VILLAGE POLITICS IN FRANCE. While every gamin in Paris is shouting "Vive la Republique!" graver heads are anxiously asking themselves "How long is the repullic likely to live?" And this, it must be remembered, is no longer a question that depends simply on the mobility of the gamin of Paris or the humor of the Faubourg St. Antoine. If the later Nap leonism has done nothing else, it has freed France from the despotism of its capital and greater towns. Prefect and priest have for the last twenty years been busy teaching the peasant proprietors of the country that the safety of the nation lies in their hands, and the peasant has learned a lesson so flattering to pride with very natural avidity. is quite conscious that it was he who, in the teeth of "those gentlemen of Paris," placed the Emperor on the throne, and that it was his emphatic "Yes" in plebiscite after plebiscite which retained him there. With what sort of favor he is likely to regard, when once war has ceased to absorb his whole attention, a revolution which springs out of a street row, and a Government which consists simply of the deputies of Paris, it is not very difficult to guess. But it is far harder to say in what way the peasant will regard the question of the Republic itself. The truth is, we know next to nothing of the condition or the sympathies of rural France. The peasant is nowhere an easy person to become really acquainted with, and the French peasant is the least easy of all. He is far pleasanter to talk to than his English namesake, but he is just as distrustful. He has a sort of animal secrecy and wariness, and in the presence of men of better station and education than himself. although he is quite ready to display a democratic consciousness of equality which would be odd on this side of the Channel, he has all the caution and reticence of instinctive fear. Books help us very little indeed: nine out of ten French novels never stir beyond the Parisian boulevards, and the few that do, with one illustrious exception, either confine themselves, like Balzac, to country towns, or invent imaginary scenes of country innocence and repose. Perhaps the one person who knows the French peasant best is the Englishman who wanders from village to village with knapsack on his back.

What strikes such a stranger most in the village population is its terrible ignorance. With Germany and Switzerland on one side of it, with England on the other, the educational standard of France is almost as low as that of Spain or Southern Italy. Among the facts that have most startled the Germans in the present war is the inability of half the prisoners they have taken to read or write. Many even of the officers cannot sign their own names. But any one who has penetrated much into the rural life of France knows that this is only a fair indication of the educational state of the country. No doubt efforts have been made of late, especially under the administration of M. Durny, to cope with this mass of ignorance; and M. Jules Simon has done more than justice to the energy shown by the Imperial Government. Schools have been built and the number of teachers greatly increased, but the quality of the instruction given remains as wretched as ever. The wretched pittance given to the schoolmaster would counteract the good intentions of a thousand Ministers of Public Instruction. Simply to procure bread, the wretched dominie has to eke out his living by acting as clerk to the sous-prefet, if he is settled in a country town: or if in a village, by serving as bell-ringer, acolyte, church-sweeper to the priest. The value of the instruction given can easily be conjectured. That it has failed to produce any real effect on the prejudices or the superstitions of the peasant may be judged from the complaints of the priests themselves. In a parish of the South it is the usage to present to the cure certain wooden images, bearing the names of saints, but whose form shows them to be figures of the older gods of heathenism, which become by his enediction sovereign charms against certain bodily ailments. One parish priest of late years threw them boldly into the fire, but an epidemic which broke out among the cattle brought him to his senses, and the custom was restored. His successor was more resolute. He burned the images, and nearly paid for the act with his life. The parish rose against him, and he had to take refuge in a compromise. He procured figures of the saints themselves, a little more artistically carned, but the peasants declared they were good for nothing, and refused him all supplies for the reparation of his church. As a rule, however, the cure contents himself with a silent protest against the grosser ignorance around him. He is himself a peasant, the son of a peasant; and his slender stipend of some £40 or £60 a year makes him dependent on the offerings of his flock. He shares their prejudices, and his exclusively ecclesiastical training has raised him little above their own level of culture. We remember chatting with a Norman priest beneath the shadow of one of the grandest minsters in France on the subject of English religion. He was proud of his knowledge of the subject, and it amounted to this, that the "eglise nationale" was "Protestante Methodistique." From this position it was impossible to move him: he had once been to Paris, and at the Exposition he had seen a Methodist chapel, and his mind was made up. That there are learned men among the French clergy we do not deny; that there are men of the highest holiness is plain from such, an instance as that of the Cure d'Ars: and the political power they exercise over their flocks is unquestionable. But, as a rule, the tone of the peasant towards his cure is that of good-humored contempt. "What is that building?" we remember asking a country hostess in Picardy, as we pointed to a huge edifice by the side of the Church of St. Riquier. "It is nothing but 'une pepiniere de pretres,' " she replied, with a smile. A class so regarded is necessarily incapable of exercising any great influence for the improvement of the country, but it

