THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAY, AUGUST 31, 1870.

THE OPIUM TRADE. A Calcutta correspondent writes on this subject as follows:-

"From all the accounts we receive here it appears to be tolerably certain that Sir Rutherford Alcock's commercial engagements with the Chinese Government will not be ratified at home. So far as India is concerned, this is a result to be desired. Even without his untoward assistance there is very palpable danger impending over the opium revenue of this country. What the real aim of the Chinese Government is I do not profess to be able to decide. Their avowed intention to foster the cultivation of opium at home until the Indian trade is destroyed, and then to strangle their own, by this means enforcing total abstinence, may be what they sincerely intend, but I take heave to doubt it. It is, I suspect, but a wily mode of holding a candle to the Devil, and of securing on grounds of the loftiest morality the fullest profits derivable from immorality. Admitting, however, that the Chinese Government is really sincere in its aim, I question very much whether it is attainable. During the proposed process the Chinese revenues would reap an enormous harvest, ever increasing as the Indian trade failed: and when the first act was completed and China grew all her own opium, it is at least open to doubt whether the then Government would retain a sufficiency of its pristine virtue to cut itself off from a source of wealth which by that time it would have come to look upon as an all-important element of the finance of the country. Moreover, as, on the removal of all restriction on its consumption, the national taste for opium, already so strong, would have been vastly stimulated, it is, to say the least, problematical whether the people would or could forego the use of the drug. But be this as it may, the fact remains that the cultivation of opium in China is already very great, and is rapidly increasing, and that the drug locally produced is not far inferior to Indian opium, and can of course be sold at a cheaper rate. With this local recognition of opium, the old argument as to the immorality of the Indian trade disappears. It will be necessary, therefore, for the Indian Government henceforth to fight China in her own markets, and, while raising the largest revenue from opium attainable, to keep the price at which it can be sold in China so low as to prevent competition from other quarters, and if possible to undersell the Chinese growers themselves. The mode of attaining this end was indicated some few years since by Sir Cecil Beadon, perhaps the highest authority on this subject that India has had, and that is to very greatly increase the cultivation of opium in Bengal, and to sell a larger amount at a lower price in China. Hitherto we have been able to command the market, but in a very short time the Chinaman would accustom himself to the inferior drug procurable on the spot, and the sale of the highly flavored and costly Indian opium would be confined to a few rich connoisseurs. The Indian Government are fully awake to the great importance of this question, and their action will, I have reason to think, follow the course suggested by Sir C. Beadon. To extend the cultivation of the poppy in Bengal it will be necessary to give the cultivators a higher price for their produce and also to extend its growth to other parts of India, to Rohilcund, the Punjaub, and perhaps, though the idea is heretical, to Bombay, to the exclusion to a certain extent of Malwa opium. The alternative plan is, abandoning the monopoly of cultivation and manufacture, which is the Bengal system, and introducing the Bombay system, which levies a heavy transit duty on the opium manufactured by private enterprise in Malwa. I am, however, distinctly of opinion that the Bengal system, securing the monopoly of the direct purchase, preparation, and sale of the drug, should be maintained. Fractically, the Government derives something like £30 a chest more from Bengal opium than is derived under the Bombay, or 'pass' system, from Malwa opium. Of course a heavier duty might be imposed on Malwa opium, but this would certainly at first check production, and a reduced supply now means an increased production in China -a consummation religiously to be avoided. I have, therefore, little doubt that sooner or later-the former for choice-the Indian Government will adopt Sir. C. Beadon's view, and that they will, in furtherance of their real interest, stimulate the cultivation of opium by the payment of a higher price to the cultivator, and, as a consequence, extend the area over which it is produced. The enhanced price of, say, one shilling in the pound would be all-important to the cultiator, while the difference it would make to the Government would be insignificant.' THE PARISIANS AND THEIR GERMAN BEER. -A Paris letter says:-A terrible piece of news for thirsty Paris is just announced. The numerous cafes supplied with Bock beer by the great house of Dreher & Co., of Vienna, exhibits in their windows a placard stating that in consequence of the war no beer is to be had by the usual railways, that the stock is out, and that their numerous customers must be good enough to wait for the completion of arrangements set on foot for bringing German beer to Paris by way of Switzerland and Italy. It is only in the best houses that this momentary scarcity will be felt. By far the greater part of the soi-disant bocks consumed in Paris are manufactured in this city or the environs. There is an enormons brewery of "Vienna" beer at Pantin, the suburb made famous by the Traupmann murders. I believe the interests of this brewery have rather suffered by the notoriety of its existence. But for Traupman its products would have passed off as true "bocks" more easily than they do now. But, although the Paris brewers cannot produce beer so good as that of Munich and Vienna, or even as the "bocks" of Strasburg, their efforts to rival the genuine article have very much improved the average of the beer brewed in Paris. Some years ago Paris beer was a vile, flatulent. saponaceous deception. Now a very palatable, refreshing, and not unwholesome preparation of malt-and possibly of hopsthough I believe other bitters are more commonly used, is a very general drink. The French cannot understand beer as a concomitant to a repast. With their meals they must have wine. But in the evening, among the better classes. far more beer is now drank in Paris than in London.

