THE WAR IN EUROPE.

THE SECRET TREATY.

Count Blamarck's Pronunciamente-The Prus-sian Diplomatic Indictment of Napoleon. Count Bismarck, as Chancellor of the North German Confederation, has addressed the following circular despatch to the representatives of the North German Confederation at the Courts of neutral States:-

BERLIN, July 29, 1870. The expectation expressed by Lord Gran-ville and Mr. Gladstone in the British Parliament that more exact information in reference to the draft treaty of Count Benedetti would be farnished by the two Powers concerned was in a preliminary manner fulfilled on our side by the telegrams which I addressed to Count Bernstorff on the 27th instant. Telegraph form only enabled me to make a short statement, which I now complete in writing. The document published by the London Times contains by no means the only proposition of a similar nature which has been made to us on the part of the French. Even before the Danish war attempts addressed to me were made both by official and unofficial French agents to effect an alliance between France and Prussia, with the object of mutual aggrandizement. It is scarcely necessary for me to point out the impossibility of such a transaction for a German Minister, whose position is dependent on his being in accord with the national feeling: its explanation is to be found in the want of acquaintance of French statesmen with the fundamental conditions of existence among other peoples. Had the agents of the Paris Cabinet be en competent to observe the state of German affairs such an illusion would never have been entertained in Paris as that Prussia could permit herself to accept the aid of France in regulating German affairs. Your Excellency is, of course, as well acquainted as I am myself with the ignorance of the French as regards Germany. The endeavors of the French Government to carryout, with the assistance of Pruso its covetous views in reference t Belgium and the Rhine frontier, were brought to my notice even before 1862, therefore before my accession to the Ministry of Foreign Affairs. I cannot regard it as my task to transfer such communications, which were purely of a personal nature, to the sphere of international negotiation, and I believe it will be best to withhold the most interesting contribution which I could make towards the elucidation of the metter from private letters and conversations. The abovementioned tendencies of the French Government were first recognizable by the external influence on European politics, and the attitude favorable to us which France assumed in the German-Danish conflict. The subsequent bad feeling which France displayed towards us in reference to the treaty of Gastien was attributable to the apprehension lest a durable strengthening of the Prusso-Austrian alliance should deprive the Paris Cabinet of the fruits of this its attitude. France before 1865 reckoned upon the outbreak of war between us and Austria, and again willingly made approaches to as as soon as our relations with Vienna began to be un-

Before the outbreak of the Austrian war proposals were made to me, partly through relatives of his Majesty the Emperor of the French and partly by confidential agents, which each time had for their objects smaller or larger transactions for the purpose of effecting mutual aggrandizement. At one time the negotiations were about Luxemburg or about the frontier of 1814, with Landau and Saarlouis: at another about largar objects, from which the French-Swiss cantons and the question where the linguistic boundaries of Piedment were to be drawn, were not excluded. In May, 1866, these pretensions took the form of a proposition for an offensive and defensive alliance, and the following extract of its chief features is in my possession:-

1. En cas de Congres, poursuvre d'accord la ces-sion de la Venetie à l'Italie; et l'annexion des Duches a la Prusse. 2. Si le Congres n'aboutit pas alliance oriensive et defensive. 3. Le Roi de Prusse commencera les hostilites dans les dix jours de la sepa-ration du Congres. 4. Si le Congres ne se reunit pas, la Prusse attaquera dans 30 jours apres la signa-ture du present traite. 5. L'Empereur des Francais declarera la guerre a l'Autriche, des que les hostilites seront commences entre l'Autriche et la Prusse en 30 jours, 300,006. 6. On ne fera pas de paix separee avec l'Autriche. 7. La paix se fera sous les con-ditions suivantes; la Venetle a l'Italie, a la Prusse ditions suivantes; la Venetie a l'Italie, à la Prusse les territoires Allemands ci-dessous (7@8 millions d'apres aux choix plus, la reforme federale dans le sens l'russien); pour la France, le territoire entre Moselle et Rhin, sans Coblence ni Mayence compre-nant 500,000 ames de Prusse, la Baviere, rive gauche du Rhin, Bukenfield, Hombourg, Darmstadt, 213,000 ames. S. Convention militaire et maritime entre la France et la Prusse des la signature. 9. (Adasion France et la Prusse des la signature. 9. (Adhesion

