## OLLIVIER.

### DOWNFALL OF HIS MINISTRY.

The Scene in the French Corps Legislatif on 9th of August-A Full Report of the Debute.

The scenes which took place at the opening of the Corps Legislatif on the 9th of August were of the most agitating character, and reminded one forcibly of those which occurred during the first French Revolution, After the usual formalities observed upon such occasions had been complied with, M. Emile we Ollivier. Minister of Justice and head of the Cabinet, rose and addressed the Chamber.

He said that the Emperor, having promised that the Pinpress would convoke them if the cir-cumstances became difficult, the Government did not feel justified in waiting to call them together until the situation of the country had become compromised.

M. La Chard said that the country was already compromised, invaded.

President Schneider hoped that they would not compromise it, either in the Right or Left, by compromising the dignity of their delibera-tions. (Applause.)

After some exciting observations from the Marquis de Pire, whom it was very difficult to calm down, the Minister of Justice continued. The Government had summoned them together at the moment of the first difficulties. One or two corps of their army had met with checks, but the major part of it had neither been vanquished, nor even been engaged. The corps which had been repulsed had only been so by forces four or five times more considerable, and it had displayed in the combat a sublime heroism.

A voice from the Left-But it was compromised.

M. Jules Favre-Yes, by the incapacity of its chief. chief. (Loud murmurs and protestations from the Right.) Descend from the tribune, it is a

President Schneider-You do not want even to hear the facts. Take care, yot assume a great

responsibility. (Applause.) M. Raulleaux Degage-If the tumult continues I shall demand of the Chamber to resolve itself into a select committee.

M. Schneider-Let us deliberate tranquilly,

and listen attentively to the Minister. M. Emanuel Arago—In the safety of the public let the Ministers disappear. The Minister of Justice, continuing—It dis-

played. I repeat, a sublime heroism which secured for it a glory at least as great as that of the victors. (Cries of "Arne! Arne!") All our soldiers who have fought, like those who await the hour of combat, are animated by the same ardor, the same impulse, the same patriotism, the same coufidence in a speedy revenge. (Great applause.) None of our natural defenses or of our fortresses have fallen into the hands of the enemy; our immense resources remain intact. In place of allowing itself to be dejected by reverses which it dld not expect, the country has felt its courage augmented by trials. (Continued applause.)

M. Jules Favre-Yes, in spite of its government the country is patriotic, but it is vilely governed.

M. Sigris, Minister of Finance-It was so well governed by you and your party. The Minister of Interior-We ask of you to

aid us in organizing the national movement, and to organize the levee en masse of all who are capable of bearing arms in the country.

M. de Jouvencel-No! no! Not with you. You are, of all others, the one with whom it is most impossible. You told us it was peace, and a few days after it was war. (Murmurs.) M. Eugene Pelletan—You have lost the

country. It can only save itself in spite of you. M. Emanuel Arago-Yes, we will make all the sacrifices necessary, but not with you. President Schneider-Gentlemen, if you pre-

fer violence and confusion to study and de-liberation, I leave you the responsibility of it. (Applause.) The Marquis de Pire-It is shameful to enter

into discussions at such a time. You should be unanimous, even if the Ministry be in the wrong. (Murmurs.) A member on the Left-M. de Pire occupies the place of M. Jules Favre. I request M. Favre to yield it to me.

tion to the Chamber: - Do not let us lose our time in discussions. Let us act. If you believe - und God knows with what ardor we shall sus-tain ike meu whom you honor with your confi-dence—if you believe that others more than we offer to you, to the country, to the army, and to the national defense the guarantees of which it has need, do not discuss; make no speeches; demand the voting-urns, and cast balls into them signifying that we have not your confidence— that a new Ministry shall be immediately or-ganized—that there shall be no suspension of the public action. Believe me, it is best to re-strain that which can only be a return to what is past and to recriminations. We do not want to draw ourselves from your accusations; we belong to you: you can take us no when it belong to you; you can take us up when it pleases you, we shall be always here to undergo picases you, we shall be always here to undergo your reproaches and your anathemas. But I beseech of you now to think only of the public peri', to turn your attention only to the country. Dismiss us if you please immediately, and with-out form, for what is imperative above all things is not to indulge in national efforts, nor to diares hout to not

to discuss, but to act. The Minister descended from the tribune looking extremely pale, and apparently in a state of great exhaustion. He resumed his seat without receiving any of the congratulations by which he is usually greeted after speaking. M. Latour du Moulin then offered the following motion for the adoption of the Chamber, stating it was signed by Deputies who were at once Liberal and Conservative; in fact, some of the most liberal among them --

