THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, SEPTEMBER 16, 1870.

The Emperer, The Empress, And the Empire. [From the Spectator.]

NAPOLEON. So I've lost ! Well, I thought I should lose.

One does not throw sixes thrice. And when the players are armies, 'Tis so hard to load the dice. 'Twas a glorious game while it lasted.

With the crown of France in the pool, And the furious parties for players, And I so calm and cool !

Twas not till the hotheads pressed me, And forced my hand with their cries, That the German player out-played me, With his keen scientific eyes.

The row they all made upset me, I never half-looked at my hand; And perhaps, though I like to play grandly,

This stake was a trifle too grand. He plays well, that German Baron! And thinks and thinks as he plays, What fools they are to be swearing,

And talking of luckter days ! One pays at this board before parting.

Are you French, and can't pay with a bow? The game is yours, Baron: here, take it-I'm off for the last dread throw !

EUGENIE.

Ah, Louis! my child; my darling ! Ein! Mater, fons amoris! Give me those pearls, Montauban's pearls-

Bene sentio vim doloris ! I have been a Queen, and more than a Queen-

Mea culpa. Virgo humilis ! Shall I fly before that homely girl-Me salva, semper gracilis

Give me that robe. Alas! for Rome! Vanitas canitatum !

Paris shall see me, and shall glow-Sancle fons pietatum !

That necklace ! Now, for my son and Rome-Juste judex ultionis !

That bracelet ! Now, for a throne or a grave-Donum fac remissionis !

FRANCE.

I am conquered, you say-let us see, Strong man with the long yellow hair! Strong man with the steady regard ! Let us see what these conquests are.

Have you captured the fire of my eyes, Which can burn up shams like the leaves ? Have you taken the smile of my mouth, That enchants where it most deceives ?

Have you leaguered the wit in my brain, The wit in which all things dissolve? Have you bound up the cry in my throat, The cry that makes cowards resolve?

Have you torn out the charm from my bosom, That whosee'er's head has there lain-Arab, Spaniard, Italian, or German-He abandons me never again.

You have broken my sword, not my power, You Sansom with long yellow hair! I will send out a thought 'mid the millions,

And the Kings, not I, shall despair.

PRUSSIA IN '69.

Prophetic Words of Bismarck-The Result of the Present War Foretold.

The following is taken from an article in the last number of the German weekly paper Daheim, or At Home. The writer is a well-known member of the

by French scribes on our great statesman that I think it is fit and proper for us, who have so often of late years listened to him in private and confiden-tial conversation, to recall his utterances on subjects relating to the present war, at a time when we were in the depth of peace. They have been kept private by our circle hitherto, because they were to considered confidential until their author had

made similar statements in public. "It was on the 12th of June, 1863, when the lead-ing members of the Customs Parliament met at Bis-marck's house for supper. The bock, the beer, the versation soon ran high, the assembly comprising men of the most antagonistic views. As the evening taking French leave; and Dr. Voeik, of Augsburg. the most conduct speaker for South German in-terests, was about to disappear in like manner, when he was arrested by a deep manly voice calling out, 'Hailo, Vocik, you must stay to toast the 'Bridge o'er the Main;' and with these words Bismarck de tained Voelk, who had that very day given this name of 'Bridge o'er the Main' to the Customs union with the South. Thus we were kept together, and for an hour we sat and plunged into the discussion of all sorts of things without re-serve, Bismarck ever withy and full of spi-rited chail amidst the most serious discussions. "Suddenly he became quiet and earnest. The conversation had touched upon the Luxemburg question, and his guests did not conceal their as-tonishment that he should not at that time have arisen against French arrogance. Several gentlemen described the feeling of disappointment caused ie their provinces by the moderation and yielding ie their provinces by the modefation and yielding policy of Prussia regarding Luxemburg, and their remarks almost sounded like a reprotch. "Thereupon, in a few striking words, the Minister drew a picture of the position of affairs at that pe-riod. He appeared deeply moved by the subject, and, with genius sparking in his deep eye, he con-tinued to speak to the following effect: -"I spent a long bitter week, which, however, lasted only Tuesday to Friday, meditating over the ques-tion of war with France. The eventuality of defeat did not trouble us, for we had Moltke's assurance that we should win. But the question was whether we should commence war with France even though we should commence war with France even though we had the cettainty, or the utmost probability, of success. This momentous question we decided nega-tively, and resolved to enter upon war only in case it should be forced upon us. "We did consider all the frightful losses, all the mourning, and all the misery of many thousands of anilies. Yes, my friends, you may look astonished; out surely you will believe that I, too, have a heart— a heart, let me assure you, that feels like your own. a heart, let me assure you, that feels like your own. W ar is war, and so terrible are its consequences, so heartrending the cry of woe it calls forth, that, as far as my influence goes, it shall never be resorted to except in the last extremity. "After a brief pause he continued :--"We thought, and think, that a war with France, by being delayed, may perhaps be altogether avoided, either by certain the branch black in France, or by the France events taking place in France, or by the French people learning to see that two powerful nations have better things to do than to carry on blekering about the border. We furthermore considered that acquisitions of territory may contain the germ of future quarrels, and that the two nations, when once set at each other, might have a life and death struggle of it. We determined to be masters in our own house, but not to change the line of frontier as fixed. "He concluded, speaking in that peculiar manner when deeply excited, breathing quickly:---"if, how-ever, they will recognize our desire to be at peace, and if war is ever forced upon us, we shall devote our full strength to it; and you, gentlemen of Bava-ria, will then, I am sure, hasten to take part in the first battle which, I dare say, would be fought near