fate of the Pope and the Papacy. What comes still more home to the priest is the danger to his actual livelihood. The absolute separation of Church from State, so long advocated by M. Louis Blanc, is now the accepted creed of the Republican party. If they remain in power, they are pledged to annul the work of the First Napoleon in ecclesiastical as in civil matters. But there is not s priest in France that will not make a fight for his 200 a year. In such a contest all will depend on the view he can induce the I expected in port.

does not follow that it is destitute of power

when it plays on the prejudice and ignorance

around it. And just now the temptation to

play on them is very strong indeed. The ordinary cure has but two interests in the

world-Rome and his stipend. Rome is his

religion: his stipend is his bread. For these

he is quite prepared to fight to the death,

and the announcement of a republic is a threat to both. If he has let the Emperor

fall so quietly, it is in a great measure be-

cause, in withdrawing the bulk of his troops

from Rome, he believes the Emperor to have

betrayed the Pope. But a republican gov-

ernment is certain to be indifferent to the

peasant to take of his own risk from the Republic.

preferences

Active political

flourishes, just as Orleanism survives in the commercial towns; but the peasant will not expend a sou for the Imperial dynasty any more than the merchant will raise a hand for the Count of Paris. What, however, Napoleonism has done for his political education is to arouse in his mind an intense aversion to being governed by the towns. Power has for twenty years rested on the votes of the peasantry, and the peasant can hardly like to see his work overthrown by an emeute in the streets. A Republic means the rule of the shopkeeper, and he hates and envies the shopkeeper. Above all, it is "a government of lawyers," and meshed, as he very commonly is, in lawsuits and mortgages, he regards the lawyer as his natural foe. And here he finds himself at one with the sympathies of a class which has still a perceptible influence on rural opinion-the legitimists. The shabby young marquis who lounges along the shore of some little Breton watering place is utterly powerless to obtain what he likes; but it by no means follows that he is powerless to destroy, or at least to induce others to destroy, what he does not like. The empire was partly of his own making. In his eyes it was a mere usurpation, of course; a mere continuance of the regime of iniquity and fraud which had robbed him and his ancestors of their rents since '89. But still he never repented having helped to make it. In the first place, it made Paris brighter and pleasanter, and his month's fling in Paris is the holiday for which the young marquis scrapes and starves during the rest of the year. And, in the second place, its hand lay very heavily on the classes who robbed him and his, the bourgecide and the ouvrier, the Dantons, and Marats, and Robespierres, of whom he believes the republican party to be composed. He could pardon very much to the man who had to a certain extent avenged his wrongs, and who has been clever enough to trample under foot the democracy that had ridden over the necks of his ancestors. This was what the marquis meant when he took his cigarette from his lips and assured you that the Emperor was "tres-intel-To a legitimist of this sort the proligent." clamation of a republic is simply the getting mp again of a foe whom he had for the last twenty years seen on the ground with immense satisfaction. He can hardly help being irritated, and, slight as his direct influence is, he can manage in some degree to communicate his irritation to the peasant. The old jealousy of the aristocracy which caused the rejection of De Tocqueville in 1848 by the farmers of his village, on the ground that he was "a noble," has pretty well died away, and if the balance of opinion in the country districts once really wavers, the bitterness of the Legitimist party may tell fatally against the republic. But, if it wavers at all, it will hardly waver for political rea-The life of the peasant is chained to his bit of land; he is a proprietor, not a politician. Proclamations about a federation of the Latin peoples, declamations against the renalty of death, the rhetoric of Victor Hugo, the logic of Jules Favre, are all without the slightest meaning or interest to him. So long as those gentlemen of Paris like to amuse themselves with these, he is not likely to stir. So long as his bit of land is safe, republic or empire is alike to him. But for twenty years he has been assiduously taught that a republic means peril to property. To him the red flag means pillage, and, though Gambetta has managed for the moment to put it aside, it waits its turn to supersede the tricolor. Louis Rlanc is a polished and gentlemanly man to those who have had the pleasure of his acquaintance in London, but the peasant of France has not had that pleasure, and to him the reappearance of Louis Blanc means the reappearance of Communism. The elections for the Constituent Assembly will soon let us see in what temper the French villager regards the new institutions of his country. But it would be a great mistake to suppose, as has lately been supposed, that the similarity of the last revolution to its predecessors means that Paris is still France, and that her political convictions will impose themselves on the country. Paris, fighting the enemy, is simply allowed to fight him in her own way; but, fighting once over, the natural relations of things can hardly fail to be restored, and the French statesman will have to look for the solution of its administrative problems, as during the empire, in its village politics.