"The undersigned Deputies demand that the Pre-sidency of the Council of Ministers shall be confiden to General Trochn, and that he be charged to form a Cabinet.

Before the proposition was discussed, it was agreed that General Dejean, Minister of War ad interim, should read his expose de motifs relative to the project of law for the increase of the military forces of the country during the duration of war. After the bill had been read the Minister demanded that it should be considered as a measure of urgency, and sent to the Bureau. The discus-sion was then resumed. M. Jules Favre proposed two resolutions, the first having re-lation to the armament of Paris, and which was couched in the following terms: ---

"Considering that the romowing terms: — "Considering that the enemy has invaded the soil of France, that our army, erect and always devoted, is ready to repel him, it is the duty of every one to unite with it in its efforts. That is the right of every one to claim a weapon for the accomplishment of this duty. Considering that according to the avowal, even of the Minister of War, the foreigner avowal, even of the Minister of War, the foreigner is marching upon Paris, that in presence of such a perill it woold be a crime to refuse to every inhabi-tant of the capital the musket which is necessary for the defense of his home. (Interruption.) That the whole population demands to be armed and or-ganized as a Garde Nationale, electing its chiefs, the Chamber therefore decrees that there shall be immediately distributed in the Mairies of each ar-rondissement of the city of Paris muskets to all able-bodied citizens inscribed on the electoral lists. The Garde Nationale shall be organized in France according to the terms of the law of 1851."

In supporting his proposition, M. Jules Favre said that they were in presence of events which exacted upon their part a supreme effort, but also the wisdom which should insure and render it salutary. Now, for that it was indispensable that the military forces should be concentrated in the hands of a single man and that man should not be emperor. (Applause on the Left.) It was absolutely necessary that the Emperor should quit headquarters. He ought not to exercise the supreme command. He had been unlucky; he should return. (Applause on the Left.) But this was not all: it was indispensable that, if the Chamber wanted to save the country, it should take in hand the necessary power. (Assent on the Left, protestations on the Right.) M. Vendre-Do you want to deliver us over to