His eyes were then bandaged, when he expressed a wish to be allowed to give the word "dre." Adjutant Codont, who had acted as registrar to the court-martial, came forward and registrar to the court-martial, came forward and read the sentence antid an impressive silence. At a pause at one of the paragraphs in the docament the prisoner, fancying the reading had been finished, cried "Tirez, coquine, et as manquez pas." 'Fire, you rascals, and mind you don't miss!" But the squad did net stir; it was waiting another signal. As the last syllable died away on the Adjutant's lips the officer commanding the firing party drew his sword, the soldiers raised their chassepots to their shoulders and took aim, the sword was lowered, and a dozen shots went of like one, with a sudden starta dozen shots went of like one, with a sudden start-ling detonation. Before the report of the discharge had smitten the straining ears of those who looked on, the prisoner fell forward with an inclina-tion to his right side. Over his left breast, in the region of the heart, his shirt was torn into a jagged hole, where the bullets had entered. As he lay mo-tionless on the ground, one of the scrgeants in the rear of the firing party advanced through the little cloud of smoke and disckarged his piece into the dead man's brain. Dead man, I say, for Harth must have died before he reached the ground in his fail. The troops were marched past the body, which was then lifted, limp and warm, and put, dressed as t was, into a coffin and trotted off to the Cemetery of Mont Parnasse, where it was dropped into a grave which had been opened to receive it, and hastily hidden from view.

THE BOIS DE BOULOGNE.

Melancholy Transfiguration of the Gay Plea-sure Ground. Here is a melancholy pleture of the Bois de Bou-

champs, and the meadows around it present an ex-traordinary spectacle. People a thick wood with thousands upon thousands of cattle and you see a primeval forest. The domestic character of bulls and cows departs the moment they are put by the thousand amid thickly planted foliage, and when they are seen from between the brown trunks of innumerable

trees. "Twenty-seven thousand head of cattle make a pretty show in a wood, the bought and leafy shadows of which have an oddly magnifying effect. Turn which way we would there were gigantic animals tearing at the trees or browsing peacefully amid their trunks, and the effect was exactly as if they were in a state of nature. The sheep were less plo-turesque, but quite as extraordinary. There seemed miles of them. The plain of the race course was like a field of waving corn from the mass of moving yel-low wool with which it was covered, and now and again when the thick folage broke, and we came to open meadows full of cattle, it was exactly as if a boldiy mottled mass of red and white marble had been enclosed. The dun, red and white of the cattle were amalgamated, and they were so closely packed that it seemed as if you could walk upon their backs as on a level floor. So all through the avenues in which the beauty, the fashion and the frivolity of the world have fore-gathered these many years. Beasts rambling among the trees and flowers, soldlers in uniform washing their feet in the lake of the cascade, and other sol diers defiling up the walks and groves, and that was all. It was not merely that the customary flir-tations, costumes and equipages were wanting. There was complete solitude, save for the things described. Our carriage was the only one to be soon, and the people at the cafe by the cascade reso cn, and the people at the cafe by the cascade re-sented as an outrage our request for breakfast. A waiter stood at the door, napkin in hand, the little tables had glass and snowy linen, and there were attendants behind the counter. But it was all phantom-like and ghostly. They were bewildered, stunned, ap-palled at the prospect before them and the sights at their door, and the waiter ran away the instant we addressed him. On the patch of green in front of the cafe from which a Clothilde and Therese have flaunted and ogled for many a season, a poor sheep faunted and ogled for many a season, a poor sheep lay dying; the tramp of common soldlers resounded in the favorite walks of the Arcadian exquisites of the Second Empire, and the line of fortifications just visible in the distance, instead of contributing an ornamental adjunct to the landscape, has had its archways turned into storehouses for grain. Old Mr. Willett, when the May-pole was sacked and he left bound and dumb, furnishes the only parallel to the condition of the staff of the pretty ittle plea-sure-house of the Bols."