try can hardly find it so burdensome to make his own engagements that he must seek relief by paying ten per cent. of his receipts to some "bureau" to do it for him. For half such a percentage he might hire a small army of clerks to do his correspondence and make his engagements, and find the business done more satisfactorily, too. And yet the "bureau" system is extending, growing in power, if not in favor, and from the number of first-class lecturers who have put themselves in the hands of "bureau" agents this year, we conclude that the "bureaus" are pretty generally getting control of the lecture field, and demanding tribute where they first begged it. Well, we neither lecture nor hire lecturers. and so do not have any personal interest in the matter, but we always try to warn the public when we see speculators trying to live upon it without giving an equivalent for the money they exact, and this seems to be a case in point very decidedly.—Springfield Repub-

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PANEL COMP WH YELLOW YELLOW SPRUC H PLA Together Junder for	PLANK, MON PLANK 1 COMMC and 2 SIDE F ITE PINE FI AND SAP P E JOIST, ALL EMLOCK JO STERING LA with a gener sale low for 1715 RIDGE.	ALL TH ALL THION N BOARDS ENCE BOA OORING B INE FLOOF SIZES. 1ST, ALL S TH A SPE al assortime cash. T. V	ICKNESSE JKNESSES RDS. OARDS. UNGS, 14 IZES. CIALTY, ent of Bull V. SMALTZ	and
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Doors,	Blinds, window F		Shutte	Irs
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RAILROAD LINES.

R EADING RAILROAD-GREAT TRUNK LINE from Philadelphis to the interior of Fenn-sylvanis, the Schuyikill, Susquehanns, Oumber-iand, and Wyoming Valleys, the North, North-west, and the Canadas. SPRING ARRANGEMENT Of Passenger Trains, May 16, 1970. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following bours:-

Callowhill streets, Philadelphis, at the following hours:-MORNING ACOOMMODATION. At. 750 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 630 P. M.: arrives in Philadelphia at 925 P. M. MORNING EXPRESS. At 845 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Wi liamsport, Elmira, Rochester, Niagara Falla, Buf falo, Wilkesbarre, Pittston, York, Carlisle, Cham-oersburg, Hagerstown, etc. The 730 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 845 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Gentral, Cumber-land Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Cham bersburg, Pinegrove, etc.

or Northumberland, Williamsport, York, Cham ersburg, Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading ottsville, Harrisburg, etc.; connecting with Read-ag and Columbia Railroad trains for Columbia, etc POTTSTOWN AUCOMMODATION. Leaves Pottstown at 6:25 A. M., stopping at in-erreediate stations; arrives in Philadelphia at 8:40 P. M. Returning, leaves Philadelphia at 8:40 P. L; arrives in Pottstown at 6:15 P. M. EABING AND POTTS VILLE AUCOMMODA TION.

Leave Pottsville at 5:40 A. M. and 4:20 P. M., and eading at 7 30 A. M. and 6:35 P. M., stopping at I way stations; arrive in Philadelphia at 10:20 A. and 9:25 P. M. Returning, leaves Philadelphia at 5.15 P. M.; ar-ves in Reading at 7.55 P. M., and at Pottsville at

0 P. M. 40 P. M. Morning Express trains for Philadelphia leave arrisburg at 8:10 A. M., and Pottsville at 9 A. M., rriving in Philadelphia at 1 P. M. Afternoon xpress trains leave Harris-burg at 2:50 P. M., and ottsville at 2:60 P. M., arriving at Philadelphia at 00 P. M.