the enemy? M. Jules Favre-When the incapacity of those who govern has conducted it to that state which it can only regard with rage and anger, and which nothing could have led it to anticipate. it is time for it to confide itself to its representatives. (Interruption from several benches; applause on the Right.) And it is for this rea-son that I deposit on the bureau the following resolution:-"Considering that, notwithstanding the heroism of our army, the soil of the country is invaded, that the safety of France and the duty of defending it to the last extremity command the Corps Legislatif to take the direction of affairs." (Fresh interruption of opposite character.) "Yes, gentlemen," continued M. Favre, "it is only we that can save ourselves. If we leave, for ten minutes longer, power in the incapable hands in which it rests at present, we are lost. (Murmurs.) Do what you please. With regard to myself, I disengage my responsibility. I have said what my conscience dictated to me. There is no question here of recriminations, or of attacks upon persons; they are foreign to us at present. I see only the future, and for me the future is this:--If you continue for a minute longer the deplorable system which has lost France, we shall be exposed to the greatest mis-(Violent interruption.) For these fortunes. reasons, in conjunction with others of my colleagues, I deposit the following proposition on the bure au:-"The Chamber decrees that an Executive Committee of fifteen members, chosen in its midst, shall be invested with the full powers of Government to repel foreign invasion." President Schneider-Your proposition is of an essentially revolutionary character, and consequently I can neither accept nor submit to disission a motion of such a nature. M.Granier de Cassaignac-This is a commence-ment of revolution, lending a hand to the com-mencement of invasion. The Prussians are waiting your action. (Loud protestations on the Left.) M. Esquiros-It is you who brought them in voting for war. M. Tashar-It was your incapacity which brought them. M. Granier de Cassaignac-When Bourmont, of odious memory, sold his country (violent inter-ruptions), he did nothing more thad you. (Mur murs on the Left.) Bourmont was at least a soldier who had looked in the face and near the enemies of his country, while you shelter your-selves behind your privileges. (Murmurs.) You propose to destroy the government of whom? Of the Emperor who is facing the enemy. (Applause and murmurs.) M. Girault-We want to save the country by any means, and we shall save it. M. Granier de Cassaignac-We have come h ere (increasing noise on the Left), we have come here under the conditions of our oath, which constitutes our character, and which creates our inviolability. (Murmurs.) M. Eugene Pelletan—There is no oath in the face of perjury. M. Granier de Cassaignac-You shall hear me to the end. M. Jules Simon-It is you who prevoke civil war. M. Emanuel Arago-Let M. de Cassaignac be called to order. And you, Ministers, summon us before a Council of War. (Prolonged agitation.) M. Granier de Cassaignac—When by a revolu-tionary act, men take back their oaths, they lose at once their inviolability, and the character which results from it, to become simple members of a faction. And I declare to you that if I had the honor of sitting on the Govern-ment benches, I would have all you signers of these propositions brought before a Council of War. (Loud and prolonged protestations from the left) the Left.) M. Jules Simon, descending to the hemicycle, and gesticulating violently—We are ready to go before a Council of War, and if you want to shoot us, we are prepared. President Schneider-I ask that France may not have to complain of her representatives, and that the foreigner may not derive strength from your divisions. M. Cremieux—Phrases are useless; we leave to M. Granier de Cassaignac the responsibility of his words. M. de Pire-We shoot no one, but we send to Charenton those who are wanting in patriotism. A scene of great excitement and agitation

Ferry, went into the hemicycle, and addressed the Minister of Foreign Affairs in violent terms. It was reported about town that the latter had received a slap in the face from a Deputy, but the fact was not so.

The discussion was continued in the same The discussion was continued in the same violent and personal strain for some time, and finally a resolution of want of confidence in the Cabinet, proposed by M. Latour du Moulin, was put from the chair and nega-tived. A second resolution, proposed by M. Clement Duvernois, was couched in the following terms:-

"The Chamber, decided to sustain a Cabinet capa-ble of organizing the defense of the country, passes to the order of the day."

The Minister of Justice declared that the Cabinet did not accept this order of the day. It was put to the vote and adopted by the Chamber. At the request of M. Ollivier the sitting was suspended for a short time. On the proceedings being resumed, M. Ollivier, the Minister of Justice, rose and said:--

the Minister of Justice, rose and said:--GENTLEMEN:--After the vote of the Chamber, the Ministers presented their resignation to the Empress Regent, who had accepted it, and I am charged by her to declare to you that with the consent of the Emperor, she has intrusted the Comte de Palikao with the task of forming a Ministry. (Applause at the Right and Centre ; murmurs at the Left.) I will add, that during the few hours that separate us from the formation of a Ministry, we shall continue to ful-fill our duty, and that the new Ministry, whoever it may be composed of, can count, so far as we are concerned, on the most ardent, the most faithful, and the most devoted support.

The Chamber then adjourned.

### RAILROAD LINES.

R EADING RAILROAD-GREAT TRUNK LINE from Philadelphis 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 hours:-

land Valley, and Schuyikill 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 Railroad trains for Columbia, etc POTTSTOWN ACCOMMODATION.
 Leaves Pottstown at 626 A. M., stopping at in-termediate stations; arrives in Philadelphia at 840 A. M. Returning, leaves Philadelphia at 460 P.
 M.; arrives in Pottstown at 616 P. M.
 REABING AND POTTSVILLE ACCOMMODA TION.

Leave Pottsville at 540 A. M. and 420 P. M., and Reading at 730 A. M. and 635 P. M., stopping at all way stations; arrive in Philadelphia at 1020 A. M. and 926 P. M. Returning, leaves Philadelphia at 515 P. M.; ar-rives in Reading at 756 P. M., and at Pottsville at 940 P. M.

