THE DAILY EVENING TELEGRAPH-PHILADELPHIA, TUESDAY, AUGUST 16 1870.

A Horrible Adventure.

The Paris Patrie sustains the well-earned reputation of the French press for producing sensational anecdotes, by contributing the following to that species of literature:-

An adventure truly horrible, and which if made the subject of a melo-drama would certainly be denounced as improbable, has just occurred in the environs of Viterbo, in the Pontifical States. A cattle dealer stopped at an inn on the road not far from the city. He seemed very well satisfied with the accommodation and with himself, and he related to the innkeeper that he had just made an excellent bargain about some cattle, by which he had netted a sum of five thousand france. After supper he started for the city, but had not gone far before he was attacked by three men who tried to get him down. He defended himself bravely, and succeeded in making his escape. He returned to the inn and related what had happened. At the same time he said he would sleep there, as he did not wish, for fear of another attack, to resume his journey until the next morning. Accordingly, a room was prepared for him, and he retired to bed and soon fell asleep. In the course of the night he awoke, and heard some one speaking outside the door. What he heard filled him with herror.

The inn-keeper was saying to some one. "Dig the hole deeper in the garden. I will throw hin out of the window, and you can bury him at once." The traveller understood the situation at once. They were going to murder him, and the inn-keeper was in league with the murderers to share the plunder and conceal his body. He immediately rose and dressed himself, and, arming himself with a spade, which was standing in a corner of the room, he waited. It was not long before he heard some one approach the door. It was opened softly, and the cattle-dealer saw the inn-keeper about to step into the room. He immediately struck the wretch dead upon the floor with the spade.

The cattle-dealer then lifted up the body, and, opening the window, beneath which he could perceive by the dim light three men and a pit dug for himself, he threw the body into the yard. The three men took up the body, which they did not recognize, and set to work to bury it. The cattle-dealer, without losing a second, crept down stairs, opened the door of the inn, and hurried off to give information to the Papal Carabineers. They soon arrived at the scene of crime. The three accomplices of the would-be murderer had just finished their dismal work. They were immediately arrested and recognized as the sons of the inn-keeper. It was they, doubtless, who, at the instigation of their father, had attacked the cattle-dealer on the road.

MINING IN ABIZONA.-A correspondent of the San Francisco Bulletin, who has been travelling in Arizona, gives some idea of mining affairs in that Territory in describing the Vulture mine, in which Eastern men are interested :