ROMANCE ABOUT EUGENIE.

Bow She Was Once Engaged to a Virginia Gentleman-A Wonderful Change of Destiny. A correspondent of the Lynchourg Republican writes :--In 1851 the uncle of the writer resided as Ameri-

can Minister at Paris, with a large family around him. At this time appeared in society there Eugenie Marie de Guzman, Countess of Montijo, a lovely Marie de Guzman, Countess of Montijo, a lovely liant conquests in that society, and constituting her one of the most famous ladies of Paris. It was thought, and indeed freely remarked, that her mother was more ambitious than herself, that the former designed for her some great alliance, while Eugenie herself appeared a model of simple sinerity, a girl who would choose to consult her heart in any matrimonia affair. Her sister had just married the Duke of Alba and Berwick, a lineal descendant of James II of Eng-land; and the worthy mother, Donna Maria, no doubt designed at least an equal matrimonial des-tiny for the more beautian of her daughters. But the heart is not always to be controlled even in the most aristocratic life, or to yield to its exactions or convenience. Eugenie lost hers to a fine-looking blonde Virginian, young William C. Rives, son of the American Minister. They were engaged to be married. But Aunt Judy Rives, a Virginia matron, very decided and angular in her scruples, inter-fered and broke off the match; the Countess was too "fast" for her old Virginia views of social sobriety. The woman for whom the future had reserved so much escaped the comparatively humble match that her heart had decided upon_the destiny of a quiet Virginia housewife-to ascend the throne of France. Alas! what other contrasts may remain for her! If an event had been ordered differently, if a prospective mother-in-law had proved compliant, the Empress, the woman who bid adorned the throne of France, and displayed to the world the charms of another Cleopatra, might at this moment be a quiet country matron, living in a farm-honse near Cobham Depot, County of Albe-marle, and State of Virginia.

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PROPOSALS. PROPOSALS FOR COAL AND KINDLING WOOD.

DEPOT QUARTERMASTER'S OFFICE, WASHINGTON, D. C. August 23, 1870. SEALED PROPOSALS will be received at this office until 12 M., September 23, 1870, from re-sponsible parties, to keep on hand and deliver as required at the various offices and officers quarter as re-this city and at Fort Whipple, Va., three hundred and twenty-two (322) cords of Kindling Wood and nine hundred and ninety-five (925) tons of merchant-able White Ash or other anthracite coal of size as may be called for, free from slate and dust or dirt and to weigh 2240 pounds to the ton, as follows:-At Fort Whipple, Va., about 40,000 pounds. To be delivered on orders at various points in this

city about 2,188,800 pounds. Separate proposals will also be received for the delivery of the entire amount at the Government

Corral, corner of Nineteenth and N streets. Guarantees signed by two responsible sureties for a sum equal to two-thirds of the amount of each bid will be required of each bidder that he will, if successful, execute a contract in accordance with the requirements herein set forth, within six days after the award is made.

The fuel will be inspected, weighed, and measured by an inspector as provided by recent act of Con-gress, and payment will be made monthly for quantity received, if in funds, or as soon thereafter as funds are provided for the purpose, on the certificate of the inspector and receipt of parties to whom delivery has been crdered. Should the contractor fail to furnish the kind and

quantity of wood contracted for, it will be pur-chased in open market and difference in cost charged to him. The right is reserved to reject any or all blds not

deemed advantageous to the Government, Proposals will be addressed to the undersigned, plainly marked "Proposals for Fuel." Bidders are

invited to be present at the opening. WILLIAM MYERS, Bvt. Brig.-General U. S. A., 9 13 6t Depot Quartermaster.