00 P. M. Harrisburg Accommodation leaves Reading at 16 A. M. and Harrisburg at 4'10 P. M. Connect-ng at Reading with Alternoon Accommodation euth at 6'55 P. M., arriving in Philadelphia at

25 P. M. Market train, with a passeeger car attached, aves Philadelphia at 12:30 noon, for Reading and Il way stations; leaves Pottsville at 5:40 A. M.,

nnecting at Reading with accommodation train r Philadelphia and all way stations. All the above trains run daily, Sundays ex-

epted. Sunday trains leave Pottsville at 8 A. M., and Diladelphia at 3:15 P. M. Leave Philadelphia or Reading at 8 A. M.; returning from Reading at "25 P. M. These trains connect both ways with sunday trains on Perkiomen and Colebrookdale tailreads.

tailroads. CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate ooints take the 7:30 A. M., 12:30, and 4:00 P. M. rains from Philadelphia. Returning from Down-ngtown at 6:20 A. M., 12:45, and 6:16 P. M. PERKIOMEN RAILROAD. PASSENGER 7:30 A. M.

Passengers for Schwenksville take 7'30 A. M., 2'80, and 5'16 P. M. trains from Philadelphia, re-arning from Schwenksville at 6'45 and 8'05 A. M., 44 noon, and 4.15 P. M. Stage lines for various cints in Perklomen Valley connect with trains at

ollegeville and Schwenksville. COLEBROOKDALE RAILROAD.

COLEBROOKDALE RAILROAD. Passengers for Mount Pleasant and intermediate points take the 7:80 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 5:00 P. M., passing Reading at 1:46 and 10:05 P. M., and con-necting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamspert, Elmira, Balti-more, etc.

lore, etc. Returning Express train leaves Harrisburg on Returning Express train teaves Harrisburg on rrival of Ponnsylvania Express from Pittsburg at '85 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 hese trains through between Jersey City and A Mail train for New York leaves Harrisburg t 8.10 A. M. and 2.50 P. M. Mail train for Harris-urg leaves New York at 12 M.

RAILROAD LINES: 1870. -FOR NEW YORK -THE OAMDEN ton Railroad Companies' lines from Philadelphis and Tren-ton Railroad Companies' lines from Philadelphis to New York and Way Places. PROM WALNUT STREET WHARF. At 630 A. M., Accommodation, and 94P. M., Er. press, via Camden and Amboy, and st 8 A. M., Er. press, via Camden and Amboy, and st 8 A. M., Er. press, via Camden and Amboy, and st 8 A. M., Er. press, Mail, and 830 P. M., Accommodation, via Camden and Jersey City. VIA NEW JERST SOUTHERN RAILROAD. At 7 A. M. and 830 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 330 P. M. for Freehold. At 8 and 10 A. M., 12 M., 2, 830, and 5 P. M. for Trenton. RAILROAD LINES

DENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 16, 1870. The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAL-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 Wainut streets cars run within one square of the Depot.

RAILROAD LINES

Walnut streets cars run within one square of the Depot. Skeeping-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. 116 Market street, will receive attention. Mail Train TRAINS LEAVE DEPOT.

 THAINS LEAVE DEPOT.

 Mail Train
 Stop A M.

 Paoll Accommodation, 10 A. M. & 12:60 and 7:10 P. M.

 Fast Line
 12:30 P. M.

 Erie Express
 11:00 A. M.

 Harrisburg Accommodation
 2:30 P. M.

 Lancaster Accommodation
 4:10 P. M.

 Parkesburg Train
 5:30 P. M.

 Cincinnati Express
 8:00 P. M.

 Cincinnati Express
 10:30 P. M.

 Erie Mail and Pittsburg Express
 10:30 P. M.

 Brie Mail leaves daily, except Sunday, running
 on Sunday 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 6 P. M. at No. 110

cured and baggage delivered by 5 P. M. at No. 110 Market street. Sunday Train No. 1 leaves Philadelphia at 8:40

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

TRAINS ARRIVE AT DEFOT.
Cincinnati Express B 10 A. M
Philadelphia Express . 6:30 A. M
Erie Mail
Paoli Accommodat'n, WW A. M. & 3'30 & 6'40 P. M
Parkesburg Train 9.00 A. M
Fast Line and Buffalo Express 9-35 A. M
Lancaster Train
Erie Express 5.40 P. M
Lock Haven and Elmira Express . 940 P. M
Pacific Express
Harrisburg Accommodation 9:40 P. M
For turther information apply to
JOHN F. VANLEER, JR., Ticket Agent.
No. 901 CHESNUT Street.