"At Wickenburg I had the pleasure of seeing a rare sight—an Eastern mining company turning out bullion far above current expenses. It is refreshing to an old Pacific coaster to witness an operation of this kind. It strengthens his hopes in the future, and is a bright spot in Arizona. Like most all Eastern mining ventures, this was for a long time classed among the losing; and even now it is a wonder that it pays when all the circumstances are estimated. I doubt if any Pacific coast superintendent would to-day take the Vulture mine and mill and prevent its running in debt. Yet a clever Christian gentleman-B. Sexton of the Nutmeg State -is rapidly paying off the old debts of the company, making many improvements, and getting nearly all his ore from shafts and tunnels, in pursuance of a plan of development inaugurated and still continued. The company's ten-stamp mill is at Wickenburg, fif-teen miles from the mine, which is reached by an ascending road for eight and a descending one for seven miles, the latter end following a narrow canon, beset with gorges on either side for about three miles, in any of which the Apaches can lie concealed until the passer-by is within a few feet of them. Many attacks have been made in times not far in the past, and men killed and whole trains of mules captured. But for its inviting character to Indians, the road is pleasant to travel. and still the teamsters go over it willingly and take the chances. "But, returning to the subject, over this road the ore is drawn to the mill, and every drop of water used in and about the mine, shops, boarding-house, stables, etc., is also drawn from Wickenburg. It is carried in barrels by teams going for ore. An immense sheet-iron tank, like a steam boiler drawn upon wheels, is filled each day and hauled out half way to water the passing team animals. The hauling of ore and water costs, by contract, \$8 per ton of ore. The miners are paid from \$50 to \$65 per month, in gold bullion at coin rates, and their board included. Mill hands about the same. Wood delivered at the mill costs \$8 per cord: before Mr. Sexton's management it cost \$12, and so with the hauling of ore and water. Formerly supplies were purchased at retail in the local markets; now at wholesale with no extra cost but freight and commission; there were employed Mexican cooks at the mill, now Chinamen, by which the books show a monthly saving in the provision account of \$700. "A corresponding recklessness formerly pervaded all branches of the business. Thousands upon thousands of dollars had been expended in superfluous machinery. Now may be seen \$35,000 worth of pans thrown aside, which never were needed and can't be used in the business. An inefficient mining superintendent was looking for ore under the foot-wall, and upon the whole Mr. Sexton took charge of the Vulture property in a very discouraging condition. I heard no charges of wilful extravagange on the part of his pre-decessors: no whining in any respect. All was pleasant words, such as ought to follew success. The mining superintendent, Mr. Taylor, an old Washoeite, assured me that without any further development, he could supply the mill with pay ore for three years to come, and after passing through every shaft and tunnel, I cannot doubt his assertion. Laborers about the mines and mill are promptly discharged for drunkenness, pro-fanity, or raising any disturbance among the workmen by tale-bearing or otherwise, when any of these offenses are positively known to the superintendent, and I am assured that the apparent strictness of this disci-pline is acceptable to the men. No whisky mill or gambling den is allowed at the mine, and a store is kept where workmen are sup-plied with needful articles at a mere trifle above cost."

secured. But how are monkeys caught? The ape family resemble man. Their vices are human. They love liquor and fall. In Darfour and Sennaar the natives make fomented beer of which the monkeys are passionately fond. Aware of this, the natives go to the parts of the forests frequented by the monkeys, and set on the ground calabashes of the enticing liquor. As soon as the monkey sees and tastes it, he utters loud cries of joy that soon attract his comrades. Then, an orgie begins, and in a short time the beasts show all degrees of intoxication. Then the negroes appear. The drinkers are too far gone to mistrust them, but apparently take them for larger species of their own genus. The negroes take some up, and these immediately begin to weep and cover them with maudlin kisses. When a negro takes one by the hand to lead him off, the nearest monkey will cling to the one who thus finds a support, and endeavor to go off also. Another will grasp him, and so on, till the negro leads a staggering line of ten or a dozen tipsy monkeys. When finally brought to the village they are securely caged and gradually sober down, but for two or three days a gradually diminishing supply of liquor is given them, so as to reconcile them by degrees to their state of

captivity.

PROPOSALS.

PROPOSALS FOR STATIONERY

TREASURY DEPARTMENT. OFFICE OF INTERNAL REVENUE,

WASHINGTON, August 1, 1870. SEALED PROPOSALS will be received at this office until the first day of September, 1870, at 12 o'clock M., for supplying the Assessors and Collectors of Internal Revenue throughout that portion of the United States lying east of the Rocky Mountains, except Montana and New Mexico, with the Stationery required for use in their respective districts for that part of the present fiscal year commencing October 1, 1870, and ending June 31, 1871.

There are in that portion of the United States for which proposals are solicited two hundred and twenty-eight collection districts, in each of which is an Assessor and Collector. These districts have been divided into geographical departments. Contractors are at liberty to propose to furnish Stationery to the officers of one or more of the Departments.

The following is a list of the States and Territories, and Districts in each, constituting the several Departments:-

First Department .- Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York. Number of districts, 59.

Second Department .- Pennsylvania, New Jersey, Delaware, Maryland, Virginia, West Virginia, North Carolina, District of Columbia. Number of districts, 54.

