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THE DAILY EVENING TELEGRAPH-PHILADELPHIA, MONDAY, AUGUST 22, 1870.

PHILADELPHIA TO WILLIAMSPORT, WITH HALTS BY THE WAY.

NORTHUMBERLAND - MILTON - WILLIAMSPORT -BLACK MARBLE-A TROUT POND AND BREED-ING HOUSE-THE LUMBER TRADE-THE "LOOM"-WILLIAMSPORT OF THE PAST, THE PRESENT, AND THE PROBABLE FUTURE -"TITES THE GREAT"-THE PEOPLE WE MEET-THELP MANNERS AND CUSTOMS.

Taking the Pennsylvania and Erie Railroad at Sunbury, and crossing the North Branch, the first stop is made at

NORTHUMBERLAND,

a pretty little town situated on a point of and formed by the confluence of the North and West Branches of the Susquehanna. There are a number of fine churches here, and considerable business is done. Passing Lewisburg, our next stop is at

MILTON,

the western terminus of the Catawissa Railroad, and the site of that company's fine car works. The town itself is by far the neatest, aleanest, and most orderly of any town of its size in this section of the State. Its situation, on the high bluff of the West Branch, is perfectly enchanting, and its houses remind me of what Dickens has said of one of the towns in the Eastern States-namely, that they look as though they were taken in in the evening and set out again in the morning. It is the birthplace and former residence of the Hon. James Pollock, the present Director of the United States Mint in your city, and I have no desire to indulge in adulation when I say the Governor reverses the maxim, and is as good a prophet in his own country as out of it-at least the Miltonians say so, and I'm willing to take their word for it.

The business of Milton is of the varied character incidental to an agricultural district. The surrounding country, on every side, is most beautiful, and prosperity appears to be an epidemic. In the town a number of improvements are being made, the principal one of which is a new Opera House, a commodious and imposing building.

From Milton up the valley the country is rolling and mountainous, but there is nothing of particular note until we reach the city of

WILLIAMSPORT.

The situation of this inland city is not so favorable to the eye as many other places along the West Branch of less note, and yet there is such a degree of activity and energy about everything as to render the place most agreeable to those who either visit it as a matter of business or pleasure. The ground upon which a great portion of the city is built has at one time been low and swampy, but to-day the streets are as dry and regular as those of Philadelphia. Most of them are laid with the Nicolson wood pavement, and a passenger railroad traverses the principal streets from one end of the town to the other. On the opposite side of the river from the city are the Bald Eagle Mountains-most appropriately named, I hope, although I must confess I haven't seen anything in the shape of our glorious American bird in my travels over them. These mountains are masses of disjointed rocks, pitched helter-skelter together and covered to their very tops with trees of rather doubtful beauty. Until recently these hills were not supposed to be of any value, but recently Dr. Hepburn of this place, in conjunction with Mr. J. D. Potts, of the "Empire Line" in your city, have opened a quarry of the most beautiful black marble I have ever seen. Through the kindness of Dr. Hepburn I have visited this wonderful quarry, which is situated in "Black Marble" or Mosquito valley, in the Bald Eagle Mountains, about four miles from the city. The marble lies in thick layers or shelves on the side of a hill, and is easy of access. During the time that your correspondent was on the ground a mass of the stone weighing about five tons was lifted from its bed and tumbled down among the other great chunks that were awaiting shipment. This stone is hard and durable, and is susceptible of the most brilliant polish. A cubic foot of the stone weighs 190 pounds. Its discovery certainly opens a new era in the history of this section. Passing on up the side of the mountain, over a road which no man would certainly desire to call smooth, I had an opportunity of seeing one of the trout-breeding establishments which have become so famous of late years. I desired the boy who acted as chaperon to our party to tell me the name of the place, that I might give it to the readers of THE TELEGRAPH, but he assured me that the place "hadn't no name;" therefore I can only say that the establishment belongs to a Mr. Kean, of New York, and some of the citizens of Williamsport. Our first glance was at the lower and largest of a series of ponds built in the channel of a crystal-like mountain torrent, for the special accommodation of the scaly delicacies. Here in the shade of an overhanging tree were hundreds of trout, measuring from six inches to eighteen. Further on we came to another pond, with fewer fish in it, but are much larger than the last. Next to this was another pond, literally crammed with the finest fish I have ever seen. They darted from us, and displayed their speckled sides as we approached, and flew to the opposite side of the pond, and did not even deign to sniff the flies and grasshoppers which we caught and threw to them. They were a little invidious, we thought, for no sooner had our red-shirted gnide made his appearance than they assembled before him and made voracious darts at every stick and stone he deigned to toss them. With more contempt for our finny friends than we cared to express, we passed on up the torrent, visiting a number of smaller ponds, all containing fish, until we arrived at the breeding-house, a large, commodious building, with windows, etc.; in a word, the same as a dwelling-house, with the exception of an upper story. Here we saw the troughs in which the spawn is deposited, and various other things of interest. But the little troutlets were troutlets no longer: they had assumed the dignity of fishhood and gone to take their chances in the pools below.