The strength of the army with which the Emperor, in accordance with article five, would assist us, was in written explanations placed at 300,000 men—the number of souls comprised in the aggrandizement which France sought for 1,800,000 souls, according to French calculations, which, however, did not agree with the actual statistics. Every one who is familiar with the secret diplomatic and military history of the year 1866 will see glimmering through these clauses the policy which France pursued simultaneously towards Italy (with whom she at the sane time so secretly negotiated), and subsequently to-

wards Prussia and Italy. In June, 1866, after we had rejected the above schemes of alliance, notwithstanding several almost threatening warnings to accept it, the French Government began to calculate on the Austrians being victorious over us, and upon our making a bid for French assistance, after the eventuality of our defeat, to pave the way for which; diplomatically, French diplomacy was occupied to the uttermost. That the Congress anticipated in the foregoing draft of alliance, and again proposed later, would have had the effect of causing our three months' alliance with Italy to expire without our having profited by it is well known to your Excellency, as is also the fact that France, in the further agreements relative to Custoza, was busied prejudicing our situation, and, possible, bringing about our defeat. he patriotic affliction of the

Minister Rouher furnishes a comment upon the further course of events. Since that time France has not ceased leading us into temptation by offers at the cost of Germany and Belgium. I had never any doubt as to the impossibility of acceding to any such offers, but I consider it useful, in the interests of peace, to permit the French statesmen to hold these illusions, peculiar to them, so long as it should be possible so to do without giving even a verbal assent to their propositions. I imagined that the annihilation of the French hopes would endanger the preservation of peace, the maintenance of which was in the interest both of Germany and Europe. I was not of the opinion of those politicians who considered it unadvisable to shun by all means in one's power a war with France on the ground that such a war was in any case unavoidable. No one can so clearly foresee the designs of Divine Providence, and I look upon even a victorious war as an evil in itself, which the statesmanship of a country must strive to l

spare its people. I could not in my calcula-tions leave out the possibility that in the constitution and policy of France changes might arise which would relieve the two great neighboring people from the necessity of war—a hope which was favored by each postponement of the rupture. For these reasons I was silent about the propositions made, and delayed the negotiations about them without ever on my side giving a promise. After the negotiations with his Majesty the King of the Netherlands fell, as is well known, to the ground, extended proposals were again addressed to me by France, including in their purport Belgium and South Germany. At this conjuncture comes the communication of the Benedetti manuscript. That the French ambassador, without the assent of his sovereign, and on his own responsibility, drew up these propositions, handed them to me, and negotiated them, modifying them in certain places as I advised, is as unlikely as was the statement on another occasion that the Emperor Napoleon had not agreed to the demand for our surrendering Mayence, which was officially made to me in August, 1866, by the French ambassador under threat of war in case of our refusal. The different phases of French bad feeling and lust for war which we have gone through from 1866 to 1869 coincided with tolerable exactness with the willingness or unwillingness for negotiations which the French agents believed they met with in me. In 1866, at the time when the Belgian railway affair was being prepared, it was intimated to me by a high personage, who was not a stranger to the former negotiations, than in case of a French occupation of Belgium "nous trouverions notre Belgique ailleurs." Similarly on other occasions I had been given to understand that in a solution of the Eastern question France would seek its share not in far-off places, but close upon its boundaries. I am under the impression that it was only the definitive conviction that no enlargement of the frontiers was to be achieved with us that has led the Emperor to the determination to strive to obtain it against us. I have, besides, reason to believe that had the publication in question not taken place, so soon as our and the French preparations for war were complete propositions would have been made to us by France jointly, and, at the head of a million armed men. to carry out against unarmed Europe the proposals formerly made to us, and either before or after the first battle to conclude peace on the basis of the Benedetti proposals and at the expense of Belgium. Concerning the text of these proposals I