Third Department .- South Carolina, Georgia. Alabama, Fiorida, Mississippi, Louisiana, Texas, Tennessee, Arkansas. Number of districts, 32. Fourth Department. - Kentucky, Ohio, Indiana, Illinois, Michigan, Wisconsin, Missouri, Iowa, Minnesota, Kansas, Nebraska, Colorado, Dakota, and Wyoming. Number of districts, 83. No proposals will be considered unless accompanied by a bond, with sufficient sureties, in the sum of five thousand dollars (\$5000), approved by a United States District Attorney, on a form to be furnished by the Department, conditioned that the parties shall, in case of the acceptance of their bid, or any part of it, duly execute a contract with good and sufficient bonds for the due performance of the same. The Commissioner reserves the right to consider and accept or reject each bid, item by item. The bids should be addressed to the Commissioner of Internal Revenue, and indorsed "Proposals for supplying Stationery to Internal Revenue Officers."

RAILROAD LINES.

R FADING RAILROAD-GREAT TRUNK LINE Reading the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following bours:-

MORNING ACCOMMODATION. At 750 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 535 P. M.: arrives in Philadelphia at 9.25 P.M. MORNING EXPRESS. At 8.16 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Wi llamsport, Elmira, Rochester, Niagara Falls, Bur falo, Wilkesbarre, Pittston, York, Carlisle, Cham-persburg, Hagerstown, etc. The 7.30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown.

The 730 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 845 A. M. train connects with the Lebsnen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamoport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumber-land Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Cham bersburg, Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 330 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Read ing and Columbia Rairoad trains for Columbia, etc POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION. Leaves Potistown at 6'25 A. M., stopping at in-termediate stations; arrives in Philadelphia at 8'40 A. M. Returning, leaves Philadelphia at 4'00 P. M.; arrives in Pottstown at 6 16 P. M. READING AND POTTSVILLE AUCOMMODA TION.

Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7 30 A. M. and 6:35 P. M., stopping at all way stations; arrive in Philadelphia at 10:20 A. M. and 9:25 P. M.

Returning, leaves Philadelphia at 5.15 P. M.; ar-rives in Reading at 7.56 P. M., and at Pottsville at

940 P. M. Morning Express trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadeiphia at 1 P. M. Afternoon Express trains leave Harrisburg at 2:50 P. M., and Pottsville at 2.50 P. M., arriving at Philadelphia at

Harrisburg Accommodation leaves Reading at 745 A. M. and Harrisburg at 440 P. M. Connect-ing at Reading with Afternoon Accommodation south at 635 P. M., arriving in Philadelphia at 945 P. M.

Market train, with a passeeger on attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations. All the above trains run daily, Sundays ex-

cepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroad

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Down-ingtown at 6:20 A. M., 12:45, and 5:15 P. M. PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7.80 A. M., 12.80, and 5.15 P. M. trains from Philadelphia, re-turning from Schwenksville at 6.45 and 8.05 A. M., 12 46 no

2 46 noon, and 4 15 P. M. Stage lines for various coints in Perkiomen Valley connect with trains at Collegeville and Schwenksville. COLEBROOKDALE RAILROAD. Passengers for Mount Pleasant and Intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at

NEW YORK EXPRESS FOR PITTSBURG AND

NEW YORK EXPRESSION PHTSBURG 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 Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more ato more, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 6'36 A. M. and 6'50 A. M., passing Reading at 7'28 A. M. and 10'40 A. M., arriving at New York 12'05 noon and 8'60 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-burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.

RAILROAD LINES.

ISTO. -FOR NEW YORK-THE CAMDEN 1870. -FOR NEW YORK-THE CAMDEN ton Railroad Companies' lines from Philadelphis to New York and Way Places. FROM WALNUT STREET WHARF. At 630 A. M., Accommodation, and 2 P. M. Ex-press, Via Camden and Amboy, and at 8 A. M., Ex-press, Via Camden and Amboy, and at 8 A. M., Ex-press, Mail, and 5:30 P. M., Accommodation, via Camden and Jorsey Oity. VIA NEW JERSET SOUTHERN RAILBOAD. At 7 A. M. and 5:30 P. M. for New York, Long Branch, and Intermediate places. At 6 P. M., for Amboy and Intermediate stations. At 5 C. M., 2 and 5:30 P. M. for Freehold. At 8 and 10 A. M., 12 M., 2, 2:36, and 5 P. M. for Tranton.