940 P. M. Morning Express trains for Philadelphia leave Harrisburg at 810 A. M., and Pottsvi. e at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 250 P. M., and Pottsville at 250 P. M., arriving at Philadelphia at 200 P. M.

Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 410 P. M. Connect-ing at Reading with Afternoon Accommodation seuth at 635 P. M., arriving in Philadelphia at 025 P. M.

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 ezRAILROAD LINES.

ISTOR MEMORAD LINES. 1870. -FOR NEW YORE.-THE CAMDEN ton Railroad Comparies' lines from Philadelphis to New York and Way Places. PROM WALBUT STREET WHARE. At 630 A. M., Accommodation, and S P. M., Ex. press. Mail, and 330 P. M., Accommodation, via Camden and Jersey Gity. VIA NEW JERSET SOUTHEEN RAILROAL. At 7 A. M. and 330 P. M. for New York, Long Branch, and intermediate places. At 630 A. M., 3 and 330 P. M. for Freehold. At 8 and 10 A. M., 15 M., 2, 530, and 6 P. M. for Trence.

THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, AUGUST 25, 1870.

Trenton. At 630, 8, and 10 A. M., 12 M., 2, 3.30, 5, 6, 8, and 11-30 P. M. for Bordsntown, Florence, Bur-lington, Béverly, Delanco, and Riverton. At 630 and 10 A. M., 12 M., 3.30, 5, 6, 8, and 11-30 P. M. for Edgewater, Riverside, Riverton, and Palmyre.

At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:80 P. M. for Fish House. The 11:80 P. M. line leaves from Market Street

The 11'30 P. M. line leaves from Market Street Ferry (upper side). At 7'30 A. M., 2'30, 3'30, and 5, P. M. for Trenton and Bristol, and at 10'46 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 2:30, and 6 P. M. for Morrisville

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, 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.

Frakford. Frakford. FROM WEAT 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 13 P. M. for Trenton and Bristol. At 12 P. M. (night) for Morrisville, Tallytown, 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.

BELVIDERE DELAWARE RAILROAD, LINES, PROM REMSINGTON DEPOT. At 7:30 A. M. for Niagara Fails, Buffalo, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, 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, Allentewn, Bethlehem, etc. At 6 P. M. for Lambertville and Intermediate stations.

CAMLEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RALL-

ROADS. FROM MARKET STREET PERRY (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., 2'15 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

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

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

PHILABELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.-TIME TABLE. OOMMENCING MONDAY, JUNE 6, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:-Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrms Branch Railroad and Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-road, at Delaware With Restern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-road. ton. At7-35 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 RAIL-WAY for Buffalo, Niagars Falls, Rochester, Cleve-land, Chicago, San Francisco, and all points in the Great West. 825 A. M. (Accommodation) for Doylestown. 945 A. M. (Accommodation) for Doylestown. 945 A. M. (Accommodation) for Doylestown. 945 A. M. (Accommodation) for Boylestown. 945 A. M. (Stypress) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Soranton. Hackettstown, Schooley's Monntain, and N. J. Central and Morris and Esser Railreads.

Express Train at 11'45 A. M. (Sundays excepted)

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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.

will receive attention. TRAINE LEAVE DEPOT. Mail Train Paoli Accommodation, 10 A. M. & 12:50 and 7:10 P. M. Fast Line Eric Express Lancaster Accommodation Parkesburg Train Cincinnati Express Rice Mail and Pittsburg Express Erice Mail and Pittsburg Express Lice P. M. Basenger Lice P. M. Lice P. Lice

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JOHN F. VANLEER, Jr., Ticket Agent. No. 601 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvanis 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. All Baggage exceeding that amount in value. All Baggage exceeding that smount in value will be at the risk of the owner, unless taken by special contract. A. J. CASSATT, 429 General Superintendent, Altoona, Pa.