To those who have never quaffed the waters of these mountain springs, or felt the cool invigorating air, even in dog-days, no pen can describe the beauties of a ride through the mountain gorges. Returning to the city, many beautiful and novel sights were presented to the eye. Among these I may mention the natural water-works which supply the city with clear spring water. Pipes have been laid from a dam away up in the mountain, far above the level of the city, and through these the water is conducted down the valley and thence across the river to the city. Following the water-pipes until we reach the banks of the river, we pass on about two miles above the city proper to what are known as the "booms." There are two of these

"booms" above the city, and are owned and kept in repair by a company, to which every lumberman whose logs float on the river is compelled to pay a certain sum for every log caught in them. What is called a "boom" is a series of piers built in the river, and rising far above low-water mark. They extend from one side of the river to the other in the shape of an echelon, and the largest is perhaps over a mile from one end to the other. They are used to catch the logs as they come down the river during the high water, and present a most imposing appearance even now, with the acres of saw-logs locked in their strong embrace and held tight until their owners call for them. One would naturally wonder how, among so many millions of logs, some of them did not fall into hands other than those of their rightful owner. This is, however, obviated by each log having ts owner's name stamped upon it. To these logs and booms Williamsport, without question, owes its present importance. Sawmills abound on every side, and stacks of lumber of every conceivable kind and quality confront you at almost every turn. The saw-mills are of the most improved kind, and I yesterday stood by in the "Dodge Mills" and watched a log drawn from the pool, placed on the saw frame, sawed into twenty-four boards and slabs, and the residue cut into laths and tied into bundles ready for shipment, in less than fifteen minutes. Some idea of the magnitude of these mills may be had, when I state that six logs are going through the same process that I witnessed all at the same time. Little or nothing goes to waste about one of these mills: the saw-dust is consumed in generating the steam, and I hear that the splinters are to be made up into clothes-pin and tooth-

picks. Williamsport of the past has been the scene of gigantic strides; to-day she is standing stock still. The lumber trade is dull, and this affects other things. Her future is an enigma. It may be that the recently discovered marble quarries will start new enterprises, but should this not take place, Williamsport will probably be forever more the same Williamsport she is to-day, with less money and less business. She now has a population of some twenty-five thousand. Coupled with everything of a public nature about Williamsport is the name of Mr. Peter Herdic, a man who a few years since split shingles by the day at one of the mountain saw-mills. ' His cognomen of "Peter the Great" is most appropriate, for assuredly he has shown himself to be great in more instances than one. His hotel is one of the largest and most complete in the State outside of the city of Philadelphia, while his park and countless other things which his magic hands have touched will stand as a monument of his fame despite the odium in which his name is held by many of the citizens of the city which he unquestionably "runs" to suit himself. A clever volume might well be written of the doings of this man, and it may be that this suggestion will find a place in his fruitful mind, and the book be written. My letter has already assumed larger proportions than it should, but still I do not feel like leaving the readers of THE TELEGRAPH in the many towns I have passed through without a word. A more generous, hospitable, and social peeple it has never been my fortune to fall among. There is a degree of solidity about them which we do not always find in the city, and a delightful absence of much of the "tomfoolery" and nothingness which city people fancy is 'nobby," and hence la mode. Men are as sharp and business-like in their habits in the country as elsewhere, but there is a degree of freshness and frankness about them that is charming and refreshing. The hospitality and bonhomic of the housewives come in for a share of my admiration, and the girls almost make a "feller" wish that he "hadn't swore off." Like Rip Van Winkle, I wonder if a "feller" couldn't take "just one, and not count it."