Trenton. At 6 50, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Bur-lington, Beverly, Delanco, and Riverton. At 6:36 and 10 A. M., 12 M., 3:30, 6, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton,

11-30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. At 6-30 and 10 A. M., 12 M., 6, 6, 8, and 11-29 P. M. for Fish House. The 11-30 P. M. line leaves from Market Street

Ferry (upper side). BROM RENSINGTON DEPOT. 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 and Br. Bristol

Bristol At 7:30 A. M., 2'30, and 5 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 10:46 A. M., 12:30, 2:30, 6:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

Frankford. FROM WEST PHILADELPHIA DEPOT, Via Connecting Railroad. At 7 and 9:30 A. M., 12:45, 6:45, and 13 P. M., New York Express Lines, and at 11:30 P. M., Emigran Line, via Jersey City. At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M. for Trepton and Bristol.

Trenton and Bristol. At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornweils, 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. Sunday Lines leave at 9:30 A. M., 6'46 P. M., and 19 nicht.

BELVIDERE DELAWARE RAILROAD LINES,

PROM KENSINGTON DEPOT. At 7:80 A. M. for Nisgara Falls, Buffalo, Dun-

At 7-30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Moatrose, 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. At 5 P. M. for Lambertville and intermediate stations.

stations

CAMLEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RALL

FROM MARKET STREET FERRY (UPPER SIDE), The 7 A. M. and 3:30 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., 215 and 6-30 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

Pemperton. At 7 and 10 A. M., 1 and 3:30 P. M. for Lewistown Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3.30 P. M. for Cream Ridge, Im-laystown, Sharon, and Hightstown. August 1, 1876. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.-TIME TABLE. COMMENCING MONDAY, JUNE 5, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:-

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 Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Raili, at Delmar with Eastern Shore Railros at Salisbury with Wicomico and Pocomoke Rail-

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER 6 P. M., SUNDAY, JULY 10, 1870. The trains of the Pennsylvanis Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Street, 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 Chenut and Walnut streets cars run within one square of the Depot.

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. 601 Chemut street, or No. 116 Market street, will receive attention

Mail Train TRAINS LEAVE DEFOT. Mail Train Paoll Accommodation, 10 A. M. & 12:50 and 7:10 P. D .12.30 P. Fast Line Fast Line Erie Express Harrisburg Accommodation Lancaster Accommodation . 2.30 P. Lancaster Accommodation Parkesburg Train Cincinnati Express Rite Mail and Pittsburg Express 10:30 P. M. 11:30 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 Sun-day night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg. Cincinnati Express leaves daily. All other trains daily except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M. at No. 118 Market street. Sunday Train No. 1 leaves Philadelphia at 8:49

Sunday Train No. 1 leaves Philadelphia at 846 A. M.; arrives at Paoli at 940 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; arrives at Paoli at 7:40 P. M. Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:10 P. M.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express .				8 10 A.	5
Philadelphia Express				6'80 A.	1
Erie Mail				6 30 A.	l
Paoli Accommodat'n.	0 25 A.	M. & 3	-30 8	5 6.40 P.	l
Parkesburg Train .				9.00 A.	
Fast Line and Buffalo	Expres	8 .	10	9.35 A.	l
Lancaster Train .		1 N		11.25 A.	1
Erie Express		1.1.1		5.40 P.	j
Lock Haven and Elmi	ra Exp	re88	100	9.40 P.	1

THE SELECTION OF M.R. W.M. KULP. On Monday Morning, Aug. 29, at 10 o'clock, by catalogue, at No. 615 Spruce street, a selection of choice Antique Furni-ture, including—Three especially fine high case-clocks, with bronze dials, in perfect condition; cu-rious tables; chairs; bedsteads; cases of drawers; bureans; secretaries; William Penn studio chair; looking glasses; Nankin and antique 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; fine carpets, etc. S 18 134.