P ROPOSALS FOR FRESH BEEF. OFFICE OF A. C. S., FRANKFORD ARSENAL, September 15th, 1870.

September 15th, 1870. f Sealed Proposals, in duplicate, will be received by the undersigned, at this Office, until 12 M., October 15th, 1870, for furnishing the troops stationed at Frankford Arsenal with Fresh Beef, of a good marketable quality, in equal proportions of fore and hind quarters, excluding necks, shanks, and kidney tailow; the beef to be delivered free of cost to the tanks, the beet to be delivered free of cost to the troops, in such quantifies and on such days as may be from time to time required by the proper authority, and the contract to continue in force six months, or such less time as the Commissary Gen-eral shall direct, and subject to his approval, com-mencing on the 1st of November, 1870. Upon the acceptance of the offer, security and bond in the sum of six hundred dollars will be re-

RIALROAD LINES. DENNSYLVANIA CENTRAL RAILROAD.

AFTER S P. M., SUNDAY, JULY 19, 1870. The trains of the Permsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Markot 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 Denci

Depot. Sleeping-car tickets can be had on application 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 react and the termination of the termination of the street at the termination of the termination of the termination of the street at the termination of termination of the termination of termina

Mail Train TRAINS LEAVE DEPOT. will receive attention. 8-00 A

 Mail Train
 5.00 A

 Paoli Accommodation, 10 A. M. & 12.60 and 7.10 P.
 Fast Line

 Fast Line
 .12.30 P.

 Erie Express
 .11.00 A.

 Harrisburg Accommodation
 2.30 P.

 Lancaster Accommodation
 6.10 P.

 Parkesburg Train
 6.30 P.

 Cincinnati Express
 8.00 P.

 Erie Mail and Pittsburg Express
 10.30 P.

 10.30 P. M. 11.30 P. M.

Blarket street. Sunday Train No. 1 leaves Philadelphia at 8:49

A. M.; arrives at Paoli at 949 A. M. Sunday Train No. 2 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.

Erle Mail Paoll Accommodat'n, or A. M. & 3:30 & 6:40 P Lancaster Train Erie Express 11:55 A. M. Lock Haven and Eimira Express 9:40 P. M. Pacific Express 9:40 P. M. Harrisburg Accommodation 9:40 P. M. For further information apply to JOHN F. VANLEER, JE., Ticket Agent. No. 901 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 11:55 A. M. 9:40 P. M. Pacific Express 9:40 P. M. For further information apply to JOHN F. VANLEER, JE., Ticket Agent. No. 11:55 A. M. 9:40 P. M. From the function of the functi

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 successful contract.

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, SOUTHERN AND IN. TERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. SUMMER ARRANGEMENT. Takes effect May 16, 1870. Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:-

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 excepted), as follows:-7.00 A. M. (Accommodation) for Fort Washing-THE WEST. Leave New York at 900 A. M. and 500 P. M., passing Reading at 145 and 1005 P. M., and con-necting at Harrisburg with Pennsylvania and Northern Central Kailroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc.

ton. At7:35 A.M. (Express), for Bethlehem, Easton, Al-lentown, Mauch Chunk, Wilkeebarre, Williams-port, Mahaney City, Hazieton, Pittston, Towanda, Wayerley, 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. 946 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 hallreads.

Latiroads

halireads.
11 A. M. (Accommodation) for Fort Washington 1'15, 3 30, and 5'20 P. M., for Abington.
1'45 P. M. (Express) for Bethiehem, Easton, Al-lentown, Mauch Chunk, Mahanoy City, Wilkes-barre, Fittston, and Hazieton.
2'50 P. M. (Accommodation) for Doylestown.
4'5 2'0 P. M. (Hathlehem Accommodation) for At 3 20 P. M. (Bethlehem Accommodation) for Sethiehem, Easton, Allentown, Coplay, and

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school desks.

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

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.; arrives in Pottstown at 6:15 P. M. REABING ANB POTTSVILLE ACCOMMODA TION. Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:30 A. M. and 6:35 P. M., stopping at all way stations; arrive in Philadelphia at 10:20 A. M. and 9:25 P. M. Returning, leaves Philadelphia at 5:15 P. M.; ar-Returning, leaves Philadelphia at 5-16 P. M.; ar-rives in Reading at 7-55 P. M., and at Pottsville at

940 P. M. Morning Express trains for Philadelphia leave

Harrisburg at \$10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 2:50 P. M., and Pottsville at 2:50 P. M., arriving at Philadelphia at 7:00 P. M.

Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 410 P. M. Connect-ing at Reading with Afternoon Accommodation south at 635 P. M., arriving in Philadelphia at 926 P. M.

9.26 P. M. Market train, with a passeeger car attached, leaves Philadelphia at 12.30 noon, for Reading and all way stations; leaves Pottsville at 540 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

Sale on the Premises, No. 1215 Green street. SUPERIOR MODERN RESIDENCE AND FURNI-TURE, On Tuesday Morning, September 20, at 10 o'clock, on the premises, will be sold that very superior and well-built three-story brick residence, with attics and three-story brick back buildings and lot of ground, 17 feet front and bit feet deen situate on the porthe side of Green streat All the above trains run daily, Sundays excepted.

copted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3°15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4°26 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railread

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.

PERte IOMEN RATINGAD, Passengers for Schwenksville take 7:30 A. M., 12:20, and 5:15 P. M. trains from Philadelphia, re-turning from Scawenksville at 6:46 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 Collegeville and Schwenksville. COLEBROOKDALE RAILROAD.

more, etc. Returning Express train leaves Harrisburg on

first battle which, I dare say, would be fought near Metz. Even in the first fight I am convinced we shall prove superior to the French in every respect." "He stopped, and Dr. Voek, to keep up this inter-esting conversation, remarked that General Moltke last year had assured him that in case of war we Germans should be found to excel the French in point of strength and rapidity of movement. "You may take his word for it, my dear sir,' said Bismarck with great emphasis. He looked very serious. We now know, from the tener of the secret proposals made, how imminent the danger must

proposals made, how imminent the danger must

"The remaining guests left much impressed by what they had heard, and when in the street we agreed that the words spoken that night should be preserved in our memory.'

SECRET SERVICE.

Execution of a Prussian Spy at Paris-A Taril-ling Scene.

Writing from Paris under date of August 27, the

Img Beene.
Writing from Paris under date of August \$7, the fortespondent of the Standard says: - Prussian blood has been drawn for the first time since the claration of war within the encents of Paris, Charles Harth, found guilty of having visited france for the purpose of having spied out its weakness, the due death this morning. At 5 Harth was awayed the death this morning. At 5 Harth was expected the death this morning. At 5 Harth was expected the death this morning. At 5 Harth was expected the death this morning. At 5 Harth was expected the death this morning. At 5 Harth was expected the death this morning. At 5 Harth was expected the death this morning. At 5 Harth was expected the death this morning. At 5 Harth was expected the death this morning. At 5 Harth was expected the death this morning. At 5 Harth was expected the death this morning. At 5 Harth was expected the death this morning. At 5 Harth was expected the death this morning. At 5 Harth was expected the death this morning. At 5 Harth was expected the death this morning. At 5 Harth was expected the death this morning. At 5 Harth was expected the death this morning. At 5 Harth was expected to meet the the received the news are expected to meet the vost, whith the course of the the more to meet the vost, whith the course of the the more to meet the the meet the vost of the the forms of the wall, and in front of a squad of twelve men of the wall keepenet of the time. As the prisoner was approached by the turnkeys of the military prison whose duty it was to the his hands behind his back, holse duty. The turnkeys of the military prison was expected in the reart. As the prisoner made to the the other meet the time in the track is the two sergents to the the hands behind his back, holse duty. The turnkeys of the military prison was expected in the reart of the track are to the the track are the the track are the the track are the track are the time the track are the track are

NOTES OF THE WAR.

LOSSES.

Baron von Kahden, the husband of Madame Pauline Lucca, has succumbed to the wound in the mouth received before Metz. The telegram des-patched to his widow did not arrive until after she had started to nurse, him. The death at Mars-In-Tour of Henry XVII, Prince of Reuss, from a grenade shot, was instantaneous, his body being torn in pieces and hurled to a wide distance. The losses of the Guard Regiment have placed Berlin in mourning. A late number of the Kreus Zeitung has more than sixty obituary advertisements of officers killed or since dead of their wounds. THE PROTEST AGAINST INTERVENTION.