remark that the draft in our possession is from beginning to end from the hand of Count Benedetti, and written on the paper of the Imperial French Embassy, and that the ambassadors here, including the representatives of Austria, Great Britain, Russia, Baden, Bavaria, Belgium, Hesse, Italy, Saxony, Turkey, and Wurtemberg, who have seen the original, have recognized the handwriting. In article one Count Benedetti at the very first reading withdrew the closing passage, placing it in brackets, after I had remarked that it presupposed the interference of France in the internal affairs of Germany, which I, even in private documents, could not allow. Of his own accord he made an important marginal correction in article two, in my presence. On the 24th inst. I informed Lord A. Loftus verbally of the existence of the document in question, and on his expressing doubts im to a personal aspect invited h same. On the 27th of this month he took note of it and convinced himself that it was in the handwriting of his former French colleague. If the Imperial Cabinet now repudiates attempts for which it has sought since 1864, both by promises and threats, to obtain our co-operation, this is easily to be explained in presence of the political

situation. Your Excellency will please read this doeument to M .---, and hand him a copy.

FELLING TREES ON PUGET SOUND.-The morning repast being over, each one goes to his work-the chopper with his "board" and two axes: one to cut through the thick bark, and the other, ground very sharp and thin, to cut the clear wood. The mere "felling of a tree," as generally understood by woodmen, is but a simple matter of labor; but in the forests of Oregon and Washington Territory it is quite a novel undertaking. The tree being extremely large at its base, with immense outspreading roots, and frequently "shaky," or perhaps a little decayed at the "butt," it is found to be a saving of labor to cut it sometimes as high up as fifteen feet from the ground. To do this, the chopper makes a square notch into it, as high up as practicable, and inserts the end of his board which is about five feet long and eight or nine inches wide, furnished with an iron "up" at the end, which catches in the upper side of the notch in the tree, preventing it from slipping out when the man is standing on it; he then leaps upon the board, cuts another notch as high up as he can reach; strikes his axe into the trunk above his head, holding on to the helve with one hand, he sticks his toes into the notch below, and then removes the board from it to the notch above, while, half jumping and climbing, he mounts his board again. If high enough up, he chips off the bark with his heavier axe, and then, with his thin, sharp one, cuts a broad "scarf" into the heart of the tree on the side he desires it to fall; then, chopping the other side till the tree is about to come down, he calls out "Under! under!" as a warning signal. A few more strokes with the keen axe and the leviathan of the forest begins to bow its towering top. When sure of its falling the chopper flings his axes at a distance to the ground, and quickly removes his board to the notch below; then, swinging himself clear of the ponderous roots, he jumps to the ground, while the tree comes down with a crashing noise that is heard for miles distant.

PATENTS. TE T A

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O. HOWSON, Attorney-at-Law.
Communications to be addressed to the Principal Offices STATE RIGHTS FOR SALE. STATE RIGHTS of a valuable Invention just natented, and for

of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS FOR SALE. Model can be seen at TELEGRAPH OFFICE, COOPERS POINT, N. J. MUNDY & HOFFMAN.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE
from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Gumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION. MORNING ACCOMMODATION.

At. 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.: arrives in Philadelphia at 9:25 P.M.: MIGRNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Willamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Champersburg, Hagerstown, etc.

falo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7-30 A. M. train connects at READING with
East Pennsylvania Raliroad trains for Allentown,
etc., and the 8-15 A. M. train connects with the
Lebanen Valley train for Harrisburg, etc.; at
PORT CLINTON with Catawissa Raliroad trains
for Williamoport, Lock Haven, Elmira; etc.; at
HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains
for Northumberland, Williamsport, York, Cham
bersburg, Pinegrove, etc.

bersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3-20 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M.