N ORTH PENNSYLVANIA RAILROAD-THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHEERN 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:-

M. de Pire-Come and take it. I am ready to yield it to M. Jules Favre, but to you never. (Cries of ''0'h! Oh!'') M. Vast Vimeux-It must be admitted, gen-tlemen, that you are doing all you can to aid

Prussi

The Minister of Justice-All is prepared. Paris

is in a state of defense. A voice on the Left-And at the same time in

a state of siege. The Minister of Interior-And its supplies of

provisions are secured for a long time. The Garde Nationale Sedentaire is organizing every-where. (Exclamations on the Left. Applause at the Centre.) The regiments of the Pompiers de Paris (firemen), and the Custom-house offi-cers are being combined with the regular army. All the meu of the maritime inscription who have served more than six years are recalled. We have abridged the formalities to which the engagements of volunteers have been subjected We are filling with our disposable forces the gaps in our army, and to fill them the more completely, and assemble a fresh army of 450,000 men, we propose to you in the first place to increase the Garde Nationale Mobile by incorporating in it all the unmarried men of from twenty five to thirty years of age-and to accord to us the possibility of incorporating the Garde Mobile in the active army and to call out under the flag all the disposable men of the class of 1870 (applause). Shrinking before none of the duties which our situation imposes on us, we have placed in a state of siege Paris and the departments menace by the enemy. To the resources which they dispose of against us the Prussians hope to add those which may spring from internal discords.

A voice on the Left-Allons done. M. Eugene Pelletan-This is shameful.

M. Rampont-Withdraw that word, M. le Ministre.

M. Pelletau-Yes, let that word be withdrawn. or I shall demand that the Minister be called to order

The Minister of Justice-And they consider the disorders at Paris as being worth an army to them. (Fresh murmurs on the Left.) That im-plous hope shall not be realized. No! the immense majority of the inhabitants of Paris will preserve their patriotic attitude. With regard to us we appeal for aid, not only to the cou-rageous and devoted Garde Nationale, but to the Garde Nationale of the whole of France. (Applause.) And we shall defend order with all the more firmness of soul, because on this occasion e-pecially order is safety. (Ap-plause on the Right.) And now, gentlemen, in reply to the interruptions by which have been greeted during observations that could not discontinue, a single word, so as not to return to the subject again. The circumstances are such that it would be failing in what we owe to the country to waste a minute in discussions on persons. (Ironical exclamations from the Right.) There is a time to speak for men with hearts and a time to preserve silence. Let accu-sations be formalized against us. We are not vanquished, thanks be to Heaven, but we appear to be so. People may doubt of our capacity to sustain the weight of events.

A voice on the Left-Yes, we doubt it. The Minister of Justice-Let reproaches and

cruel words be heaped upon our heads. We shall preserve the most complete silence. shall reply only when there is a question of defending the measures that we propose, or of op-posing those that we believe to be dangerous. and if the Chamber does not place itself behind us (murmurs on the Left), I shall express myself in a clearer manner. The Chamber would be wanting in the first of its daties if it backed us having in its mind or in its head the least distrust. (Fresh murmurs on the Left.) I ask of it, therefore, and it is the only entreaty I shall dress to it, in ascending, perhaps for the last time, to this tribunal.

A Member on the Left-We sincerely hope so for the safety of the country. (Protestations from several benches.) The Minister of Justice-1 believe that what I

say can in no degree prove injurious to the salety of the country. I address a last supplica-including M. Garnier Pages and M. Jales

cepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:16 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 Perklomen and Colebrookdale Railreads. CHESTER VALLEY RAILROAD.