No. 901 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania Hailroad 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. owner, unless taken by special contract. A. J. CASSATT, 429 General Superintendent, Altoona, Ps.

N ORTH PENNSYLVANIA RAILROAD-THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN FENNSYLVANIA, SOUTHEEN AND IN-TERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE JOMINION 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-

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

WAT for Bunato, San Francisco, and all points in the Great West.
8 25 A. M. (Accommodation) for Doylestown.
9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesparre, Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Contral and Morris and Esser Railroads.

PHILABELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.-TIME TABLE. COMMENCING MONDAY, JUNE 6, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:-Way Mail Train at \$30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and 11 A. D. (Accommodation) for Fort Washington 11 A. M. (Accommonation) for Abington. 1'15, 3'30, and 5'20 P. M., for Abington. 1'45 P. M. (Express) for Bethlehem, Easton, Al-entown, Mauen Ohunk, Mahanoy City, Wilkes-

barre, Pittston, and Hazieton. 2:50 P. M. (Accommodiation) for Doylestown. At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk. 4'15 P. M. (Mall) for Doylestown. 6'00 P. M. for Bethlehem, Easton, Allentown,

GREEN PLUSH, Elegant Olled Walnut Chan Suits, Rich-toned Schomacker Plano-forte, Handsome Walnut Sideboard, Extension Dining-table, Elegant Velvet and Brussels Carpets, Fine Hair Mattresses, etc. On Thursday Morning, September 1, at 10 o'clock, at No. 573 N. Seventh

AUD FION SALES,"

M. S. FOURTH STREET.

Sale at the Auction Rooms, Nos. 139 and 141 South

Sale at the Auction Rooms, Nos. 139 and 141 South Fourth street.
SUPERIOR HOUSEHOLD FURNITURE, ROSE-WOOD PIANO-FORTE. French Plate Mirrors, Fire-proof Safe, Bookcases, Office Desks and Tables, Hair Mattresses, Feather Beds and Bed-ding, Velvet, Brussels, Ingrain, and other Car-pets. Etc. Etc.
On Thursday Morning.
September 1, at 9 o'olock, at the Auction Rooms, for catalogue, an excellent assortment of honsehold furniture, comprising superior walnut parlor, library and dining-room suits, with plush, reps and hair cloth coverings; superior walnut chamber suits; ine-toned zosewood plano-forte, by Hallet, Davis & Co. [French plate mirrors; superior fire-proof safe, by Farrel & Herring; walnut bookcases; fine hair mattresses; feather beds, bolsters and pllows, re-rigerators; stoves; store fixtures. office tables and desks; china and glassware; kitchen utenslis; 509 pounds white lead; fine velvet, Brussels, ingrain, and other carpets, etc. etc.

and other carpets, etc. etc. Also, fine-toned seven octave piano-forte, by Hallet, Davis & Co., in rosewood case. 8 30 2t

Sale at the Auction Rooms. FINE GUNS, To close the Estate of J. E. Evans, deceased. On Thursday, Sept. 1, at 1 o'clock P. M., will be sold an assort-ment of fine guns, comprising double-barreled breech and muzzle loading curs, microon curs, rifer, atc. and muzzle-loading guns, pigeon guns, rifles, etc.,

Also, for other accounts, a number of very fine

COSt \$300.

Cost \$300. Superior double-barreled gun, laminated stead barrels, made by W. D. Miller. Superior double-barreled breech-loading gun, made by Philip Wilson, etc., etc. Now open for examination. \$ 30 2t

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

⁴ Sale No. 1110 Chesnut Street. HANDSOME NEW AND SECOND-HAND HOUSE-HOLD FURNITURE, Several Fine Brussels and Ingrain Carpets, 2 Rosewood Seven-octave Piano-fortes, Nearly New; Large and Small Mantel, Pier, and Chamber Glasses; Fine Silver-piated Ware and Table Cutlery, Engravings, China, Glass-ware, Office Desks and Tables, Kitchen Furniture, Etc. Etc. Etc. Etc.