REABING AND POTTSVILLE ACCOMMODA

Leave Pottsville at 6:40 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 10:29 A. M. and 9:25 P. M.; arrive in Philadelphia at 5:15 P. M.; arrive in Philadelphia at 5:15

Returning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 7-55 P. M., and at Pottsyllie at Morning Express trains for Philadelphia leave

Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2:50 P. M., and Pottsville at 2:50 P. M., arriving at Philadelphia at Harrisburg Accommodation leaves Reading at 7.15 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.35 P. M., arriving in Philadelphia at 9.25 P. M.

Market .train, with a passeeger car 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-

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 Perklomen and Colebrookdaie

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 Downingtown at 6-20 A. M., 12-45, and 5-16 P. M. PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, returning from Schwenksville at 6.45 and 8.05 A. M. 12 45 noon, and 4 15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at 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 7-00 and 11-00 A. M.
NEW YORK EXPRESS FOR PITTSBURG AND

Leave New York at 9:00 A. M. and 6:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore etc. Returning Express train leaves Harrisburg on

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 Harrisburg at 8-10 A. M. and 2-50 P. M. Mail train for Harrisburg at 8-20 A. M. New York at 18 M.

burg leaves New York at 18 M.

SCHUYLKILL VALLEY RAILROAD.

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

Trains leave Auburn at 8-55 A. M. for Pinegrove and Harrisburg, and at 12-05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg 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 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 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, Reading.

COMMUTATION TICKETS.—At 25 per cent.

discount, between any points desired, for families MILEAGE TICKETS.—Good for 2000 miles, between all points; at \$47.00 each, for families and 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 half fare. and wives to tickets at half fare.

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

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 5 A. M., and for the principal stations only at 216 P. M. FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and 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-

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

leave from the Depot, THIRTY-FIRST and CHESNUT, 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.
2-30 P. M. for West Chester stops at all stations.
4-15 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.

8 tations. 6 to P. M. for West Chester stops at all stations. 11 30 P. M. for West Chester stops at all stations. FOR PHILADELPHIA. 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 Greenweod), connecting at B. C. Junction for Oxford, Kennett,
Port Deposit, and all stations on the P. & B. C.
R. R.

Port Deposit, and all stations on the P. & B. C. R. R. R.
8-15 A. M. from B. C. Junction stops at all stations.
10-90 A. M. from West Chester stops at all stations.
1-95 P. M. from B. C. Junction stops at all stations.
1-55 P. M. from West Chester stops at all stations.
1-55 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.
1-50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
1-50 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS,
1-50 P. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
1-50 P. M. for West Chester stops at all stations.
1-50 P. M. from West Chester stops at all stations.
1-50 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,

RAILROAD LINES.

1870. -FOR NEW YORK-THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places.

to New York and Way Places.

FROM WALNUT STREET WHARP.

At 6:30.A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

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 6 P. M. for Trenton.

Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Burlington, 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 Palmyra. At 6:30 and 10 A. M., 12 M., 8, 6, 8, and 11:30 P. M. for Fish House.

The 11-30 P. M. line leaves from Market Street

Ferry (upper side).

**NEON ERNSINGTON 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 5 P. NI. for Keristol. 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 7'80 P. M. for Bustleton, 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.

PROM WEST PHILADELPHIA DEPOT. Via Connecting Railroad.

At 7 and 9-80 A. M., 12-45, 6-46, and 12 P. M., New York Express Lines, and at 11-30 P. M., Emigran 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 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., 6:45 P. M., and 12 night.

RELVIDERE DELAWARE RAILROADILINES.

BELVIDERE DELAWARE RALROAD; LINES, FROM KENBINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 6 P. M. for Lambertville and Intermediate stations. Stations.

CAMBEN AND BURLINGTON COUNTY AND

PEMBERTON AND HIGHTSTOWN RALL-ROADS.

FROM MARKET STREET FERRY (UPPER SIDE),
The 7 A. M. and 3-30 P. M. Lines leave from Walnut street wharf.
At 7 and 9 A. M., 1, 2-15, 3-30, 6, 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 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 and 10 A. M., 1 and 3°C? P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, and Hor-

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

PHILABELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 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 Baitimore, 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 Junctien and Breakwater Railroad,
at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and
at Salisbury with Wicomico and Pocomoke Railroad.

road.