Railreads. 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 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, re-turning from Schwenksville at 0:45 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 COLEBROOK DALE 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. MEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and con-necting at Harrisburg with Pennsylvanta and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc. Returning Express train leaves Harrisburg on

Returning Express train leaves Harrisburg on Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5'36 A. M. and 5'50 A. M., passing Reading at 7'28 A. M. and 10'40 A. M., arriving at New York 12'06 noon and 3'50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change. A Mail train for New York leaves Harrisburg at 8'10 A. M. and 2'50 P. M. Mail train for Harris-burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottaville at 6'20 and U:30 A M.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 630 and 11:30 A. M., and 4:50 P. M., returning from Tamaqua at 5:35 A. M., and 1:40 and 4:60 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 5:65 A. M. for Pinegrove and Harrisburg, and at 12:06 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3:40 P. M., from Brookside at 3:45 P. M., and from Tremopt 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.

to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one dey only, and sold by Morning Accommodation Market Trains, 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, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 26 per cent. discount, between any points desired, for families and firms.

and firms

MILEAGE TICKETS .-- Good for 2000 miles, be-ween all points, at \$47.90 each, for families and

firms. SEASON TIOKETS.-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 will be furnished with cards entitling themselves 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.

the Treket Omce, at Thirteenth and Callowalli 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 2 15 P. M. FREIGHT TRAINS leave Philadelphia daily at 435 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-HILL Streets.

COTTON SAIL DUCK AND CANVAS, OF ALL on the stand strands, Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufac-turers' Drier Feits, from thirty to seventy-siz inches, with Paulins, Beiting, Sail Twibe, etc. JOHN W. EVERMAN, No. 10 CHURCH Street (City Stores).

Bayrees Train at 11:45 A. M. (Sundays excepted), for Baitimore and Washington, stopping 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 Baitimore and Washington, stopping at Ohester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Eikton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewoed, Magnolia, Chase's and Stemmer's Run.
Might Express at 11:30 P. M. (Daily), for Balti-more and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Eikton, 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.
Stopping at all stations between Philadelphia and Wilmington.
Stopping at all stations between Philadelphia and Wilmington for Harrington and Intermediate stations.
Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00

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

7.00 P. M. The 5.60 P. M. train connects with Delaware 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 8.10 A. M. train will not stop between Chester and Fhiladelphia. The 7.15 P. M. frain from Wilmington runs Daily; all other accommodation trains Sundays excepted.
Trains leaving Wilmington at 6.45 A. M. and 4.00 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.80 P. M. trains for Baltimore Conral Railmore to Philadelphia.—Leave Baltimore Statimore at 7.25 P. M., Express; 2.35 P. M., Express; 3.35 P. M., Express, "SUNDAY TRAIN FROM BALTIMOHE.
Leaves Baltimore at 7.25 P. M., Stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at 500 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. 328 Chesnut strees, ander Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing indekts at this office can have baggage checked at their residence by the Union Transfer Company. H. T. KENNEY, Superintendent.

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

An ACCOMMODATION TRAIF in the morning and AN EXPRESS TRAIN

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

will be furnished with SPLENDID PALACE CARS. 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,

trains will run as follows:-LEAVE NEW YORK,

from Pier No. 28 NORTH River, foot of Marray street, at 645 A. M. Accommodation and 4 30 P. M. Express.

M., 1%, 3, 4%, 6%, 8, and 9% P. M. ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Norristown 7 A. M., 1, 5%, and 9 P. M.
FOR MANAY UNK.
Leave Philadelphia 6, 7%, 9, and 11°06 A. M., 1%, 3, 4%, 6, 6%, 6%, 10, and 11% P. M.
Leave Manayunk 6, 665, 7%, 810, 9°20, and 11%
A. M., 2, 3%, 6, 6%, 8%, and 10 P. M.
Leave Manayunk 6, 665, 7%, 810, 9°20, and 11%
A. M., 2, 3%, 6, 6%, 8%, and 10 P. M.
Leave Philadelphia 9 A. M., 1%, 6% and 9% P. M.
Leave Philadelphia 9 A. M., 1%, 6% and 9% P. M.
Leave Philadelphia 5 P. M.
Leave A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. trains from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. trains from New York at Internet Tree, and Conshohocken.
Passengers taking the 7, 9°66 A. M. and 6% P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Internet for New York at Internet on Ninth and Green streets.
6 20 W. S. WILSON, General Sup't. press. LEAVE PHILADELPHIA, from foot of WALNUT Street, at 7:00 A. M. Accom-modation and 3:50 P. M. Express. The NARRAGANSETT STRAMSHIP COMPANY'S Magnificant Streams Back Streams Back