-The corn crop of Illinois is estimated this year to have yielded upward of 250.000,000 bushels. -Mrs. Polly Deer, of Montgomery county,

Indiana, has an unmarried daughter weighing

500 pounds avoirdupois. grocer at Dubuque, Iowa, who had great demand for vinegar recently, discovered that he had tapped a wrong cask, and had sold a barrel of old Bourbon whisky at ten cents a quart

Rev. A. J. Bruce, American missionary in India, has made another presentation of valuable cariosities to the Springfield Museum of

The line of railroad running between Fort Dodge and Sloux City, Iowa, 134 miles in length, was recently taken possession of by the Illinois Central Railroad Company.

 W. J. Clarke, one of the victims of the the National Hotel poisoning at Washington, thirteen years ago, recently died at Indianapolis.
 The population of Vermont has had an increase of 15,487 during the past decade. In 1860 it was 315,098, and now it is 330,235.

-The schools of New Orleans, for some unexplained reason, have not yet been opened for the reception of pupils. -The Temperance cause seems to have re-

ceived a new impetus among the Catholics of Providence, R. I. Very many converts have been made. -The money expended for immigration ser-

vice in Canada during the year 1869 amounted to \$59,775'84, while the capitation tax collected did not exceed \$41,069. -The State Journal hopes that the Virginia

Legislature will not adjourn without making some effort towards a resuscitation of the ship ping interests of the Old Dominion.

-A scientific expedition, consisting of six persons, under charge of H. M. Myers, will shortly be sent to Central America by the Lyceum of Natural History of Williams Col-lege. The expenses are to be met by subscription.

-A strange man, supposed to be an escaped lunatic, who arrived by train at Lyon Brook, near Oxford, in New York, the other night, de liberately threw himself from the top of a bridge 162 feet high and was mangied in a horrible manner upon the rocks beneath.

-An advecturous youth at Bridgeport, Ill. was carried seventy-five feet above terra firma the other day by a mammoth kite, the string of which he had tied about his body. He finally came to anchor on the top of a chimney and beid fast until rescued.

-The ship Charles Auguste arrived in New Orleans a few days since, having on board a large number of coolies, who were subsequently formed into squads and sent to several plantations in the State. Another suip load is soon

RAILROAD LINES,

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

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

At 6 P. M., for Amboy and intermediate stations. At 6-30 A. M., and 2 P. M. for Farmingdale. At 6-30 A. M., 2 and 3-30 P. M. for Freehold. At 8 and 10 A. M., 12 M., 2, 3-30, and 6 P. M. for Trenton. peasant has none. To his monoto-nous life of labor the substitution of one ruler for another makes very little difference indeed. Here and there, as in Champagne, the "Napoleonic legend" still

At 6-80, 8, and 16 A. M., 12 M., 2, 8-30, 5, 6, 7, and 11-30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.
At 6-30 and 10 A. M., 12 M., 3-30, 5, 6, 7, and 11-30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. and Palmyra. At 6:30 and 10 A. M., 12 M., 6, 6, 7, and 11:30 P. M. for Fish House, The 11:30 P. M. line leaves from Market Street

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

\*\*BOM WEST PHILADBLPHIA DRPOT.\*

At 7 and 9-30 A. M., 12-45, 6-45, and 13 P. al., 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, Tullytown, Schanch's Eddington, Cornwells, Torresdale.

