THE PINE FORESTS OF AMERICA.

Interesting Facts in the Lumber Trade of the A writer in the St. Louis Republican gives the following valuable facts and specifications

in regard to the lumber production and trade of this country:-

"Ten years ago stumpage in Maine on the Penobscot and Kennebec rivers was at what was considered a nominal value, from fifty cents to one dollar per thousand feet. When it can be obtained now, it is sold from seven to ten dollars. On the St. Croix river, Minnesota, stumpage was only fifty cents to one dollar per thousand feet five years ago, now it averages from two dollars and fifty cents to five dollars and fifty. Nothing under the for-mer figures is desirable. Pine lands can scarcely be found in Government hands. It is gradually concentrating into the hands of fewer parties, and is most rapidly enhancing in value. There are parties who now number their lands in rash tracts. Messrs. Chapman & Thorp, of this city, or the Eau Clare Lumber Company, for instance, own over 80,000 acres; Knapp, Stout & Co., of Dubuque, now connected with the firm of Boss & Walkup, of this city, own and control 100,000 or more acres, and several other parties on the Wisconsin, Chippewa, St. Croix, Upper Mississippi rivers and tributaries, own and control from 20 to 30,000 acres each. The business, in fact, has assumed a very different phase from that of ten years ago, and all available or valuable pine lands are now private property, and are owned in the main by men who appreciate their value, and who are fast clearing away the forests and sending the products to market. Now, with all this large concentration of lands and the heavy draft that has been made on the forests of pine in the past few years, it becomes a serious question to the man who will think what is to sustain this immense draft for one of the most common necessaries of life, and a demand for which every improvement in civilization is only increasing. While the object of those who control this large interest in monopolizing to a great extent the trade of the future will be more seriously felt when the heavy demand that is to come from Europe and prospectively that of Asia, the former of which is already drawing on us for supplies.

The lumber trade of Michigan, Wisconsin,

and Minnesots, for the year 1869, shows the amount cut as being 2,029,372,255 feet for the State of Michigan, 317,400,000 feet for the State of Minnesota, and 964,600,600 feet for the State of Wisconsin. This includes the lake shore and the whole State of Wisconsin, which heretofore has been difficult to get a report from. The total amount cut in these States was 3,311,372,255 feet, and that to obtain this quantity there have been shipped 883,032 acres or 1380 square miles of pine have been removed. It is calculated that 1,000,000 acres of land still remain unstripped in Michigan, which will yield 15,000,000,000 feet of lumber. While 3,000,000 acres are still standing in Wisconsin, which will yield 11,250,000,000 feet, and that which remains in Minnesota, taking the estimate of a few years since of that which was surveyed and unexplored, after deducting the amount cut the past few years, we find 3,630,000 acres to be the proper estimate of trees now standing which will yield 32,362,500,000 feet of lamber. This makes a total of 15,630,000 acres of pine lands, which remain standing in the above States, that will yield 58,642,500,000 feet of lumber, and it is thought that fifteen or twenty years will be required to cut and send to market the trees now standing. These figures show the increased rate of consumption during the past year, and indicate with what rapidity our forests can be cleared. We will take the older lumber States for instance, which have surprised every inhabitant at the early disappearance of their white pine. The Maine forests have been so well stripped that not a tree of old growth is to be seen in them. The white pine is represented only by saplings, which will not be of any service, as lumber, for years, and most of the lumber they use now comes from Michigan. Twelve years ago New York was a great lumber State, and exported heavily the manufactured qualities; while now her pine forests are exhausted and she has to rely on the lake regions of the West, by way of the Erie Canal, and from Canada by Lake Champlain and the Champ'ain Capal. Large quantities of hemlock and spruce are yet to be found in the northern counties of the State, which in part substitutes for the pine, and railroads are piercing the wilderness in order to bring it to market. We have now reached a period when the demand for timber is rapidly on the increase and the supply diminishing. Settlements, too, are approaching the treeless regions of the plains. By what agency the Western prairies and the country beyond have been denuded it is use-