RAILROAD LINES.

READING RAILROAD-GREAT TRUNK LINE K from Philadelphia to the interior of Penn-sylvania, the Schuylkill, Susquehanna, Cumber-land, and Wyoming Valleys, the North, North-west, 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

ersburg, Hagerstown, etc. The 7:30 A. M. train connects at READING with The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:16 A. M. train connects with the Lebanen 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.

bersburg, Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Read ing and Columbia Railroad trains for Columbia, etc POTTSTOWN ACCOMMODATION.

Leaves Pottstown 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.; strives in Pottstown at 615 P. M. READING AND POTTSVILLE ACCOMMODA

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.

Returning, loaves Philadelphia at 5 15 P. M.; ar-rives in Reading at 7 55 P. M., and at Pottsville at 9.40 P. M.

9:40 P. M. 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 2:60 P. M., arriving at Philadelphia at

7:00 P. M. Harrisburg Accommodation leaves Reading at 7:16 A. M. and Harrisburg at 4:10 P. M. Connect-ing at Reading with Afternoon Accommodation south at 6:85 P. M., arriving in Philadelphia at

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-

cepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4'26 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale ROADS.

CHESTER VALLEY 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 5:16 P. M. PERKIOMEN RAILROAD. Passengers for Schwenksville take 7:30 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 from Schwenksville at 6:45 and 8:05 A. M.,

12 46 noon, and 4:15 P. M. Stage lines for various points in Perklomen Valley connect with trains at

Collegeville and Schwenksville. COLEBROOKDALE RAILROAD.

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 THE WEST. Leave New York at 9:00 A. M. and 6:00 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, Baiti-more, etc. more, etc.

Returning Express train leaves Harrisburg on Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 535 A. M. and 850 A. M., passing Reading at 722 A. M. and 10:40 A. M., arriving at New York 12:05 noon and 3:40 P. M. Sleeping cars accompany these trains through between Jersey Oity and Pittsburg without change. A Mail train for New York leaves Harrisburg

RAILROAD LINES.

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

to New York and Way Places. PROM WALNUT STREET WHARF. At 6:30 A. M., Accommodation, and 2 P. M., Ex. press, via Camden and Amboy, and at 8 A. M., Ex-press Mail, and 3:30 P. M., Accommodation, via Camden and Jorsey City. VIA NEW JERSEY SOUTHERN RAILBOAD. 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 20 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.

At 5 and 10 A. M., 12 M., 2, 8.30, 5, 6, 8, At 630, 8, and 10 A. M., 12 M., 2, 8.30, 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., 8:30, 5, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:39 P. M.

for Fish House. The 11:30 P. M. line leaves from Market Street

Forry (upper side). BOM EBNSINGTON DEPOT. At 7:30 A. M., 2:80, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Kristol

Bristol

At 7:30 A. M., 2:30, and 5 F. 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, 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. FROM WEST PHILADELPHIA 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 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.

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

BELVIDERE DELAWARE RAILROAD LINES. At 7 50 A. M. for Niagara Falls, Buffalo, Dun-

At 7 80 A. M. for Niagara Falls, Bullalo, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oewego, Syracuse, Great Bend, Montrose, 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 atc

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

stations CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL

ROADS. PROM MARKET STREET PERRY (UPPER SIDE). The 7 A. M. and 3:30 P. M. Lines leave from Wal-nut street whath 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, Maxandle Halparcort and Mount Holly.