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

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveiler'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-ington sympto-

A B. R. R. Company, corner Broad street and Wash-ington avenue. For PORT DEPOSIT at 7 A. M. and 430 P. M. For OXFORD, at 7 A. M., 430 P. M. and 7 P. M. For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 950 P. M., 450 P. M., and TP. M. Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Haltimore. Trains leaving Philadelphia at 10 A. m. and 450 P. M., leaving Oxford at 605 A. M., and leaving Port Deposit at 926 A. M., connect at Chald's Ford Junc-tion with WILMINGTON & BEADING E. R. 48

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

J O S E P H P E N N E Y, AUCTIONEER, No. 1307 CHESNUT & TREET. [6 28 tf 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 TN LOUISVILLE, KY

Washington.

Washington. The Fiith and Sixth streets, Second and Third streets, and Union Lines Uity Cars run to the

AUCTIONEERS AND COMMISSION MERCHANTS: AUCTIONEERS AND COMMISSION MERCHANTS: LOUISVILLE, KY. Business strictly Commission. All suction sales orgolg-sively for cash. Consignments solicited for auction or private sales. Regular suction sales of boots, shoes, and hats every Thursday. TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and 8 25 P. M. Thursday. Regular auction sales of dry goods, clothing, carpens notions, etc., every Wednesday and Thursday. 18 19 5m

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

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. TIME TABLE. On and after MONDAY, July 15, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 9°05, 10, 11, 12 A. M., 1, 2, 2%, 3%, 8%, 4, 4%, 6°05, 6%, 6, 6%, 7, 8, 9, 10°05, 11, 12 P. M.

12 P. M. Leave Germantown 6, 665, 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, 408, 7, and

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

CHESNUT HILL RAILROAD.

Leave Philadelphia at 9% A. M., 2 and P. M. Leave Chesaut Hill 7'10, 8, 9'40, and 11'40 A. M., 1'40, 3'40, 6'40, 6'49, 8'40, and 10'40 P. M. ON SUNDAYS. Leave Chesaut Hill at 7'50 A. M., 12'40, 5'40, and 2'50 P. M.

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

FOR CONSHOHOCKEN AND NORRISTOWN.

For Construction 5, 6, and 10 6 A. M., 1%, 8, 4%, 6, 6%, 6%, 806, 10, and 11% P. M. Leave Norristown 5%, 626, 7, 7%, 8\*60, and 11 A. M., 1%, 3, 4%, 6%, 8, and 9% P. M. UN SUNDAYS.

THE PHILADELPHIA AND BALTIMORE CEN. THE PHILADELPHIA AND BALTIMORE CEN. TRAIL RAILBOAD CO. TRAILS FOR PHILADELPHIA leave PORT DEPOSIT at 9-25 A. M. and 4-26 P. M., on arrival of trains from Baltimore. OXFORD at 6-05 A. M., 10-35 A. M., and 5-30 P. M. CHADD'S FORD at 7-26 A. M., 19-00 M., 1-30 P. M., CHADD'S FORD AT 7-26 A. M., 19-00 M., 1-30 P. M., CHADD'S FORD AT 7-26 A. M., 19-00 M., 1-30 P. M., CHADD'S FORD AT 7-26 A. M., 19-00 M., 1-30 P. M., CHADD'S FORD AT 7-26 A. M., 19-00 M., 1-30 P. M., CHADD'S FORD AT 7-26 A. M., 19-00 M., 1-30 P. M., CHADD'S FORD AT 7-26 A. M., 19-00 M., 1-30 P. M., CHADD'S FORD AT 7-26 A. M., 19-00 M., 1-30 P. M., CHADD'S FORD AT 7-36 A. M., 19-00 M., 1-30 P. M., CHADD'S FORD AT 7-36 A. M., 19-00 M., 1-30 P. M., CHADD'S FORD AT 7-36 A. M., 19-00 M

General Superint

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

Philadelphia at 5'30 A. M. Doylestown for Philadelphia at 5'30 A. M. Bethlehem for Philadelphia at 4'00 P. M. Fort Washington for Philadelphia at 9'30 A. M.