less to speculate. "It is true that there is a large region in the vicinity of Georgian Bay and the Pro-vince of Ontario, Canada, as yet hardly touched by the woodman's axe. But when we take into consideration the vast extent of territory of the West and South to be supplied, we cannot look to Canada from the West for supplies, while the American Eastern is destitute and will require all that region can furnish. Then Wisconsin, Michigan, and Minnesota will be the more heavily drawn upon each year for the demands of the West and South, and the question is, can any plan be devised to replace the loss by consumption of lumber now being exhausted with such prodigality? In Europe, among the questions that for the last century been important in the councils of the nations, has been that of preservation and adding to the growth of the woods of the countries. Valuable orders of merit are accorded to the men who preserve or grow the timber needed for ornament or manufacture. And to the intelligent min from England, France, or Prussia there is no sight that occasions him more surprise and pain than the recklessness with which he sees our wood out down in the forest, lost in the transit by carelessness, or wasted in the manufacture. We Americans are not exempt from the stupidity that has taught the people of the Old World such a fearful The destruction of our forests and the denudation of our prairies of their primitive vegetation have made fearful inrowls upon our climate. The rains have less frequency, and when they do come are mara deluging than formerly. We are more frequently suffering from the opposite extremes of excessive droughts and destructive inuadations. Our springs, brooks and rivers are drying up. Our old folks all tell us that brooks now more than half the time dry, in their childhood afforded constant water power to mills; and as a proof of what they say, point the mills site long since abandoned. Why is this? Because our forests have long since succumbed, or are rapidly disappearing before the axe of the woodman and the fires of the incendiary, and our flocks have denuded the prairies of their primitive grasses. Experience has established the fact that those

the wants of the settlers, and may be continually renewed for all time.

'Projects have been suggested for planting and rearing forests, and yet, while all descriptions of timber are becoming more scarce in settled communities, and more expensive, it is nevertheless the conviction that the evil may be lessened by proper effort in all the States east of the great plains, and even in those plains the grand forests of the Cascade region will furnish supplies until the science of arboriculture may clothe such treeless localities as are now appropriated to cereal cultivation. The process of fostering this interest should be encouraged, and every farmer and individual consult their greatest want. The method of planting and rearing trees is reduced to a science. It is known that the pine and fir tribe are generally grown on sandy, shallow surface soil; other trees are native of swamps; while the oak, hickory, chesnut, and others of hardier and more solid growth exist in natural and better soils, suited to their peculiarities. The State of Kansas is the first to take steps in this matter, for the cultivation of foreign trees, and the government is offering rewards of merit to those who will engage in the enterprise. Mr. R. S. Elliott, of this city, as industrial agent of the Kansas Pacific Railroad, is similarly engaged along the line of that road.

"But of all timber the white pine is one of the most common necessities; it enters more largely into use for general purposes than all others combined, and its preservation should interest every individual in the land. At the increased rate of consumption, and the fearful inroads that are being made on our forests of pine, the years will soon pass by when Michigan, Minnesota, and Wisconsin will be as destitute of this timber as Maine or New York.

"But the question comes back to us, can any plan be devised to prevent the waste, increase the durability, or replace the loss by consumption of the lumber now being exhausted with such prodigality? 'Tis true that there should be more economy in building houses. Build so as to accommodate the wants of the community, and not with the extravagance of room and waste of material which is so noticeable in the tenement houses of our day. There is plenty of timber which can be used in the place of pine for certain purposes that is equally as good and serviceable, and by this means the pine interest can be fostered for a much longer time without much competition or much advance in prices, and cheap homes, cheap rents, will enter into the domestic economy of the people."

### AMERICANGUNS IN FOREIGN ARMIES.

The Demand for Arms by European Gevernments - Heavy Exportations - The Gan

A prominent officer of one of the London Commercial Exchanges has lately placed the sum of \$3,000,000, with the promise of as much more as may be needed, at the disposal of a business associate in this city, with instructions to purchase and ship as rapidly as possible all obtainable small arms of certain kinds and of good quality, with quantities of field artillery and various munitions of war in large amounts. The cable despatches re-ceived from this and other private sources show that there is a heavy and increasing demand for good war material of every kind for the supply of several European govern-ments. The demand for arms is said to be so great that our Government, which is known to have still on hand a large surplus, could dispose of the whole within one week-provided prices were fixed and proper facilities afforded for the ready transaction of the business. The redtape delays consume so much time that buyers agents are unable to make contracts to deliver at certain periods, and, where weeks or even months are liable to intervene, there is the constant risk that the wars will be ended before the end of the War Department routine is reached. At the same time strong political influences have sometimes accomplished results speedily enough, as in the case of the recent purchase of many thousand Springfield rifles direct from the Ordnance Office by the Khedive, who wanted them at once, and who obtained the aid of an eminent Congressman to secure them.