Express Train at 11.45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

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

Night Express at 11.20 P. M. (Daily), for Party and Stemmer's Run.

Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, idinwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

man's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11-15 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 Dola-Railroad for Harrington and intermediate stations. Leave Wilmington 6:45 and 8:10 A. M., 2:00

Leave Wilmington 645 and 840 A. M., 200, 400, and 745 P. M. The 840 A. M. train will not stop between Chester and Fhiladelphia. The 745 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 645 A. M. and 400 P. M. will connect at Lamokin Junction with the '00 A. M. and 4'80 P. M. trains for Baltimore Cenral Railroad.
From Baltimore to Philadelphia.—Leave Balti-

From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mali; 9.00 A. M., Express; 2.35 P. M., Express; 7.25 P. M., Express; SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7.25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Eikton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, 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 leit West Grove at 3-55 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.

H. F. KENNEY, Superintendent.

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

An ACCOMMODATION TRAIF in the morning AN EXPRESS TRAIN in the Afternoon from each end of the route, THE EXPRESS TRAIN

SPLENDID PALACE 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, trains will run as follows:— LEAVE NEW YORK, from Pier No. 2s NORTH River, foot of Murray street, at 6.45 A. M. Accommodation and 4 30 P. M. Ex-

press. LEAVE PHILADELPHIA, from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:30 P. M. Express.

The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent 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

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., 9:30 P. M., 4:30 P. M., and Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4:20 P. M., leaving Oxford at 6:06 A. M., and leaving Port Deposit at 2:25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 6:2 MAILROAD LINES,

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JULY 18, 1876.
The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Walnut 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 Chesnut streets, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

Mail Train TRAINS LEAVE DEPOT. Mail Train 8-90 A P Paoll Accommodation, 10 A. M. & 12-50 and 7-10 P. I Fast Line 12-30 P. I Brie Express 11-00 A. Harrisburg Accommodation 2-30 P. I Lancaster Accommodation 4-10 P. I Parkesburg Train 5-20 P. Parkesburg Train 6-20 P. M.
Cincinnati Express 8-30 P. M.
Erie Mail and Pittsburg Express 10-30 P. M.
Way Passenger 11-30 P. M. Way Passenger 11:30 P. M.
Eric Mail leaves daily, except Sunday, running
on Saturday night to Williamsport only. On Sunday 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 procured and baggage delivered by 5 P. M. at No. 118

Market street.
Sunday Train No. 1 leaves Philadelphia at 8:40
A. M.; arrives at Paoli at 8:40 A. M. Sunday
Train No. 2 leaves Philadelphia at 6:40 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.

Cincinnati Express . 8 10 A. M.
Philadelphia Express . 6 30 A. M.
Eric Mail . 6 30 A. M. Eric Mail
Paoli Accommodat'n, SSA, M. & 3-30 & 6-40 P. hi
Parkesburg Train
Fast Line and Buffalo Express
9-30 A. M.
9-30 A. M. Erie Express Lock Haven and Elmira Express Pacific Express . Harrisburg Accommodation . Francis Funk, Ticket Agent.

For turther information apply to
JOHN F. VANLEER, Ja., Ticket Agent.
No. 901 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 Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the Owner unless taken by special contract. owner, unless taken by special contract.

A. J. CASSATT,

General Superintendent, Altoona, Pa. NORTH PENNSYLVANIA RAILEOAD— 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. At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahaney City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. the Great West.

the Great West.

8 25 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Hethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesparre, Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railrands. M 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, Wikes-barre, Pittston, and Hazleton. 230 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 11:80 P. M. (Accommodation) for Fort 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 10.35 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

Abington at 2:35, 4:55, and 8:45 P. M. Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Doylestown at 2:00 P. M. Philadelphia for Fort Washington at 8:30 A. M. ON SUNDAYS.

nd 700 F. M.