THE PROTEST AGAINST INTERVENTION. The following is the text of the address to the King agreed upon at the Berlin meeting held to pro-test against foreign intervention :---"Please your Ma-jesty--When was seemed inevitable the nation rallied unanimously round your Majesty and your allies. It swore to endure faithfully to the end in the struggle for the security, unky, and greatness of our German Fatheriand. God has blessed the arms which have been wielded with unsurpassed bravery for the cause of instice. Yutories have been gained with cause of justice. Victories have been gained with streams of our nobles' blood, but they have brought us near the proposes end with unexpected rapidity. Enormous efforts must still be made. The German Enormous efforts must still be made. The German people are resolved to make any sucrifice for national objects; but in the initiat of this carnest and elevated mood we are disturbed by ever-recurring reports that the foreign interven-tion, which did not know how to ward off the horrors of war, is now endeavoring to limit the reward of our struggle according to its own ideas. The recollection of the events that succeeded the options rights of our fathers still lives fresh in our The recollection of the events that succeeded the glorions rising of our fathers still lives fresh in our memories, and warns Germany to consult only the requirements of her own welfare. We therefore again approach your Majesty, relying upon your wisdom for the exclusion of all foreign interference, and for the creation of a state of things which shall give better security than hitherto for the peaceable conduct of a neighboring nation, lay the foundation of unity and liberty for the enture German people, and secure the same against all attacks."

OUTLERY, ETO.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wale & Butcher's Razors, and the celebrated Le-coultre Razor; Ladies' Scissors, in cases, of the finest quality ; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S, No. 115 TENTH Street, below Chesnut.

COTTON SAIL DUCK AND CANVAS, OF ALI numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufac-turers' Drier Feits, from thirty to seventy-sL inches, with Paulins, Beilting, Sail Twine, etc. JOHN W. EVERMAN, No. 10 CHURCH Street (City Stores).

TOHN FARNUM & CO., COMMISSION MER-Co. 219 ORNANUT Street, Philadalphia. Ticki

quired for the faithful performance of the contract. The right to reject any or all bids which may not be deemed to the interest of the Government to accept is reserved. Bids to be endorsed on the envelope "Proposals

for Fresh Beef." WILLIAM PRINCE,

1st Lt. Ord., A. C. S.

FURNACES.

9 15 6t

Established in 1835.

Invariably the greatest success over all competition whenever and wherever exhibited or used in the UNITED STATES.

CHARLES WILLIAMS'

Patent Golden Eagle Furnaces, Acknowledged by the leading Architects and Builders

be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in line of business.

HEAVY REDUCTION IN PRICES.

and only first-class work turned out.

Nos. 1132 and 1134 MARKET Street. PHILADELPHIA.

N. B .-- SFND FOR BOOK OF FACTS ON HEAT AND VENTILATION. 6 22 4m

STOVES, RANGES, ETO.

THE AMERICAN STOVE AND HOLLOWWARE COMPANY, PHILADELPHIA,

IRON FOUNDERS,

(Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson,) Manufacturers of STOVES, HEATERS, THOM SON'S LONDON KITCHENER, TINNED, ENA

MELLED, AND TON HOLLOWWARE. FOUNDRY, Second and Mitthin Streets, OFFICE, 209 North Second Street,

FRANKLIN LAWRENCE, Superintendent, EDMUND B. SMITH, Treasurer.

JNO. EDGAR THOMSON,

President, JAMES HOEY, General Manager. 6 27 mwf 6m

EASTON & MCMAHON, J. M'MAHON.

SHIPPING AND COMMISSION MERCHANTS. No. 2 COENTIES SLIP, New York, No. 18 SOUTH WHARVES, Philadelphia, No. 45 W. PRATT STREET, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

Corn Exchange Bag Manufactory. JOHN T. BAILEY, N. E. Cor. WATER and MARKET Sts ROPE AND TWINE, BAGS and BAGGING, for

Grain, Flour, Salt, Super-Phosphate of Lime, Bons Dust, Etc. Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

She most durable breen will not fade, is brighter Color costs less chan any other be-cause it will paint time as only by the manufactures Sols by all haint dealers, 0

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

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

Depot. TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10.85 A. M.; 2.15, 5.05, and 8 26 P. M.

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

 ⁴⁶ 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 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. 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, 9:05, 10, 11, 12 A. M., 1, 2, 2%, 3%, 3%, 4, 4%, 5:05, 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, 8, 3%, 4, 4%, 6, 6%, 6, 6%, 7, 8, 9, 10, 11 P.M. The \$20 down train, and 2%, 3%, and 5% up trains, will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9% A. M., 2, 4'05, 7, and 10% P. M.