A portion of the arms shipped secretly in the Ville de Paris were in cases which were marked as having been shipped direct from the United States arsenals in different parts of the country. They were part of the several hundred thousand small arms which the Government has for sale to any buyers who want them. The modus operandi is about as follows:-The speculator opens communication with the War Department, generally through the Ordnance Officer at the arsenal where he finds the kind of arms that he wants; the Ordnance Office has no fixed price, and consequently a proposal is for-warded for the consideration of the Chief of Ordnance; correspondence ensues, the Secretary of War is consulted, terms are agreed upon, securities are filed, and finally, after much writing, copying, and delay in the transmission of papers, it is settled that the buyer shall have a given number of thousands of arms to be held for him on storage at the arsenal for a period named. He then seeks a purchaser, and when he has found one they are shipped to any given point. In buying arms, preference is apt to be given to those of the overnment, because it is known that they are kept in the best possible condition and frequently inspected, and will be of precisely the quality that they are officially represented The Sultan some months ago bought 200,000 Springfield rifles, muzzle-loaders, and the Khedive 100,000. France has also within the same period, bought a large number in this country; and, singular to say, she preferred those of inferior patterns-it may have her with a view of altering them according to her own notions. Cuba and various States of Mexico have also obtained a considerable number of Uncle Sam's weapons which were hung on the rack when he was done fighting. At the close of our war some 30 or more gun factories were dismantled; and the machinery

was sold and shipped to Europe, as secretly as possible, but Russia is understood to have received most of it. Russia is known to be busily making arms of good quality at this time; but she is not believed to be buying any in this country. Prussia does not buy here for the use of her army; but her agents have sometimes taken quantities of arms simply to prevent them reaching a rival government. Belgium is not now making arms. Austria is buying none. The French Government itself does not appear to make exertions to obtain supplies of arms from abroad: several prominent municipalities, such as Lyons, Bordeaux, Marseilles, Havre, etc., are purchasing large quantities of war material of every kind, just as was done by large cities in this country early in the late war. The capacity of the imperial arsenals for rapidly turning out Chassepots appears to have been greatly over-estimated; and now, after her misfortunes in the field, which of course entailed great losses of arms of all kinds, France is the most poorly armed of all the nations. The action of her patriotic merchants has, however, recently been very energetic, and they are obtaining arms wherever they can be found.

In addition to the sale of arms by the Government, there has been a very heavy sale of weaposs of higher quality and improved patterns by various arms companies in the country. The new Remington breech-loading arm, which was brought out in 1866, appears to lead all others in popularity among foreign powers. The Remington Company has furnished nearly 300,600 arms to various foreign governments, or is now turning out guns at the rate of about 700 Experience has established the fact that those regions, by protection from fire and proper care, may be covered with a growth equal to mark, 42,000; U. S. Navy, 13,000; Sweden,

30,000; Spain, 40,000; Rome, 10,000; Egypt, 60,000; Japan, 3000; Greece, 30,000; France, 50,000; with orders for as many more as possible, until further notice, according to the capacity of the works. The Winchester Arms Company are furnishing considerable quantities, and for the product of the Colt manufactory it is known that there is a steady

A singular feature of the gun-market is the number of speculators and adventurers who figure in it. There are at least 100 men here and at Washington who are concerned in the business of securing, or pretending to secure, arms for delivery to foreign governments. They seek interviews with persons likely to wish to buy, and with those who have guns to sell, boast of their political and other influence in the one case, and in the other claim to have confidential authority from various powers for the purchase of military supplies. The doubt and mystery in which such matters as the military equipment of nations are carefully kept of course afford afine field for the adventures of shrewd and unprincipled speculators. Sales are, however, continually making nowadays, and only within a day or two the Government has disposed of 40,000 Enfields, at \$7 each, to a foreign purchaser. At the same time fifteen patteries of field artillery were sold; but the sale was exceptional, as the Europeans do not covet our artillery as they do our small arms. -N. Y. Tribune.

