by trade in works of simi-

lar character. The right is reserved to reject any or all bids not considered to the interest of the public service. The envelopes to be endorsed "Proposals for Lodge," and addressed to the undersigned. UENRY C. HODGES

HENRY C. HODGES,

Major and Quartermaster U. S. Army, Chf. Qr. Mr., Third Qr. Mr.'s District, Dept. of the East.

S 12 6t

### RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA RAIL ROAD COMPANY. On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-

645 A.M., for B. C. Junction, stops at all stations. 745 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. G. 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.

11:50 A. M. for B. C. Junction stops at all stations,
2:30 P. M. for West Chester stops at all stations.
4:15 P. M. for B. C. Junction stops at all stations.
4:45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting-at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5:30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

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 E. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

3 15 A. M. from B. C. Junction stops at all stations. R. R.
S 15 A. M. from B. C. Junction stops at all stations.
1000 A. M. from West Chester stops at all stations.
105 P. M. from West Chester stops at all stations.
105 P. M. from West Chester stops at all stations.
105 P. M. from West Chester stops at all stations.
106 P. M. from West Chester stops at all stations.
107 P. M. from West Chester stops at all stations.
108 P. M. from West Chester stops at all stations.
108 P. M. from West Chester stops at all stations.
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Express Train at 4 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thurlow, Linweod, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's 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 Magnolia. Passengers for Fortress Monroe and Norfolk will take the II'45 A. M. train. Express Train at 4 P. M. (Sundays excepted), for

take the 11'45 A. M. train. WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11:90 A. M., 2:30, 5:00, ant 7:00 P. M. The 5:00 P. M. train connects with Dela-ware kallroad for Harrington and intermediate stations. 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-commodation trains Sundays excepted. Trains leaving Wilmington at 046 A. M. and 400 P. M. will connect at Launokin Junction with the 700 A. M. and 430 P. M. trains for Baltimore Cen-

ral Railroad. ral Railroad. From Baltimore to Philadelphia.—Leave Balti-more 7-25 A. M., Way Mail; 9-00 A. M., Express; 2-35 P. M., Express; 7-25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. TIME TABLE. On and after MONDAY, July 18, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 9°05, 10, 11, 12 A. M., 1, 2, 2%, 3%, 8%, 4, 4%, 5°05, 5%, 6, 6%, 7, 8, 9, 10°05, 11, 12 F. M. Leaves Baltimore at 725 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linood, and Chester.

wood, and Chester. On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, leit West Grove at 8:55 P. M. Through tickets to all points West, South, and

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 523 Oheenut 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.

NEW JERSEY SOUTHERN RAILROAD LINE.

NEW FORKARD RAILROAD LINE. BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH. An ACCOMMODATION TRAIF in the morning

and AN EXPRESS TRAIN

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

will be furnished with SPLENDID PALACE CARS.

BETWEEN PHILADELPHIA AND SANDY HOOK, ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

press.

Hook.

ON AND AFTER MONDAY, July 4, 1870,

trains will run as follows:-LEAVE NEW YORK, from Pier No. 25 NORTH River, foot of Mutray street, at 645 A. M. Accommodation and 430 P. M. Ex-

press. LEAVE PHILADELPHIA, from foot of WALNUT Street, at 7:00 A. M. Accom-modation and 3:30 P. M. Express. The NARRAGANSETTT STEAMSHIP COMPANY'S The NARRAGANSETTT STEAMSHIP COMPANY'S

Magnincent Steamers "Plymouth 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

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the

"Travelier's" and "Appleton's Guidea." 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

ington avenue-For PORT DEPOSIT at 7 A. M. and 4'20 P. M. For OXFORD, at 7 A. M., 4'20 P. M. and 7 P. M. For OXFORD 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.

<sup>1</sup> P. M. Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore. Trains leaving Philadelphia at 10 A. M. and 4:30 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 9:25 A. M., connect at Chadds Ford Junc-tion with WILMINGTON & READING R. R. 45