Leave Germantown at 81/4 A. M., 1, 8, 6, and 6% P. M.

CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2%, 8%

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

9-25 P. M. Passengers taking the 6.55, 9 A. M., and 614 P. M. trains from Germantown will make close connec-tions with the trains for New York at Intersection FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 5, 7%, 6, and 11 05 A. M., 1%, 5, 4%, 6, 5%, 6%, 805, 10, and 11% P. M. Leave Nerristown 5%, 625, 7, 7%, 650, and 11 A. 16., 1%, 8, 4%, 6%, 8, and 9% F. M. ON SUNDAYS.

745 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and E. C. R. R.
940 A. M. for West Chester stops at all stations.
11.50 A. M. for B. C. Junction stops at all stations.
2.50 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.
45 P. M. for West Chester stops at all stations.
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45 P. M. for West Chester stops at all stations.
50 F. M. for West Chester stops at all stations.
50 F. M. for B. C. Junction stops at all stations.
50 F. M. for B. C. Junction. This train commences running on and after June 1, 1570, stopping at all stations.

M., 1½, 8, 4½, 6½, 8, and 9½ F. M. ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Norristown 7 A. M., 1, 5½, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7½, 9, and 11:05 A. M., 1½, 8, 4½, 5, 6½, 6½, 505, 10, and 11½ P. M.
1 cave Manayunk 6, 656, 7½, 8 10, 9:20, and 11½
A. M., 2, 3½, 5, 6% sy, and 10 P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia 5 P. M.
Icave Philadelphia 6 A. M.
The 5 P. M. train from Norristown will not step 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 Conscholocken.
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 Intersection Station.

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.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 926 A. M. and 426 P. M., on

Port Deposit, and all stations on the P. & B. C. R. R.
Stif A. M. from B. C. Junction stops at all stations.
Good A. M. from West Chester stops at all stations.
Teo P. M. from West Chester stops at all stations.
Teo P. M. from West Chester stops at all stations.
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Teo P. M. from West Chester stops at all stations.
Teo P. M. from B. C. Junction with P. & B. C. R. R.
Teo P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.
Teo A. M. for West Chester stops at all stations.
Teo A. M. for West Chester stops at all stations.
Teo P. M. for West Chester stops at all stations.
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Teo P. M. from West Chester stops at all stations.
W. C. WHEBELER, Sup't. PORT DEPOSIT at 920 A. M. and 530 P. M. arrival of trains from Baltimore. OXFORD at 635 A. M., 1035 A. M., and 530 P. M. CHADD'S FORD at 726 A. M., 1930 M., 130 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-only as baggage, and the company will not be re-only as baggage, and the company will not be re-only as baggage, and the company will not be re-only as baggage, and the company will not be re-only as baggage. In the company will not be re-only as baggage. In the company will not be re-sponsible for an amount exceeding one hundred dollars unless a special contract is made for the HENRY WOOD.

General Superintend

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 535 A. M. and 550 A. M., passing Reading at 723 A. M. and 1046 A. M., arriving at New York 1205 noon and 339 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change. A Mail train for New York leaves Harrisburg at 840 A. M. and 250 P. M. Mail train for Harris-burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 530 and 1130 A. M., and 140 and 450 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 555 A. M. for Pinegrove Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thurs-

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 Tremont at 6:25 A. M. and 5:05 P. M. TICKETS. Through first-class tickets and emigrant tickets to all the urinned points in the North and Wast I N ST. LOUIS,

to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading Nos. 119, 121, and 123, corner FIFTH and PINE

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

stations by Reading and Potsville and Potstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Fhiladelphia, or of G. A. Nicolis, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. discourt between any volute desired for families

discount, between any points desired, for families and firms MILEAGE TICKETS .- Good for 2000 miles, be-

tween all points, at \$47.00 each, for familles 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 will be furnished with cards entilling themselves and wives to tickets at half are. EXOURSION 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.

streets. FREIGHT.-Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Philadelphia Post Office for

all places on the road and its branches at 6 A. M., and for the principal stations only at 2 15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4°86 A. M., 12°80 noon, 5 and 7°15 P. M., for Reading, Lecanon, Harrisburg, Pottsville, Port Clinton, and

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.

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

NUT, as follows: FROM PHILADELPHIA. 645 A.M., for B. C. Junction, stops at all stations. 715 A.M., for West Chester, stops at all stations

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