Schenck's, Eddington, Cornweils, Torresdale, Holmerburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. The 9-30 A. M., 6-45 and 12 P. M. Lines will run dally. All others Sundays excepted. Sunday Lines leave at 9:30 A. M., 6 48 P. M., and

At 7.30 A. M., 2.30, 3.30, and 5, P. M. for Trentor and Bristol, and at 10.45 A. M. and 6 P. M. At 7:30 A. M., 2:30, and 6 P. M. for Morrisvil

At 7:30 A. M., 2:30, and 6 F. R. 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 10:48 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE BAILROAD. At 7:30 A. M. for Niegara Falls, Budaio, Dunkirk, Eimira, Ithacs, Owego, Rochester, Binghamton, 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, 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 Lambertvilla and intermediate At 5 P. M. for Lambertville and intermediate

FROM MARKET STREET PERRY (UPPER SIDE). VIA NEW JEESBY SOUTHERN BAILBOAD
At 11 A. M. for New York, Long Branch, and
intermediate places.
VIA CAMDEN AND BURLINGTON COUNTY RAILBOAD.

At 7 and 11 A. M., 1, 2 30, 3 30, 6, and 6 30 F. 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., 2:30 and 6:30 P. M. for Lumberton and

At 7 and 11 A. M., 8 30, 5, and 6 30 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberten.
At 7 A. M., 1 and 3.30 P. M. for Lewistown. Wrightstown, Oockstown. New Egypt. Horaststown. Creem Riege, Imlaystown, Sharon, and

WM. H. GATZMER, Agent. Get. 17, 1870. DENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870. The trains of the Pennsylvania Central Railroad leave the Depet, 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 depet. Orders left at No. 901 Chesnut street, or No. 118 Market street, will receive attention.

Erie Express Harrisburg Accommodation . 11.00 A. 2.30 P. Lancaster Accommodation . 4.10 P. M . . . Uncinnati Express Erie Mail and Pittsburg Express . Way Passenger
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 pro-cured and baggage delivered by 5 P. M. at No. 118

Market street.
Sunday Train No. 1 leaves Philadelphia at 8:48
A. M.; arrives at Paoli at 9:46 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.

Cincinnati Express
Philadelphia Express Paoli Accommodat'n, was A. M. & 3'30 & 6'40 P. Parkesburg Train . . . . 9.00 A. Fast Line and Buffalo Express . . 9.85 A. Lancaster Train . . . . Erie Express . Lock Haven and Elmira Express . 5.40 P. M 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 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. owner, unless taken by special contract.
A. J. CASSATT,

4 29 General Superintendent, Altoons, Ps. PHILADELPHIA AND ERIS RAILROAD SUMMER TIME TABLE. On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Eric Ralicoad run as follows from Pennsylvania Railroad Depot, West

MAIL TRAIN leaves Philadelphia . 10 20 F. 3 . Williamsport . 8 00 A. N arrives at Erie . 7 40 P. 3 ERIE EXPRESS leaves Philadelphia 10:50 A. M. Williamsport 8:15 P. Id. 7:25 A. M. ELMIRA MAIL leaves Philacelphia -BALD EAGLE MAIL leaves Williams-" port . . 1 30 P. M. arrives at Lock Haven . . 2.45 P. M. MASTWARD. MAIL TRAIN leaves Srie Williamsport "Williamsport . 9-25 P. M. arrives at Philadelphia 6-20 A. M.