Lock Haven and Eimira Express 940 P. M. Pacific Express 940 P. M. Harrisburg Accommodation 940 P. M. Harrisburg Accommodation 940 P. M. Harrisburg Accommodation 940 P. M. For turther information apply to JOHN F. VANLEER, Ja., Ticket Agent. No. 601 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit 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.

NORTH PENNSYLVANIA RAILROAD N THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, 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:-7-to 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, Cleveland, Chicago, San Francisco, and all points in the Great West.

the Great West. 8 25 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 Essex

kailreads. H A. M. (Accommodation) for Fort Washington

1 A. M. (Accommodation) for Fort Washington 1 16, 3 30, and 5 20 P. M., for Abington. 1 45 P. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Mahanoy City, Fikes-barre, Fittston, and Hazleton. 2 30 F. M. (Accommodation) for Doylestown. At 3 20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk. 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 Workington Washington. The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot. TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10.85 A. M.; 2.15, 5.05, and

AUD FION SALES, M. S. FOURTH STREET.

Sale at the Anction Rooms. SUPERIOR PARLOR, OHAMBER, LIBRARY, AND DINING-ROOM FURNITURE, Mirrors, Large Fire-proof Safe, Walnut Office Furniture, Fine Bedding, China, Glassware, Refrigerators, Stoves, Fine Carpeta, Etc. On Thursday Morning, August 18, at 9 o'clock, about 500 lots superior bousehold furniture, comparising a general assort.

household furniture, comprising a general assort-THOMAS BIRCH & SON, AUCTIONESSIS AND COMMISSION MERCHANTS, No. 1110 CH25-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 11 245

FIRST FALL TRADE SALE.

FIRST FALL TRADE SALE." 1000 CASES BOOTS, SHOES, BROGANS, ETG., of Fastern and City manufacture, by catalogue, on two months' credit. On Thursday Morning, Aug. 18, commencing at 10 o'clock, comprising every variety of ladies', misses', children's, men's, boys', and youths' wear, suitable for first-class city and country trade. S 11 fc

CONCERT HALL AUCTION ROOMS, No. 1819 CHESNUT Street. T. A. MCCLELLAND, AUCTIONEER.

Personal attention given to sales of household furniture 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

BUNTING, DURBOROW & CO., AUCTION SERIES, BANK Street, Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Moruing, August 18, at 10 o'clock, oa 4 months' credit. 5 12 51

IMPORTANT SALE OF CARPETINGS, OIL

CLOTHS, ETC. On Friday Morning, August 19, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cot-

tage, and rag carpetings; oil cloths, rugs, etc. 8135t

No. 704 Chesnut st., rear entrance from Minor.

Sale at No. 616 Sprace street. CHOICE ANTIQUE FURNITURE. THE SELECTION OF MR. WM. KULP.

O S E P H P E N N E Y, AUCTIONEER, No. 1307 CHESNUT & TREET. [6 23 tf

TN LOUISVILLE, KY

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

(Established 1936). AUCTIONEERS AND COMMISSION MERCHANTS. LOUISVILLE, KY. Business strictly Commission. All auction sales excla-

Thursday. Regular auction sales of dry goods, clothing, carpeter offens, etc., every Wednesday and Thursday. 18 Jan

RAILROAD LINES.

" " arrives at Lock Haven - 245 P. M.

CAMDEN AND ATLANTIC BAILROAD

ion. Additional ticket offices have been located at No.

Additional ticket offices have been located at No. \$25 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 same. 5 26 D. H. MUNDY, 6 26 Aggent.

WEST JERSEY RAILROADS.

SUMMER ARRANGEMENTS.