Boylestown for Philadelphia at 6:30 A. M.

Bethlehem for Philadelphia at 4:00 P. M.

Fort Washington for Philadelphia at 9:30 A. M. nd 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 RAILEOAD.
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%, 3½, 8¾, 4, 4¾, 5·05, 5¾, 6, 6¾, 7, 8, 9, 10·05, 11, 12 F. 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 %, 5, 5 %, 6, 6 %, 7, 8, 9, 10, 11 P.M.
The 8-20 down train, and 2 %, 8 %, 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. Leave Germantown at 8% A. M., 1, 3, 6, and 9% CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2%, 8%, 6%, 7, 9, and 11 P. M. Leave Chesaut 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% A. M., 2 and P. M.
Leave Ohesnat Hill at 7.50 A. M., 12.40, 6.40, and Passengers taking the 6.55, 9 A. M., and 614 P. M. trains from Germantown will make close connections with the trains for New York at Intersection FOR CONSHOHOCKEN AND NORRISTOWN.

FOR CONSHOHOUREN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%,
8, 4%, 6, 6%, 8 05, 10, and 11% P. M.
Leave Nerristown 5%, 6 26, 7, 7%, 8 50, and 11 A.
M., 1%, 3, 4%, 6%, 8, and 9% P. M.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Norristown 7 A. M., 1, 6%, and 9 P. M.
FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½, 3, 4½, 5, 5½, 6½, 806, 10, and 11½ P. M.
Leave Manayunk 6, 656, 7½, 810, 920, and 11½ A. M., 2, 8½, 5, 6½, 8½, and 10 P. M.
Leave Philadelphia 9 A. M., 1½, 6½ and 9½ P. M.
Leave Philadelphia 9 A. M., 1½, 6½ and 9½ P. M.
Leave Philadelphia 5 P. M.
Leave Plymouth 6½ A. M.
The 7½ 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 Conshohocken.
Passengers taking the 7, 945 A. M. and 6½ P. M. trains from Ninth and Green streets will make close trains from Ninth and Green streets will make close connections with the trains for New York at In-

The % A. M. and & P. M. trains from New York connect with the 1 and & P. M. trains from Germantown to Ninth and Green streets.

6 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CEN-TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 925 A. M. and 425 P. M., on PORT DEPOSIT at 925 A. M. and 625 P. M. arrival of trains from Baitimore.

OXPORD at 635 A. M., 1035 A. M., and 530 P. M. CHADD'S FORD at 726 A. M., 1200 M., 130 P. M., 435 P. M., and 649 P. M.
Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same. AUCTION SALES.

M. S. FOURTH STREET.

Sale at the Auction Rooms. SUPERIOR PARLOR, CHAMBER, LIBRARY,
AND DINING-ROOM FURNITURE, Mirrors,
Large Fire-proof Safe, Walnut Office Furniture,
Fine Bedding, China, Glassware, Refrigerators,
Stoves, Fine Carpeta, Etc. SUPERIOR

Stoves, Fine Carpets, Etc.
On Thursday Morning,
August 18, at 9 o'clock, about 500 lots superior household furniture, comprising a general assort8 15 2t

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

Sale No. 1110 Chestnut Street,
SUPERIOR WALNUT PARLOR, LIBRARY, CHAMBER AND DINING-ROOM FURNITURE: Fine
Nelvet, Brussels, and Ingrain Carpets; Walnut Parior Organ, Piano-forte, etc.; Large and small Mantel and Fier Mirrors, Suits of Cottage Furniture,
Pookenses, Wardrobes, Stdeboards, Office and Labrary Tables. Spring and Hair Mattresses, Boisters and Fillows, Paintings, and Engravings,
China, Silver-plated Ware, Cutlery, Kitchen Furniture, &c.

old, by catalogue, a large assortment of the parlor, thrary, chamber, and dining-room furniture, of every

SECONDHAND FURNITURE AND CARPETS. Also, a large assortment of secondhand household urniture, carpets, china, glassware, etc., from families declining housekeeping.
Catalogues ready and the farniture open for examination on Thursday afternoon.