## THE YEL OW FEVER.

The Terrible Pestilence in New York-Report of the Board of Health. From the N. Y. Evening Post, 4th instant. The following official report of the Sanitary Committee of the Board of Health on the yellow fever at Governor's Island was presented to

the board at the regular meeting this afternoon. It will be read with much interest: -"HEALTH DEPARTMENT, No. 301 Most street, New York, October 4, 1870.-To the Honorable the Board of Health Department:-Gentlemen The committee who were authorized to take the necessary measures for the removal to Quarantine of those sick with yellow fever at Governor's Island, and to protect this city from said disease, and to investigate the origin of the disease and the circumstances of its introduc-tion at Governor's Island, have the honor to

present the following report:—
"On the morning of the 30th September the Fealth Officer of the port having placed his steamer at the disposal of the committee, an at-tempt was made to remove the sick to the West Bank Quarantine Hospital, but the weather proving unpropitious, the removal could not be effected until the day following, October 1; on that day all those found sick or complaining, to the number of sixty persons, soldiers, women and children, were removed. The bedding, clothing and other articles that could possibly have become infected upon the steamer were taken to the steamer Illinois in the lower bay and burned. The quarters upon the island where the fever had occurred were vacated, fumigated and cleaned. Provision was made for the removal daily to the Quarantine Hospital of any cases that might occur subsequently.

'No communication will be allowed by any soldier or residents with the infected quarters upon the island, until after frost shall have rendered these restrictions unnecessary.

"Thus, by the immediate removal of all sick, and placing the island under strict quarantine, your committee hope they may be enabled to protect the city from the disease. "The most diligent inquiries have as yet

failed to discover that this disease has been communicated to any person within the limits of the city, except those who have been directly exposed to the infection upon the island, by visiting the sick as nurses or mourners, remaining there in the infected locality long enough to have contracted the disease. Since the 12th of September there have been seven deaths in the city from this disease, all of whom had been upon Governor's Island for a longer or shorter period, either as nurses for their friends or as mourners at funerals of those dead of the fever. But three other cases have as yet been discovered in the city up to the present time, and these three were soldiers from the Island leave. Respecting the origin of disease, and the circumstances its introduction upon Governor's Island, from all the investigation possible in this limited time, your committee cannot but come to the conclusion that its source has been from infected vessels that have been allowed to land and lie at the docks of Brooklyn, ranging from a point at the Empire stores downward to as far as Hamilton ferry, opposite to the eastern shores of Governor's Island. Any infected article thrown overboard from these vessels would, by the natural flow of the tides at this point, be washed upon the beach at Gov-ernor's Island, immediately opposite the quarters where the fever first broke out. On Thursday, September 22, two members of the Saniday, September 22, two members of the Sanitary Committee, Dr. Stephen Smith and Dr. Ceccarini, with the City Sanitary Inspector. visited the island, carefully examined the cases, and were unable to diagnose the disease as yellow fever, being further assisted by Surgeon Page, in charge of the post, who had been familiar with the disease in the Southern States. At the first visit of your committee to Governor's At the first visit of your committee to Governor's Island, on Thursday, September 28 it was difficult to form a decided opinion upon the true character of the disease, as by far the largest proportion of the cases presented symptoms so obscure and mild in their types, that a positive diagnosis could not be made. Two cases, however, which were in other buildings separate from the general hospital, were so well defined

in all the characteristic symptoms of yellow fever that your committee had no difficulty in making the diagnosis. These were recent cases. "The mild type which the cases have pre-sented at the island from the first has been the cause of so much confusion and doubt as to the true character of the disease, and had up to this time deceived those who had been familiar with the disease in its southern habitants-even after the report of Dr. Nott, who visited the island by request of the President of the Board, at the suggestion of Dr. Smith, on Wednesday last that the surgeons in charge of the post were not convinced of the true character of the disease until those well-marked cases placed the diag-

nosis beyond doubt.
"Respectfully submitted, "G. CECCARINI, Ch. Sanitary Committee,

"J. M. CARNOCHAN, Health Officer, "MORRAU MORRIS, City San'y Inspector." ACTION OF THE BROOKLYN HEALTH OFFICER. An order was issued yesterday by Health Officer Cochran, of Brooklyn, prohibiting all communication between that city and Governor's Island, in consequence of the yellow fever which prevails there. A party of workmen, who are engaged upon the island, but live in Brook-lyn, attempted to infringe this regulation, by rowing in a small boat to the foot of Degraw street, with the intention of disembarking there. They, however, turned back again when they perceived the health squad waiting for them. In the evening Dr. Cochran himself visited the island, and saw General Neil, who assured him that all communication between the island and Brooklyn and this city should be suspended until the island is declared out of quarantine.