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

COMMENCING THURSDAY, JUNE 30, 1370. Leave Philadelphia, foot of Market street (upper ferry), at 8-60 A. M., Mail for Bridgeton, Salem, Vineland, Militrilie, Swedesboro, and intermediate stations. 9 60 A. M., Mail and Express for Cape May. 11 45 A. M., Woodbury Accommodation. 8 15 P. M., Accommodation for Cape May, Mill-ville, Vineland, and way stations below Ginashoro. 3:50 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 400 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 400 P. M., Passenger for Swedesbero and Clay-ton, stopping at all stations on signal. Sundsy Mail Train leaves Philadelphia at 7:18 A. M.; returning, leaves Cape May at 5:10 P. M. 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 Clamden duily at 9:20 A. M., stopping at all stations between Glassboro, and Uape May Season Tickets, good for four months from date of purchase, \$50. Annual Tickets, \$100. Freight Train leaves Clamden duily at 9:20 A. M., stopping at all stations between Glassboro and uape May and 12 o'clock noon for Swedesboro. Selem, and Bridgeton. Freight received in Philadelphia at second covered wharf below Walnut street. Freight delivery at No. 228 S. Delaware avenus. 818 WM. J. SEW SLL, Superintendent.

TOHN FARNUM & CO., COMMISSION MER-

el chants andiManufacturers of Ocusstors Ticking sta Mo. 100 OHNSNUT Street, Philadelphia. Istan

6 28

Agent.

General Superintendent.

MARTIN BROTHERS, AUCTIONEER (Lately Salesmen for M. Thomas & Sons.)

For particulars see "Public Ledger."

8 11 64

AUCTIONEERS ._

8 13 131

charge.

and country trade.

fine carpets, etc.

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HOW MONKEYS ARE CAUGHT. - The following plan to catch monkeys beats the old plan of

one would suppose them much more difficult to catch than other wild animals. Pitfalls will take a lion, and the famished monarch of the forest will, after a few days starvation, dart into a coge containing food, and thus be

Schedules of articles to be furnished will be forwarded from this office upon application, with conditions under which the articles are to oe delivered.

J. W. DOUGLASS, Acting Commissioner. 8.9 Sw

E NGINEER OFFICE FOR HARBOR DEFENSES, GINEER OFFICE FOR BALTIMORE, MD. 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 ganboat 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 80 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 Gai-lege, 250 tons, old measurement; wreck of pilot boat

Piome, S7 tons, old measurement, wreck of phot-boat Piome, S7 tons, old measurement. Below AIKENS, or VARINA, about twenty miles from Richmond, S7 to 40 piles, part of remains of old military bridge. Proposals will be received for the removal of all

the obstructions named above, or a portion, but sin-gie bids are preferred for the entire removal of all the obstructions at each point as premoval of all

he 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

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 understand

The right is reserved to reject any or an olds for any reason deemed sufficient by the undersigned. Proposals will be opened at 1:30 P. M. of the 12th day of September next ensuing, in presence of such bidders as may choose to attend. Forms of proposals to be had on application at this offer.

this office. Proposals must be in duplicate, endorsed "Propo-sals for Removing Obstructions in James River," each accompanied by a printed copy of this advertisement, and addresse Col. WM. P. CRAIGHILL.

Union	Bank	Building	
Contra de	B	Building	Md

CHIEF QUARTERMASTER'S OFFICE.

8 11 6t

CHIEF QUARTERMANTER'S OFFICE. THIRD DIST., DEPT. OF THE EAST. } PHILADELPHIA, Pa., Aug. 12, 1870.} Sealed proposals, in triplicate, will be received at this office until 12 o'clock M. on MONDAY, Sept. 23, 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 this office. The building to be one story in height (11 feet from floor to ceiling), with a pltched root, and of the following dimensions, viz. :-44 feet s inches by 17 feet 6 inches, with a plazza on two sides 44 feet 8 inches by 6 feet 8 incnes. Preference will be given to builders, masons, or parties regularly engaged by trade in works of simi-tar character.