Etc. Etc. On Friday Morning. At 9 o'clock, at the auction store, No. 1119 Chesnut street, will be sold, a large assortment of fine Furniture from some of our best cabinet makers, comprising:—Parlor suits, covered with green and marcon plush, reps, and hair cloth; ele-gant chamber suits. handsomely carved, with ward-robes to match; also, during-room furniture, in oak and walnut; also, lourges, easy chairs rockers. etc. and walnut; also, lounges, easy chairs, rockers, etc. SECOND-HAND FURNITURE AND CARPETS. Also, the furniture and carpets from a family declining housekeeping. 18 30 3t

BUNTING, DURBOROW & CO., AUCTION EERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH. GERMAN AND DOMESTIC DRY GOODS. On Thursday Morning, September 1, at 10 o'clock, oa 4 months' credit. ALSO, By order of Assignee, sale of a Bankrupt's Stock, for cash, comprising a full assortment of staple and fancy dry goods, office furniture, etc. 5265t

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC.

On Friday Morning, September 2, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cot-tage, and rag carpetings; oil cloths, rugs, etc. 827 5t

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning, [8 30 5t Sept. 5, at 10 o'clock, on four months' credit.

SALE OF 2000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, ETC., On Tuesday Morning, September 6, at 10 o'clock, on four months' cre-

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

Sale No. 873 N. Seventh street.

street, below Poplar street, by catalogue, the entire elegant furniture, etc.

May be seen early on the morning of sale. 8 29 3t

Peremptory Sale S. E. corner Fifteenth and Federal

STOCK OF A MARBLE YARD. HANDSOME HEAD AND FOOTS TONES, ELE-GANT MANTELS, LARGE MARBLE SLABS,

ETC., ETC. On Monday Morning, Settember, 5, at 10 o'clock, at the S. E. corner of Fift.cnth and Federal streets, by catalogue, the stock, tools, and fixtures of a marble yard, including

15 sets handsome head and footstones; 5 elegant

marble mantels, a number of large slabs of Italian

marble. Italian marble window sills, pler ashlers

water tables, base courses, stoops, iron pipe and rails, tools, fixtures, etc.

May be examined at 8 o'clock on the morning of

CONCERT HALL AUCTION ROOMS, No. 1911

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Personal attention given to sales of household fur-

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

BY BARRITT & CO., AUCTIONEERS CASH AUCTION HOUSE, No. 230 MARKET Street, corner of Bank street. Cash advanced on consignments without extra charge. 11 245

LARGE SALE OF 500 CASES BOOTS, SHORS, BROGANS, BALMORALS, RUBBERS, ETC. On Thursday Morning,

Sept. 1, commencing at 10 o'clock, on two months'

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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.

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Thursday. Regular ancilon sales of dry igoods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 19 cm

PATENTS.

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STATE RIGHTS FOR SALE.—STATE RIGHTS 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 COOPER'S POINT, N. J. 1 27tf MUNDY & HOFFMAN.

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and Palmyra. At 6 30 and 10 A. M., 12 M., 5, 6, 8, and 11 30 P. M.

At 5'30 and 10 A. M., 12 M., 6, 6, 8, and 11'30 P. M. for Fish House. The 11'30 P. M. line leaves from Market Street Ferry (upper side). BROM KENSINGTON DEPOT. At 7'30 A. M., 2'30, 3'30, and 5, P. M. for Trentow and Bristol, and at 10'45 A. M. and 6 P. M.(Bristol. At 7:30 A. M., 2:30, and 5 P. M. for Morrisvil

At 6'20, 8, and 10 A. M., 12 M., 2, 3'30, 5, 6, 8, and 11'30 P. M. for Bordentown, Florence, Bur-lington, Beverly, Delanco, and Riverton. At 6'30 and 10 A. M., 12 M., 3'30, 5, 6, 8, and 11'30 P. M. for Edgewater, Riverside, Riverton, and Palmers

At 7:30 A. M., 2:30, and 5 F. M. for Morrisvil and Tullytown. At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M.() Schenck's. Eddington, Cornwells, Torresdale, an 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.

Frakford. At 7 and 9:50 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. At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornweils, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others Sundays excepted. Sunday Lines leave at 9:30 A. M., 6:46 P. M., and 12 night.