Up to a late hour this afternoon no fresh cases of yellow fever in this city have been

### reported. STEAMED OYSTERS!

HALF PECK FOR 25 CENTS.

TRIPE AND OYSTERS.
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Feperial attention given to STE LMED OYSTERS.

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N. E. Corner NINT I and CHESNUT Streets. Esting bar supplied with all the delicacies of the

HARNESS, SADDLES, AND TRUNKS.—LARGE Stock, all grades. Also, several thousand Horse Covers, Lap Rugs, and Robes, seiling at low prices to the trade or retail. MOYEYS, No. 729 MARKET Street, above Seventh.

PROPOSALS. PROPOSALS POR ARMY TRANSPORTATION

HEADQUARTERS DEPARTMENT OF TEXAS. CHIEF QUARTERMASTER'S OFFICE, AUSTIN, Texas, Sept. 15, 1870.)
oposals, in triplicate, will be received at Sealed Proposals, in triplicate, will be received at this office until 12 M., on THURSDAY, the 1st day

this office until 12 M., on THURSDAY, the 1st day of December, 1810, for the TRANSPORTATION OF ARMY SUPPLIES from the 1st day of January, 1811, to the 31st day of December, 1871, on the following routes, viz.:—

ROUTE NO. 2 (BY WATER).

From the wharf at Brazos Santiago, Texas, to Fort Brown, Texas, and

From Fort Brown, Texas, to Ringgold Barracks, Texas; per 100 pounds for whole distance between each point. Proposals will also state the rates at which bid-

ders propose to transport to or from each of the above named points, officers and enlisted men with their suthorized allowance of baggage.

ROUTE No. 3. From Ringgold Barracks, Texas, to Fort McIntosh,

From Indianola, Texas, or the terminus of the Mexican Gulf Railroad to San Antonio, Texas, ROUTE No. 5.

From San Antonio, Texas, to-Fort McIntosh, Texas. Fort Duncan, Texas. Fort Clark, Texas. Fort McKavett, Texas.

Fort McKavett, Texas.
Fort Concho, Texas.
Fort Stockton, Texas.
Fort Davis, Texas.
Fort Richardson, Texas.
And any posts that may be hereafter established in Northwest Texas, south of Red river.
Posts west of Fort Davis will be supplied by Government teams.

ROUTE No. 6. From the Ship's Tackle at Galveston, Texas, to Bremond, Texas, or the terminus of the Texas Central-Ra'lroad.

ROUTE No. 7. From Bremond, Texas, or the terminus of the Texas Central Radiroad, to—

Fort Griffin, Texas.
Fort Richardson, Texas.
And any posts that may be hereafter established south of Red River in Northwestern Texas. The transportation to be furnished exclusively by orse or mule teams

Except in cases of emergency, this service may be performed by one train per month.

Returning trains will transport supplies from point to point on the direct route of return towards the initial point, or to any point or points beyond the first point of destination, at contract rates; and should trains be sent from their original point of destination to another point empty, half the contract rates shall be allowed, for the distance travelled empty, on the amount of stores to be transported, and full rates for the distance travelled after loading.

Bidders will state the rate per 100 pounds per 100 miles at which they will transport supplies, which will include the transportation of supplies accompanying the movement of troops.

Each bid must be accompanied by a guarantee of

at least two responsible persons (whose responsi-bility must be certified by the cierk of a Court of Record) that the bidder is competent to carry out the contract if awarded to him; and the residence and post office address of each bidder and guarantor must be stated.