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. HENRY C. HODGES,

Major and Quartermaster U. S. Army, Chi. Qr. Mr., Third Qr. Mr.'s District, Dert. of the East. 6 12 61

Trains leave Pottsville at 6:30 and 11:30 A. M.

And 8:60 P. M., returning from Tamaqua at 8:85 A. M., and 1:40 and 4:50 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-BOAD. Trains leave Auburn at 8:55 A. M. for Pinegrove

Trains leave Auburn at 305 A. M. for Pinegrove, and Harrisburg, and at 1205 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 340 P. M., from Brookside at 345 P. M., and from Trepont at 625 A. M. and 505 P. M. TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Fottstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Fottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates. 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. Nicolis, General Superintendent, Reading. COMMUTATION TICKETS.-At 25 per cent. discount, between any points desired, for families

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

firms. SEASON TICKETS.-For one, two, three, six, pine, 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. EXCURSION TICKETS from Philadelphia to points, stations, good for Saturday, Sunday,

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

the Ticket Once, at Information forwarded streets. FREIGHT.-Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Philadelphia Post Office for all places on the road and its branches at 6 A. M., and for the principal stations only at 216 P. M. FREIGHT TRAINS leave Philadelphia daily at 436 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

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

stations.
6:55 P. M. for West Chester stops at all stations.
11:30 P. M. for West Chester stops at all stations.
FOR PHILA DELPHIA.
5:25 A. M. from West Chester 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 F. & B. C. R. R.

Port Deposit, and all stations on the F. & B. C. R. R.
845 A. M. from B. C. Junction stops at all stations.
105 P. M. from West Chester stops at all stations.
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106 P. M. from West Chester stops at all stations.
106 P. M. from B. C. Junction with P. & B. C. R. R.
106 P. M. from B. C. Junction with P. & B. C. R. R.
106 P. M. from B. C. Junction with P. & B. C. R. R.
108 P. M. from B. C. Junction with P. & B. C. R. R.
108 P. M. from B. C. Junction with P. & B. C. R. R.
108 S. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & H. C. R. R.
108 A. M. for West Chester stops at all stations.
108 A. M. from West Chester stops at all stations.
109 A. M. from West Chester stops at all stations.
100 P. M. from West Chester stops at all stations.
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road. Express Train at 1145 A. M. (Sundays excepted), for Baltimore and Washington, stepping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Bailmore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-

Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11'30 P. M. (Dally), for Balti-mere 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 11'45 A. M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.

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 Railroad for Harrington and intermediate

stations. Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00, and 7.15 P. M. The S.10 A. M. train will not stop between Chester and Fhiladelphia. The 7.15 P. M.

and 7:16 P. M. The S 10 A. M. train will not stop *between Chester and Fhiladelphia. The 7:16 P. M. train from Wilmington runs Dally; all other ac-commodation trains Sundays excepted. Train cleaving Wilmington at 6:45 A. M. and 4:00 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Cen-ral Railroad. From Baltimore to Philadelphia.—Leave Balti-more 7:26 A. M., Way Mali; 9:00 A. M., Express; 9:85 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 Esst, 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. Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 528 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at the office cap have have and chested at

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 CLAKK, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. TIME TABLE. On and after MONDAY, July 18, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 x. M., 1, 2, 2%, 3%, 3%, 4, 4%, 505, 5%, 6, 6%, 7, 8, 9, 1005, 11, 12 P. M.

12 P. M. Leave Germantown 6, 6'55, 7%, 8, 8'20, 9, 10, 11, 12 A. M., 1, 2, 3, 3%, 4, 4%, 6, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 8'20 down train, and 2%, 3%, and 5% up trains, will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9% A. M., 2, 4'05, 7, and 10% P. M.

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 ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH. AB 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.

NO CHANGE OF CARS NO CHANGE OF CARS BETWEEN PHILADELPHIA AND SANDY HOOK. ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH. ON AND AFTER MONDAY, July 4, 1870,

from Pier No. 25 NORTH River, foot of Murray street, at 645 A. M. Accommodation and 4 30 P. M. Ex.

press. LEAVE PHILADELPHIA.