BELVIDERE DELAWARE RAILROADILINES.

BELVIDERE DELAWARE RAILHOAD_LINES, FROM RENSINGTON DEPOT. At 730 A. M. for Nisgara Falis, Buffalo, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, 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, Lam-bertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and Intermediate stations. OAMLEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS.

FROM MARKET STREET FREET (UPPER SIDE). The 7 A. M. and 3:30 P. M .ines leave from Wal-

The 7 A. M. and 3:50 P. M. Almes leave from Wal-nut street wharf. At 7 and 9 A. M., 1, 2:18, 2:30, 5, and 6:80 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Halnesport, 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 6 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

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.

Pemberton.

road.

SPECULATING IN LECTURERS. -- Can any one tell what is the need of the 'lecture bureaus' now existing in different parts of the country? As far as we can see, they are just about as useful as the middlemen who speculate in grain, or the brokers who gamble in stocks. They are of no value to either producer or consumer, and the whole object and end of their existence is to demand a speculator's tribute. Surely it cannot be a difficult matter for a lecture committee to communicate directly with principals when they want to get up a course of, say, ten lectures, and the most popular lecturer in the coun-

PHILADELPHIA AND ERIS RAILROAD. SUMMER TIME TABLE. On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:-WESTWARD.

MAIL TRAIN leaves Philadelphia - 10-20 P. M. Williamsport - 8 00 A. M. arzives at Erio - 740 P. M. arrives at Erio ERIE EXPRESS leaves Philadelphia Williamsport Solo Y M " arrives at Erie - 7.25 A. M. ELMIRA MAIL leaves Philacelphia - 7.50 A. M. "Williamsport 6.00 P. M. arrives at Lock Haven 7.20 P. M. BALD EAGLE MAIL leaves Williams-- 1.30 P. M. " arrives at Lock 44 44 - 2.45 P. M. Haven BASTWARD.

" " " arr. Williamsp't 12 50 P BALD EAGLE EX. leaves Lock Haven 9:35 P

BALD EACTLE EX. leaves Lock laven 935 P. M. """ arr. Williamsport 10:60 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 Rallroad. WM. A. BALDWIN, General Superintendent.

		General Sup	erintendent.
CAMDEN	AND	ATLANTIC	RAILROAD
	T BOD	TE TO THE SE	ASTOPE
SHOATE	HROUGI	I IN 1% HOUL	ia onora.
		LY TO ATLAN	
		DAY, July 2, 1	
leave VINE S	TREET	FERRY as foll	OWB:-
		ien engaged)	
Mail			8'00 A. M.
Freight (with	passeng	er car)	
		14 hours)	
		lon	
		g leave Atlantic	

Mail.			
Freight (with	passeng	er car)	11 DO A. M.
Atlantic Acco	uga in 1	k hours)	ASOCA M.
Aunuac Acco	OCAL T	IOD.	0'00 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.

	Returning, leave-
Haddonfield a	at 7.15 A. M., 1 P. M., and 3 P. M
	A. M. and 12.15, noon.
	ON SUNDAYS

Т	Leave	Vine Street	Ferry	at				00 A.	N
£.	. 64	Atlantic Cit	y at				41	35 P.	N
Ŀ	The	Union Trai	asfer	Comp	BBIY,	No.	823	Ches	nu
	and an original de	11 Tombles amb	1 110	ton 15	A	3.100	110	38.000	A

al Hotel), street, will call for baggage and check to dest na-Additional ticket offices have been located at No.

ses Chesnut street and No. 116 Market street for the sale of through tickets only. Passengers are allowed to take wearing apparel

only as baggage, and the Company will not be re-sponsible for an amount exceeding one hundred dollars, unless a special contract is made for the same, D. H. MUNDY, Agent 6 98

WEST JERSEY RAILROADS.