The amount of bond required from the contractor for each route will be thirty thousand (30,000) dol-Forms of contract may be seen at the Quarter master's office at Galveston, Indianola, San Antonio, Ringgold Barracks, Brownsville, Fort McIntosh, and

The Government reserves the right to use its own means of transportation for this service when deemed advisable to do so, and to reject any or all bids offered.

Any further information will be promptly fur-

nished on application in person or by letter to this Proposals must be plainly endorsed on the envelope:—
"Proposals for Army Transportation on Route

and addressed to the undersigned.

By order of Brevet Major-General Reynolds, Commanding Department. JAMES A EKIN,
Deputy Quartermaster-General, U. S. Army, Chief
Q. M. Dept. of Texas.

GROOERIES, ETO.

# EXTRA LARG

### MESS MACKEREL. ALBERT C. ROBERTS,

Dealer in Fine Groceries.

Corner ELEVENTH and VINE Streets. ROOFING. R E A D Y R O O F I N G.—

This Roofing is adapted to all buildings. It
can be applied to
STEEP OR FLAT ROOFS

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at one-half the expense of tin. It is readily put or
old Shingle Roofs without removing the shingles,
thus avoiding the damaging of ceilings and furniture
while undergoing repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs
at short notice. Also, PAINT FOR SALE by the
barrel or gallon; the best and cheapest in the
market.

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FIRE AND BURGLAR-PROOF SAFE STORE No. 53 SOUTH FOURTH STREET.

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SHIPPING AND COMMISSION MERCHANTS, No. 2 COENTIES SLIP, New York,
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Freight to Philadelphia, New York, Wilmington, and
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N. E. Cor. WATER and MARKET Sts ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Sait, Super-Phosphate of Lime, Bone Dust, Rtc. Large and small GUNNY BAGS sonstantly on hand. Also, WOOL SACKS.

# SAXON GREEN NEVER FADES.

MARON.

RIALROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JULY 16, 1870.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

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

Mail Train TRAINS LEAVE DEFOT. will receive attention Mail Train
Paoli Accommodation, 10 A. M. & 12 50 and 7 10 P.
Fast Line
12 30 P.
Krie Express
11 00 A.
Harrisburg Accommodation
2 30 P.
Lancaster Accommodation
4 10 P.
Parkenburg Train Parkesburg Train
Cincinnati Express .
Eric Mail and Pittsburg Express . Erie Mail and Pittsburg Express . 10:80 P. M.
Way Passenger . 11:30 P. M.
Erie Mail leaves daily, except Sunday, running
on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8
o'clock. Pittsburg Express, leaving on Saturday
night, runs only to Harrisburg.
Cincinnati Express leaves daily. All other trains
daily except Sunday.
The Western Accommodation Train runs daily,
except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116
Market street.
Sunday Train No. 1 leaves Philadelphia at 8:49

Market street.
Sunday Train No. 1 leaves Philadelphia at 8.49
A. M.; arrives at Paoli at 9.40 A. M. Sunday
Train No. 2 leaves Philadelphia at 6.40 P. M.; arrives at Paoli at 7.40 P. M.
Sunday Train No. 1 leaves Paoli at 6.50 A. M.;
arrives at Philadelphia at 8.10 A. M. Sunday
Train No. 2 leaves Paoli at 4.50 P. M.; arrives at
Philadelphia at 6.10 P. M.

Philadelphia at 6 10 P. M.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express 5:30 A.

Philadelphia Express 6:30 A.

Eris Mail

Paoli Accommodat'n, was A. M. & 8:30 & 6:40 P.

Parkesburg Train Parkesburg Train . 9:00 A.
Fast Line and Buffalo Express . 9:35 A.
Lancaster Train . 11:55 A.
5:40 V. Erie Express Lock Haven and Eimira Express

Lock Haven and Eimira Express 940 P. M.
Pacific Express 940 P. M.
Pacific Express 940 P. M.
Harrisburg Accommodation 940 P. M.
For jurther information apply to
JOHN F. VANLEER, Ja., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

429 General Superintendent, Altoona, Pa.

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

On and after MONDAY, July 18, 1879, FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9-05, 10, 11, 12 A. M., 1, 2, 2%, 3½, 8%, 4, 4%, 5-05, 5%, 6, 6½, 7, 8, 9, 10-05, 11, 12 F. M.