Masonville, Halnesport, and Mount Holly. At 7 A. M., 215 and 6:30 P. M. for Lumberton and Medford Mediord. At 7 and 9 A. M., 1, 8 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

Pemberten. At 7 and 10 A. M., 1 and 8.30 P. M. for Lewistown,

Wrightstown, Cookstown, New Egypt, and Hor-

nerstown. 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 BAL. TIMORE RAILROAD.-TIME TABLE. COMMENCING MONDAY, JUNE 6, 1870.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER S P. M., SUNDAY, JULY 10, 1870. The trains of the Pennsylvania Central Raliroad leave the Depot, 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 ene square of the Depot.

Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call

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 DEFOT. Paoll Accommodation, 10 A. M. & 12.50 and 7.10 P

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, [3 19 5t August 25, at 10 o'clock, on four months' credit. Chains and 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 \$ P. M. at No. 116

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC, On Friday Morning, August 26, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cot-tage, and rag carpetings; oil cloths, rugs, etc. 8 20 5t Market street.

Market street. Sunday Train No. 1 leaves Philadelphia at 840 A. M.; arrives at Paoli at 940 A. M. Sunday Train No. 9 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. 2 leaves Paoli at 450 P. M.; arrives at Philadelphia at 610 P. M.

Train No. 2 leaves Paoli at 450 P. M.; arrives at Philadelphia at 610 P. M. TEAINS ARRIVE AT DEPOT. Cincinnati Express	 Sale at the Auction Rooms, No. 704 Chesnut street. VERY SUPERIOR HOUSEHOLD FURNITURE, Rosewood Piano-forte, Elegant French Piate Mir- rors, Handsome Chamber Suits, Bookcases, Car- pets, Bedding, Etc. (From Families Declining Housekeeping or Moving.) On Wednesday Morning. August 24, at 10 o'clock, at the auction rooms, No. 704 Chesnut street, an excellent assortment of household furniture. (B 22 2t) 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 Furni- ture, includingThree especially fins high cass- clocks, with bronze dials, in perfect condition; cu- rious tables; chairs; bedsteads; cases of drawers; bureaus; secretaries; William Penn studio chair; looking glasses; Nankin and antique china and
Apparel, and limit their responsibility to One Hun-	looking glasses; Nankin and antique china and glassware; curious mantel ornaments; very fine old

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, Pr.

N ORTH PENNSYLVANIA RAILROAD-THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN FENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. SUMMER ARRANGEMENT, Takes effect May 16, 1870.

Takes effect May 16, 1870. Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:-7.00 A. M. (Accommodation) for Fort Washing-

A. M. (Accommodation) for Fort washing-ton.
At 7:35 A.M. (Express), for Bethlehem, Easton, Al-ientown, Mauch Chunk, Wilkesbarre, Williams-port, Mahanoy City, Hazieton, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleve-land, Chicago, San Francisco, and all points in the Great West.
8 25 A. M. (Accommodation) for Doylestown.
945 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 Railreads.

Railroads 11 A. M. (Accommodation) for Fort Washington

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Philadelphia:-

market in the West.

fine carpets, etc.

AUD FION BALES. M. S. FOURTH STREET.

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.

charge.

CONCERT HALL AUCTION ROOMS, No. 1218 CONCERT HALL AUCTION ROOMS, No. 1218 T. A. MCOLELLAND, AUCTIONEER. Personal attention given to sales of household fur-niture at dwellings. Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Taurs-day.

day. For particulars see "Public Ledger." N. B.—A superior class of furniture at private sale Bank street. Successors to John B. Myers & Co.

SALE OF 2000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, ETC., On Tuesday Morning, Aug. 23, at 10 o'clock, on four months' credit. 8 17 64

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

and rare engravings, framed; complete set and rons shovel and tongs; bellows and foot stool to match

TN ST. LOUIS,

Cash advanced on Consignments.

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St. Louis is known to be the most reliable auction

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N LOUISVILLE, KY

GEORGE W. ANDERSON. H. C. STUCKE, THOMAS ANDERSON & OO.

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

RAILROAD LINES.

WESTWARD,

MAIL TRAIN leaves Philadelphia . 10-20 P. M.