COMMENCING MONDAY, AUGUST 29, 1870. Leave Philadelphia, foot of Market street (upper

Leave Fhiladeiphia, 1000 of all and ferry), at ferry), at 800 A. M., Mail for Bridgeton, Salem, Vineland, Milliville, Swedesboro, and Intermediate stations. 9 co A. M. Mail and Express for Cape May. 1146 A. M., Woodbury Accommodation. 8 15 P. M., Accommodation for Cape May, Mill-ville, Vineland, and way stations below Glassboro. 830 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 600 P. M., Fast Express, for Cape May Saturdays 4 00 P. M., Fast Express, for Cape May Saturdays

5 45 P. M., Passenger for Swedesbero and Clay-

6 45 P. M., Passenger for Swedesbaro and Clayton, stopping at all stations on signil.
 Sunday Mail Train leaves Philadelphia at 7.16
 A. M.; returning, leaves Cape May at 510 P. M.
 Commutation tickets at reduced rates between Philadelphia and all stations.
 Freight Train leaves Camben daily at 920 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock neen for Swedesboro, Salem, and Bridgeton.
 Freight received in Philadelphia at second covered wharf below Walnut street.
 Freight delivery at No. 725 S. Delaware avenue \$15

SCHUYLKILL VALLEY RAILROAD. Trains leave Potteville at 8:30 and 11:20 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A.

M., and 140 and 4 60 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-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 3:45 P. M., and from Treropt at 6-25 A. M. and 5-05 P. M. TICKETS. Through first-class tlekets and emigrant tlekets 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, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.-At 25 per cent.

discount, between any points desired, for families

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

firms. SEASON TICKETS.—For one, two, three, sir, nine, or twelve months, for holders only, to all points, at reduced rates. CLERGYMEN residing on the line of the road 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 thereis a statistic office is the statistic of the stati

FREIGHT .- Goods of all descriptions forwarded te 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 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, at the Depot, THIRTEENTH and CALLOW. HILL Streets.

WEST CHESTER AND PHILADELPHIA RAIL

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

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. 5 50 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. B. D.

Port Deposit, and an stations on the P. & B. C. R. R. M. from B. C. Junction stops at all stations.
10:00 A. M. from West Chester stops at all stations.
1:05 P. M. from West Chester stops at all stations.
1:05 P. M. from West Chester stops at all stations.
1:05 P. M. from West Chester stops at all stations.
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1:05 P. M. from West Chester stops at all stations.
1:05 P. M. from West Chester stops at all stations.
1:05 P. M. from West Chester stops at all stations.
1:06 P. M. from West Chester stops at all stations.
1:06 P. M. from B. C. Junction with P. & B. C. R. R.
1:06 P. M. from B. C. Junction with P. & B. C. R. R.
1:06 P. M. from B. C. JUNCTION. This train commences running on and after June 1st, 1870, stopping at all stations.
1:06 P. M. for West Chester stops at all stations.
1:06 P. M. from B. C. Sunction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON BUNDAYS, 8-05 A. M. for West Chester stops at all stations, con-necting at B. C. Junction with P. & B. C. R. R. 2-30 P. M. for West Chester stops at all stations. 4-50 A. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. 6-50 P. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations.

road. Express Train at 11.45 A. M. (Sundays excepted), for Baltimore 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 Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Eikton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-

read, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Charlestown, Ferryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stenmer's Run.
 Night Express at 11-20 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.
 Pessencers for Fortrass Monroe and Norfelt sett

Passengers for Foriress Monroe and Norfolk will take the 1145 A. M. train. WILMINGTON TRAINS.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11.90 A. M., 2.30, 5.00, ant 7.00 P. M. The 5.00 P. M. train connects with Dela-ware 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.

train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 646 A. M. and 400 P. M. will connect at Lamokin Junction with the

'00 A. M. and 4'30 P. M. trains for Baltimore Cenral Rail

7:00 A. M. and 4:30 P. M. trains for Baltimore Cen-ral Railroad. From Baltimore to Philadelphia.—Leave Balti-more 7:25 A. M., Way Mali; 9:09 A. M., Express; 2:36 P. M., Express; 7:25 P. M., Express. SUNDAY THAIN 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, Lin-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. 828 Ohesnut 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 Unien Transfer Company. H. F. KENNEY, Superintendent.

H. F. KENNEY, Superintendent.

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

CHESNUT HILL RAILROAD. Leave Philadelphia 6, 5, 10, and 12 A. M., 2½, 8½ 6½, 7, 9, and 11 P. M. Leave Chessut Hill 7-10, 8, 9:40, and 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M. ON SUNDAYS. Leave Philadelphia at 9½ A. M., 2 and P. M. Leave Chesnut Hill at 7:50.A. M., 12:40, 5:40, and An ACCOMMODATION TRAIN 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.