12 P. M.
Leave Philadelphia at 9½ A. M., 2, 4 '05, 7, and Leave Germantown at 8½ A. M., 1, 3, 6, and 9% P. M. CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.

1 save Philadelphia 6, 8, 10, and 12 A. M., 2%, 834
53, 7, 9, and 11 P. M.

Leave Chesnut Hill 7-10, 8, 9-40, and 11-40 A. M.,
1-40, 3-40, 6-40, 6-40, 8-40, and 10-40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9-4 A. M., 2 and P. M.

Leave Chesnut Hill at 7-50 A. M., 12-40, 6-40, and
1-25 P. M.

Passengers taking the cob. s A. M., 61/4 & 11 P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station.

Station.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7½, 9, and 11 06 A. M., 1½,
8, 4½, 6, 5½, 6½, 8.96, 10, and 11½ P. M.
Leave Norristown 5½, 6.25, 7, 7½, 8.60, and 11 A.
M., 1½, 3, 4½, 6½, 8, and 9½ P. 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 MANAY UNK.
Leave Philadelphia 6, 7½, 9, and 11 06 A. M., 1½,
3, 4½, 5, 5½, 6½, 8.05, 10, and 11½ P. M.
Leave Manayunk 6, 6.65, 7½, 8 10, 9.20, and 11½
A. M., 2, 3½, 5, 6½, 8½, and 10 P. M.
UN SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

UN SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk 7½ A. M., 1½, 6½ and 9½ P. M.
PLY MOUTH RALLROAD.

Leave Philadelphia 5 P. M.
Leave Phymouth 6½ A. M.

The 7½ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.

Passengers taking the 7, 905 A. M., 6½ & 12 P. M. Passengers taking the 7, 9-05 A. M., 61/4 & 12 P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 8% A. M. and 5 P. M. trains from New York connect with the 1 and 5 P. M. trains from Gormantown to Ninth and Green streets.

5 20 W. S. WILSON, General Sup't.

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

Philadelphia:—
WESTWARD.
MAIL TRAIN leaves Philadelphia
Williamsport ERIE EXPRESS leaves Philadelphia

Williamsport - 8 00 A. M.

The strict - 7-40 P. M.

Williamsport - 8-15 P. M.

ELMIRA MAIL leaves Philadelphia

arrives at Erie " Williamsport - 8-16 P. M.
" arrives at Erie - 7-26 A. M.
ELMIRA MAIL leaves Philacelphia - 7-59 A. M.
" Williamsport 6-00 P. M.
" arrives at Lock Haven 7-20 P. M. BALD EAGLE MAIL leaves Williams port - 1-80 P. M.
arrives at Lock
Haven - 2-46 P. M. EASTWARD.

## ALD EAGLE EX. leaves Lock Haven 9:35 P. M.

" arr. Williamsport 10:50 P. M.

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN,

General Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE,
NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.
An ACCOMMODATION TRAIN in the morning AN EXPRESS TRAIN

in the Afternoon from each end of the route.
THE EXPRESS TRAIN will be furnished with SPLENDID PALACE CARS.

NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND
LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870,
trains will run as follows: trains will run as follows:—
LEAVE NEW YORK,
from Pier No. 28 NORTH River, foot of Murray street,
at 6-45 A. M. Accommodation and 4-30 P. M. Rx-

press.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7-00 A. M. Accommonation and 3-50 P. M. Express.
The NARRAGANSET IT 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.

Passengers by this course.

RAILROAD LINES.

1870. FUR NEW YORK.—THE CAMDEN ton Railroad Companies' lines from Philadelphia and Tranton New York and Way Places.

\*\*THOM WALNUT STREET WHARP.\*\*

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

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 8:30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

At 6:30 A. M., 2 and 8:30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 8:30, and 8 P. M. for Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delance, and Riverton.
At 6:36 and 10 A. M., 12 M., 3:30, 5, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.
At 6:30 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M. for Fish Honse. The 11.80 P. M. line leaves from Market Street

The 11-30 P. M. line leaves from Market Street
Ferry (upper side).

\*\*RROM WEST PHILADELPHIA DEPOT.\*\*
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 9-36 A. M., 12-45, 6-45, and 12 P. M. for
Trenton and Bristol.
At 12 P. M. (night) for Morrisville, Fullytown,
Schenck's, Eddington, Cornwells, Torresdale,
Holmesburg Junction, Tacony, Wissinoming,
Bridesburg, and Frankford.