" " " arrives at Lock

Haven - 245 P. M. BASTWARD. MAIL TRA'IN leaves Erie - 850 A. M. "Williamsport - 925 P. M. "arrives at Philadelphia 620 A. M. ERIE EXPRESS leaves Erie - 900 P. M. "Williamsport 8'15 A. M. "arrives at Philadelphia 630 P. M. ELMIRA MAIL leaves Williamsport - 945 A. M. "arrives at Philadelphia 950 P. M. BUFFALO EXP. leaves Williamsport 1225 A. M. "Harrisburg - 520 A. M. "arrives at Philadelphia 926 A. M. "arr. Williamspit 1250 P. M. BALD EAGLE MAIL leaves L. Haven 1136 A. M. "arr. Williamspit 1250 P. M. Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad. WM. A. BALDWIN, General Superintendent.

CAMDEN AND ATLANTIC RAILROAD.

SHORTEST ROUTE TO THE SEA SHORE. THROUGH IN 1% HOURS. FIVE TRAINS DALLY TO ATLANTIC CITY. On and after SATURDAY, July 2, 1870, trains with leave VINE STREET FERRY as follows:-

Mail. 4-35 P. M. Freight (with passenger car). 11-50 A. M. Express (through in 1% hours). 7-24 A. M. Atlantic Accommodation. 606 A. M. An extra Express Train (through in 1% hours) will

leave Vine Street Ferry every Saturday, at 2 P. M. Returning, leave Atlantic City, Monday, 940 A. M. LOCAL TRAINS LEAVE— For Haddonfield, 1045 A. M., 2 P. M. and 6 P. M. For Atco and intermediate stations, 1045 A. M.

street, will call for baggage and check to destina

Additional ticket offices have been located at No.

828 Chesnut street and No. 116 Market street for the

JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sta

BOPE AND TWINE, BAGS and BAGGING, for Flour, Ealt, Super-Phosphate of Lines, Bone Dust, Etc. Large and small GUNNY BAGS constantly on band, 4 Jac, WOOL SACKS.

NOTTON SAIL DUCK AND CANVAS, OF ALL

C numbers and brands. Tent, Awning, Trunk, and Waron-cover Duck. Also, Paper Manufac-turers' Drier Feits, from thirty to sevenly-six inches, with Paulins, Belting, Sol Twine, etc. JOHN W. EVERMAN, No. 10 CHURCE Street (Our Stores).

Returning, leave-

Special Excursion

and 6 P. M.

lon.

6 28

BASTWARD.

8 13 134

[6 28 tf

M 0.

- 1.30 P. M.

.5.35 P. M. 4.35 P. M. 11.50 A. M. .7.24 A. M. .6.06 A. M.

Agent.

Haven - - 2.45 P. M.

The weather here is perfectly delightful, and so is your own INDEX.



EDMUND B. SMITH, Treasurer.

JNO. EDGAR THOMSON. Prosident JAMES HOFY

Fresident.	JAMES HUEL,
6 27 mwf 6m	General Manager.

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Consetors Ticking, etc. 200 OHEANUT Street, Polladelphia. I wind

at 8'10 A. M. and 2 50 P. M. Mail train for Harris-

burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 8:20 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4 50 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD

ROAD. Trains leave Auburn at 8 55 A. M. for Pinegrove and Harrisburg, and at 12:05 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3:40 P. M., from Brookside at 3:46 P. M., and from Trepont at 6.25 A. M. and 5.05 P. M. TICKETS.

Through first-class-tickets and emigrant tickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading

and intermediate stations, good for one 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

omce 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, be-tween all points, at \$47.00 each, for families and

firms. SEASON TICKETS.-For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates. OLERGYMEN residing on the line of the road OLERGYMEN residing on the line of the road

Will be furnished with cards entitling themselves and wives to tlekets 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 strate

FREIGHT.-Goods of all descriptions forwarded

FREIGHT.-Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS clese at the F illadelphia Fost Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M. FREIGHT TRAINS leave Philadelphia daily at 1005 A. M. 19:20 noon 6 and 715 P. M. for Reading 436 A. M., 12'80 noon, 6 and 7'16 P. M., for Reading Lebanon, Harrisburg, Pottsville, Port Clinton, and

bonnon, Harnsburg, Pottsvine, Port Omiton, and points beyond. BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 226 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-HILL Streets.