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

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

press.

Leave Normstown 1. A. M., 196, and P. M.
FOR MANAY VUNK.
Leave Philadelphia 6, 7½, 9, and 11:06 A. M., 1½,
4½, 6, 6½, 6½, 806, 10, and 11½ P. M.
Leave Manayunk 6, 666, 7½, 810, 920, and 11½
A. M., 2, 8½, 6, 6%, 8½, and 10 P. M.
M. SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk 7½ A. M., 1½, 6½ and 8½ P. M.
Leave Manayunk 7½ A. M.
Leave Philadelphia 5 P. M.
Leave Philadelphia 5 P. M.
Leave Philadelphia 5 P. M.
Leave Flymouth 6% A. M.
The 7% A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 6 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conchonceken.
Passengers taking the 7, 906 A. M. and 6½ P. M.
trains from Ninth and Green streets will make close connections with the trains for New York at Inpress. LEAVE PHILADELPHIA, from foot of WALNUT Street, at 7:00 A. M. Accom-monation and 3:30 P. M. Express. The NARRAGANSETTT STEAMSHIP COMPANY'S 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

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

Ington avenue-For PORT DEPOSIT at 7 A. M. and 4'30 P. M. For OXFORD, at 7 A. M., 4'30 P. M. and 7 P. M. For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2'80 P. M., 4'30 P. M., and

PORT DEPOSIT at 925 A. M. and 726 T. M. and 536 P. M. arrival of trains from Baltimore. OXFORD at 635 A. M., 1035 A. M., and 536 P. M. CHADD'S FORD at 736 A. M., 1230 M., 136 P. M., 445 P. M., and 649 P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be re-sponsible for an amount exceeding one hundred dollars unless a special contract is made for the HENRY WOOD, same. ⁴ P. M. Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore. Trains leaving Philadelphis at 10 A. m. and 4 30 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 9 25 A. M., connect at Chaid's Ford Junc-tion with WILMINGTON & READING R. R. 45

and Mauch Chunk.

8 20 P. M. (Accommodation) for Lansdale. 8 00 and 11 20 P. M. (Accommodation) for Fort Washington. The Fith and Sixth streets, Second and Third

treets, and Union Lines City Cars run to the Depot. TRAINS ARRIVE IN PHILADELPHIA FROM

Bethiehem at 8 55, and 10'35 A. M.; 2'16, 5'05, and 8-25 P. M.

Doylestown at 8-25 A. M., 4-40 and 7-05 P. M. Lansdale at 7-30 A. M. Fort Washington at 9 20 and 11-2) A. M., 3-10 and

45 P. M. Abington at 2.35, 4.55, and 6.45 P. M.

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

and 7:00 P. 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. On and after MONDAY, July 18, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 906, 10, 11, 12 A. M., 1, 2, 2%, 3%, 8%, 4, 4%, 5%, 5%, 6, 6%, 7, 8, 9, 10°05, 11, 12 P. M.

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

Leave Germantown at 81/ A. M., 1, 8, 6, and 93/ P. M.

CHESNUT HILL RAILROAD.

925 F. M. Passengers taking the 655, 9 A. M., and 614 P. M. trains from Germantown will make close connec.

tions with the trains for New York at Intersection

FOR CONSECHOCKEN AND NORRISTOWN.

FOR CONSHOPCER'S AND HORMISTOWN. Leave Philadelphia 6, 7.4, 6, and 11 65 A. M., 1%, 5, 444, 6, 514, 614, 805, 10, and 11% P. M. Leave Nerristown 514, 626, 7, 734, 640, and 11 A. M., 14, 3, 442, 644, 8, and 95 P. M. ON SUNDAYS.

Leave Philadelphia 9 A. M., 214, 4, and 714 P. M. Leave Norristown 7 A. M., 1, 51, and 9 P. M. FOR MANAYUNK,

connections with the trains for New York at In-

The 536 A. M. and 5 P. M. trains from New York onnect with the 1 and 5 P. M. trains from Ger-mantown to Ninth and Green streets. 520 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CEN. TRAL RAILROAD CO. TRAINS FOR PHILADELPHIA leave

PORT DEPOSIT at 9 25 A. M. and 4 95 P. M., on

General Superi