The 9-36 A. M., 6-45 and 12 P. M. Lines will run
daily. All others Sundays excepted. sully. All others Sundays excepted. Sunday Lines leave at 9 30 A. M., 6 46 P. M., and

At 7:80 A. M., 2:80, 3:80, and 5, P. M. for Trentom and Bristol, and at 10:45 A. M. and 6 P. M. At 1.80 A. M., 2.30, and 5 P. M. for Morrisvil At 7:30 A. M., 2:30, and 5 P. 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 Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10:45 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD. At 730 A. M. for Nisgara Falls, Bunislo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose,
Wikesbarre, Schooley's Mountain, etc.
At 730 A. M. and 3'30 P. M. for Scranton,
Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3'30 P. M. Line
connects direct with the train leaving Easton for
Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and Intermediate
stations.

PROM MARKET STREET PERRY (UPPER SIDE).

FROM MARKET STREET PERRY (UPPER SIDE), The 7 A. M. and 3 30 P. M. Lines leave from Wal-

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 6 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and At 7 and 10 A. M., 1 and 8-80 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hor-

Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 8-80 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.
Sept. 15, 1870. WM. H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR 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:—

excepted), as follows:7:00 A. M. (Accommodation) for Fort Washing-

At 7:85 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahaney City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

the Great West.

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. Central and Morris and Essex

Railreads.

11 A. M. (Accommodation) for Fort Washington
116, 330, and 520 P. M., for Abington.
146 P. M. (Express) for Bethlehem, Easton, Allentown, Mauen Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.
230 P. M. (Accommodation) for Doylestown.
At 320 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mayed Chunk.

Mauch Chunk.
4-18 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 11-20 P. M. (Accommodation) for Fort The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the

TRAINS ARRIVE IN PHILADELPHIA FROM
Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and Doylestown at 8-25 A. M., 4-40 and 7-05 P. M. Lansdale at 7-30 A. M. Fort Washington at 9-20 and 11-20 A. M., 3-10 and

Abington at 2.35, 4.55, and 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. Boylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4:00 P. M. Fort Washington for Philadelphia at 8:30 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, 1670.

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

on and atter MONDAL, 25th 1, 1870. It alias will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—FROM PHILADELPHIA.

6-45 A.M., for B. C. Junction, stops at all stations.

7-15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.

9-40 A. M. for West Chester stops at all stations.

11-50 A. M. for West Chester stops at all stations.

4-15 P. M. for West Chester stops at all stations.

4-15 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

6-30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

6-55 P. M. for West Chester stops at all stations.

FOR PHILADELPHIA.

5-25 A. M. from B. C. Junction at all stations.

5-25 A. M. from R. C. Junction stops at all stations.
6 30 A. M. from West Chester stops at all stations.
7-40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett,
Port Deposit, and all stations on the P. & B. C.

Port Deposit, and all stations on the P. & B. C. R. R. R.

8-15 A. M. from B. C. Junction stops at all stations.

1-05 P. M. from B. C. Junction stops at all stations.

1-05 P. M. from B. C. Junction 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, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

1-05 P. M. from West Chester stops at all stations, connecting at 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, 1876, stopping at all stations.

1-06 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

1-08 P. M. for West Chester stops at all stations.

1-08 P. M. from West Chester stops at all stations.

1-09 P. M. from West Chester stops at all stations.

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WEST JERSEY RAILROADS

FALL AND WINTER ARRANGEMENT,
COMMENCING MONDAY, SEPTEMBER 19, 1870.
Trains will leave Philadelphia as follows:—From
foot of Market street (upper ferry),
8-15 A. M., Passenger for Bridgeton, Salem,
Swedesboro, Vinelanc, Millville, and way stations.
11 46 A. M., Woodbury Accommodation.
3 15 P. M., Passenger for Cape May, Millville, and
way stations below Glassboro
2-30 P. M., Passenger for Bridgeton, Salem,
Swedesboro, and way stations.
5-30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations
Freight Train leaves Camdan daily, at 12 M.
WILLIAM J. SEWELL, Superintendent,