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

and stations on the P. and B. C. R. R. 940 A. M. for West Chester stops at all stations. 1150 A. M. for West Chester stops at all stations. 250 P. M. for West Chester stops at all stations. 415 P. M. for West Chester stops at all stations. 445 P. M. for West Chester stops at all stations. 445 P. M. for West Chester stops at all stations. 445 P. M. for West Chester stops at all stations. 445 P. M. for West Chester stops at all stations. 455 P. M. for West Chester stops at all stations. 455 P. M. for B. C. Junction. Connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. 550 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations. 6 55 P. M. for West Chester stops at all stations. 11'30 P. M. for West Chester stops at all stations. FOR PHILADELPHIA.

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 be-tween W. C. and Media (except Greenwood), con necting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

Port Deposit, and all stations on the P. & B. C. R. R.
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.
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.
108 P. M. from B. C. Junction with P. & B. C. R. R.
100 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.
108 P. M. for West Chester stops at all stations.
108 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.
108 P. M. for West Chester stops at all stations.

ON SUNDAYS,
Sook A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
Soo P. M. for West Chester stops at all stations.
4 So A. M. from West Chester stops at all stations.
7 50 P. M. from West Chester stops at all stations.
connecting at B. C. Junction with P. & B. C. R. R.
connecting at B. C. Junction with P. & B. C. R. R.

Salisbury with Wicomico and Pocomoke Rail road.

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

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 1145 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. Thes: 00 P. M. train connects with Dela-ware Railroad for Harrington and intermediate Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00,

and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Fhiladelphia. The 7:15 P. M. train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 645 A. M. and 400

P. M. will connect at Lamokin Junction with the 7 co A. M. and 4 30 P. M. trains for Baltimore Cen-Railroad From Baltimore to Philadelphia .- Leave Balti-

more 7-25 A. M., Way Mall; 900 A. M., Express; 2°55 P. M., Express; 7°25 P. M., Express; SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7°25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-

ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

wood, and Chester. On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3 55 P. M. Through tickets to all points West, South, and

Southwest may be procured at ticket office, No. 82 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can where 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 JERSET SOUTHERS, RAILROAD LINE, NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH. An ACCOMMODATION TRAIF in the morning

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. 28 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. Accom-monation and 3:20 P. M. Express. The NARRAGANSET TT STEAMSHIP COMPANY'S The NARRAGANSET TO 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 Hook.

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

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

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

run as follows:-LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wash-

TRAILES AT 255 A. M. and T. S. PORT DEPOSIT at 925 A. M. and T. S. P. M. arrival of trains from Baltimore. OXFORD at 645 A. M., 1025 A. M., and 530 P. M., CHADD'S FORD at 736 A. M., 1200 M., 130 P. M., 445 P. M., and 549 P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be re-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, same. General Supering dent. ngton 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

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 4:30 P. M., leaving Oxford at 6:05 A. M., and leaving Port Deposit at 9:35 A. M., connect at Chadd's Ford Junc-tion with WILMINGTON & READING R. R. 48

30, and 5'20 P. M., for Abington. 1'15, 3'30, and 5'20'P. M., for Abington. 1'45 P. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Mahanoy City, Wilkes-barre, Pittston, and Hazieton. 2'80 P. M. (Accommodation) for Doylestown. At 3'20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk

Thursday. Regular auction sales of dry 'goods, clothing, carpete or tions, etc., every Wednesday and Thursday. [3 19 8m PHILADELPHIA AND ERIE RAILEOAD. SUMMER TIME TABLE. On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Brie Railroad run as follows from Pennsylvania Railroad Depot, West

Mauch Chunk. 4 15 P. M. (Mail) for Doylestown. 5 00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale. 8 00 and 11 30 P. M. (Accommodation) for Fort