FOR CONSHOHOUKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 11 65 A. M., 1%, 8, 4%, 6, 6½, 6½, 8'05, 10, and 11% P. M.
Leave Norristown 5½, 6'26, 7, 7%, 8'00, and 11 A.
M., 1½, 3, 4½, 6½, 8, and 9½ P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia 9 A. M., 1, 5%, and 9 P. M.
FOR MANAX UNK.
Leave Philadelphia 6, 7½, 9, and 11'66 A. M., 1½, 3, 4½, 5, 5½, 6%, 80, 10, and 11% P. M.
Leave Manayunk 6, 6'55, 7½, 8 10, 9'20, and 11½ A. M., 2, 3½, 6, 6%, 8%, and 10 P. M.
Leave Philadelphia 6, 7%, 8 and 10 P. M.
Leave Philadelphia 8 A. M., 2½, 4, and 7½ P. M. from foot of WALNUT Street, at 7:00 A. M. Accom-monation and 3:30 P. M. Express. The NARRAGANSETIT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse

UN SUNDAYS. UN SUNDAYS. Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk 7% A. M., 1%, 6% and 9% P. M. PLY MOUTH RAILROAD. Leave Philadelphia 5 P. M. Leave Philadelphia 5 P. M. Leave Flymouth 6% A. M. The 7% A. M. train from Norristown will not stop at Mogee'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 Conschohocken. Passengers taking the 7, 905 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. Hoyt" have been fitted up expressly for this business, the former with unequalied accommodations, and will make the connection between New York and Sandy Hook.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will

run as follows:-LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wash-ington avenue-For PORT DEPOSIT at 7 A. M. and 4'30 P. M. For OXFORD, at 7 A. M., 4'30 P. M. and 7 P. M. 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.

7 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 4:80 P. M., leaving Oxford at 6:05 A. M., and leaving Port Deposit at 9:05 A. M., connect at Chald's Ford June-lion with WILMINGTON & SEADING B. H. 92

Bethlehem at 8 25, and 10 35 A. M., 2 10, 0 05, and 8 25 P. M. 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.

Abington at 285, 465, and 645 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 930 A. M. Philadelphia for Joylestown at 200 P. M. Philadelphia for Fort Washington at 830 A. M. Bethlehem for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4:00 P. M. Fort Washington for Philadelphia at 9:30 A. M.

10% P. M. Leave Germantown at 8½ A. M., 1, 3, 6, and 9% P. M.

CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 8½, 6½, 7, 9, and 11 P. M. Leave Chesnut Hill 7:10, 8, 9:40, and 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M. ON SUNDAYS. Leave Philadelphia at 9½ 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 6:55, 9 A. M., and 6% P. M.

trains from Germantown will make close connec-tions with the trains for New York at Intersection

Station. FOR CONSHOHOCKEN AND NORRISTOWN.

connections with the the trains from New York tersection Station. The 9% A. M. and 8 P. M. trains from Ger-mantown to Ninth and Green strests. 8 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9-26 A. M. and 4-25 P. M., on

PORT DEFOSIT at 940 A. M. and 540 P. M. arrival of trains from Baltimore. OXFORD at 6406 A. M., 1036 A. M., and 530 P. M. CHADD'S FORD at 746 A. M., 1940 M., 1940 F. M., CHADD'S FORD at 746 A. M., 1940 M., 1940 F. M., CHADD'S FORD at 746 A. M., 1940 M., 1940 F. M., CHADD'S FORD at 746 A. M., 1940 M., 1940 F. M., CHADD'S FORD at 746 A. M., 1940 M., 1940 F. M., CHADD'S FORD at 746 A. M., 1940 M., 1940 F. M., CHADD'S FORD at 746 A. M., 1940 M., 1940 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 HENRY WOOD, aspne.

General Supering

CHESNUT HILL RAILROAD.