8 17 2t

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

FIRST FALL TRADE SALE.*

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

two months' credit.
On Thursday Morning,
Aug. 18, commencing at 19 o'clock, comprising every variety of ladies', misses', children's, mea's, boys', and youths' wear, suitable for first-class city and country trade.

8 11 6t

CONCERT HALL AUCTION ROOMS, No. 1813
OHESNUT Street.
T. A. MOCLELLAND, 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-

For particulars see "Public Ledger." N. B .- A superior class of furniture at private sale DUNTING, DURBOROW & CO., AUCTION BERRS, Bank street. Successors to John B. Myers & Co.

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 \$

IMPORTANT SALE OF CARPETINGS, OF On Friday Morning,

August 19, at 11 o'clock, on four months' credit, bout 200 pieces ingrain. Venetian, list, hemp, cottage, and rag carpetings; oil cloths, rugs, etc. 313 5t SALE OF 2000 CASES BOOTS, SHORS, TRAVEL LING BAGS, ETC., On Tuesday Morning,

Aug. 23, at 10 o'clock, on four months' credit. 8 17 5t MARTIN BROTHERS, AUCTIONEERS.-No. 704 Chesnut st., rear entrance from Minor.

Sale at No. 616 Spruce 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 Furniture, including...Three especially fine nigh case clocks, with bronze dials, in perfect condition; curious tables; chairs; bedsteads; cases of drawers; bureaus; 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

O S E P H P AUCTIONEER. No. 1307 CHESNUT &TREET. [6 28 tf S T. LOUIS, AUCTION HOUSE OF

HARVEY & TYLER, Nos. 119, 121, and 123, corner FIFTH and PINE Streets, ST. LOUIS, MISSOURI. We have a large and commodious Building erected by us expressly for the Auction and Com

nission business.

mission business.
St. Louis is known to be the most reliable auction market in the West.
Cash advanced on Consignments.
Our Commissions from six to ten per cent.
We refer to the Bankers and Merchants of St. Louis, Mo. No. 732 CHESNUT Street, Philadelphia.

IN LOUISVILLE, KY GEORGE W. ANDERSON . H. C. STUCKY.
THOMAS ANDERSON & CO.
(Established 1825).
AUCTIONEERS AND COMMISSION MERCHANTS;
LOUISVILLE, EY.
Business strictly Commission. All auction sales exciseively for cash.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and hats every

Thursday.

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 is san RAILROAD LINES. CAMDEN AND ATLANTIC RAILROAD. SHORTEST ROUTE TO THE SEA SHORE.
THROUGH IN 134 HOURS.
FIVE TRAINS DAILY TO ATLANTIC CITY.
On and after SATURDAY, July 2, 1870, trains will
leave VINE STREET FERRY as follows:—

Express (through in 154 hours)..... Atlantic Accommodation..... Returning leave Atlantic-Returning, leave Atlantic City, Monday, 9-40 A. M.

Returning, leave Atlantic City, Monday, 9-40 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., and 6 P. M.

Haddonfield at 7-15 A. M., 1 P. M., and 3 P. M. Atco, at 6-22 A. M. and 12-15, noon.
ON SUNDAYS.

ion.
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 responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

D. H. MUNDY,

EASTON & MCMAHON, SHIPPING AND COMMISSION MERCHANTS,

No. 2 COENTIES SLIP, New York, No. 18 SOUTH WHARVES, Philadelphia, No. 45 W. PRATT STREET, Baltimore. We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest

MACHINERY.

TARPET AND CLOTH ROLLING AND Shearing Machines roll the piece solid, retaining width and length.

Be mi No. 17 South EIGHTEENTH Street.

TOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Conscious Ticking, etc.

JET GOODS, NEWEST STYLES, DIXON'S, No. ONE DOLLAR GOODS FOR 95 CENTS to 15 tall DIFON'S, No. 21 S. KIGHTH Street.