Washington. The Fitth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the

MAIL TRAIN leaves Philadelphia - 10-20 P. M. "Williamsport - 8 00 A. M. arrives at Erie - 7-49 P. M. ERIE EXPRESS leaves Philadelphia 10-50 A. M. "Williamsport - 8-15 P. M. ELMIRA MAIL leaves Philadelphia - 7-56 A. M. "Williamsport - 7-25 A. M. ELMIRA MAIL leaves Philadelphia - 7-50 A. M. "Williamsport - 6-00 P. M. BALD EAGLE MAIL leaves Williams-DOT - - - 1-30 P. M. Depot. TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10.35 A. M.; 2.15, 5.05, and

26 P. M. Doylestown at 8.25 A. M., 4.40 and 7.05 P. M.

Lansdale at 7:80 A. M. Fort Washington at 9:20 and 11:20 A. M., 3:10 and 9.45 P. M.

Abington at 2.35, 4.55, and 6 45 P. M.

ON SUNDAYS. Philadelphia for Bethlehem at 9 30 A. M. Philadelphia for Doylestown at 200 P. M. Philadelphia for Fort Washington at 8:30 A. M.

and 7 00 P. M. nd 700 F. M. Doylestown for Philadelphia at 6.30 A. M. Bethlehem for Philadelphia at 4.00 P. M. Fort Washington for Philadelphia at 9.30 A. M.

and 8.10 P. M.

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

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

TIME TABLE. On and after MONDAY, July 18, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 9:05, 10, 11, 12 A. M., 1, 2, 25, 34, 85, 4, 45, 5:05, 55, 6, 65, 7, 8, 9, 10:05, 11, 12 P. M.

12 P. M. Leave Germantown 8, 6*55, 7½, 8, 8*20, 9, 10, 11, 12 A. M., 1, 2, 3, 3½, 4, 4½, 5, 6½, 6, 6½, 7, 8, 8, 10, 11 P. AL The 8*20 down train, and 2½, 3½, and 6½ up trains, will not stop on the Germantown Branch. ON SUNDAYS.

Leave Philadelphia at 9% A. M., 2, 4.05, 7, and 10% P. Leave Germantown at 8% A. M., 1, 3, 6, and 9%

P. M.

P. M. CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 8¾, 5½, 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 9½ A. M., 2 and P. M. Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 2:25 P. M. 9-25 P. M.

Passengers taking the 6.55, 9 A. M., and 61% P. M. trains from Germantown will make close connec-tions with the trains for New York at Intersection

Station. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Nerristown 5/4, 625, 77, 78, 800 11 05 A. M., 13, 8, 4/4, 6, 5/4, 6/4, 8'05, 10, and 11% P. M. Leave Nerristown 5/4, 6'25, 7, 734, 8'50, and 11 A. M., 11/2, 3, 4/2, 6'4, 8, and 9/2 P. M.

M., 11/2, 3, 41/5, 62/4, 8, and 92/4 F. M. UN SUNDAYS. Leave Philadelphia 9 A. M., 21/2, 4, and 71/2 P. M. Leave Portistown 7 A. M., 1, 5%, and 9 P. M. FOR MANAY UNK. Leave Philadelphia 6, 71/4, 9, and 11:05 A. M., 11/4, 3, 41/4, 5, 61/4, 65/6, 80/6, 10, and 11/4 P. M. Leave Manayunk 6, 6565, 7%, 810, 920, and 11/4 A. M., 2, 81/4, 5, 61/4, 82/4, and 10 P. M. Leave Philadelphia 9 A. M., 21/4, 4, and 71/4 P. M. Leave Manayunk 7% A. M., 11/4, 63/4 and 91/4 P. M. Leave Manayunk 7% A. M., 11/4, 63/4 and 91/4 P. M. Leave Manayunk 7% 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 Conshohocken. Green Tree, and Conshohocken. Passengers taking the 7, 906 A. M. and 61/4 P. M.

825 Chesnut street and No. 110 had been 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 D. H. MUNDY, Agent. trains from Ninth and Green streets will make close connections with the trains for New York at In-Corn Exchange Bag Manufactory

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

THE PHILADELPHIA AND BALTIMORE CEN. TRAL RAILROAD CO. TRAINS FOR PHILADELPHIA leave FORT DEFOSIT at 928 A. M. and 435 P. M., on

General Superintend