ERIE EXPRESS leaves Erie - 9 00 P

Williamsport 8-15 A

arrives at Philadelphia 5-39 F ELMIRA MAIL leaves Williamsport - 9 46 A arrives at Philadelphia 9 50 P BUFFALO EXP. leaves Williamspert 12 26 A.

"Harrieburg - 6 20 A

"arrives at Philadelphia 9 26 A

BALD EAGLE MAIL leaves L. Haves 11 35 A BALD EAGLE EX. leaves Lock Haven 9-88 l BALD EACILE 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 w.
Oil Creek and Allegheny River Railroad.
WM. A. HALDWIN.
General Superintend on

THE PHILADELPHIA AND BALTIMORE CEN-CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:— LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wash-

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 CHESPER CREEK
R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and Train leaving Philadelphia at T A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. m. and \$20 P. M., leaving Oxford at 6 % A. M., and leaving Port Deposit at 9.25 A. M., connect at Chaid's Ford Junction with WILMINGTON & READING R. R. 44

RAILROAD LINES. READING RAILROAD-GREATTRUNK LINE

Reading Railroad—Great Trunk Link
R from Philadelphia to the interior of Pennsylvania, the Schuylkili, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Caradas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1879.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—
MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, loaves Reading at 6:38 P. M.: arrives in Philadelphia at 9:25 P.M.
MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Willamsport, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, York, Cariisle, Chamoersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Raliroad trains for Allentown, etc., and the 8:16 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Reilroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquenana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6:25 A. M., stopping at intermediate 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.
REALING AND POTTSVILLE ACCOMMODA
Leave Pottsville at 5:40 A. M. and 4:20 P. M., and
Reading at 7:30 A. M. and 6:35 P. M., stopping at all way stations; arrive in Philadelphia at 10:20 A. M. and 9:25 P. M.
Returning, leaves Philadelphia at 5:15 P. M.; arr

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 7:55 P. M., and at Pottsville at Morning Express trains for Philadelphia leave Harrisburg at 8 10 A. M., and Pottsville at 8 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg 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 7.16 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.35 P. M., arriving in Philadelphia at 9.25 P. M.

Market train, with a passeeger car attached, leaves Philadelphia at 12.30 noon, for Reading and all way stations; leaves Pottsville at 6.40 A. M., approximate the discount of the second o

connecting at leading with accommodation train for Philadelphia and all way stations. All the above trains run daily, Sundays ex-

Sunday trains leave Pottsville at S A. M., and Philadelphia at 3'15 P. M. Leave Philadelphia for Reading at S A. M.; returning from Reading at 4'25 P. M. These trains contact both ways with Sunday trains on Perkiomen and Colebrookdale

CHESTER VALLEY RAILROAD. Passengers for Downingtown and Intermediate points take the 7-30 a. M., 17-30, and 4-00 P. M. trains from Philadelphia. Returning from Downingtown at 6-20 A. M., 12-45, and 5-15 P. M. PERE IOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:50, and 5:15 P. M. trains from Philadelphia, returning from Schwenksville at 6:45 and 8:05 A. M., 12 45 noon, and 4 15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville, COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7-20 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 900 A. M. and 500 P. M.,
passing Rending at 145 and 1005 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-

Keturning Express train leaves Harrisburg on arrival of Ponnsylvania Express from Pittsburg at 5.35 A. M. and 8.50 A. M., passing Reading at 7.23 A. M. and 10.40 A. M., passing Reading at 7.23 noon and 8.50 P. M. Sleeping cars accompany these trains through between Jersey Olty and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:50 P. M. Mall train for Harris-burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 A. M. and 6:50 P. M., returning from Tamaqua at 8:26 A. M., and I 40 and 4 50 P. M. SCHUYLEILL AND SUSQUEHANNA RAIL-

ROAD. Trains leave Auburn at 8 66 A. M. for Pinegrove and Harrisburg, and at 1205 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 840 P. M., from Brookside at 345 P. M., and from Trep out at 6 25 A. M. and 5 05 P. M. Tickers.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading 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 in Proceedings of 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, I hitadelphia, or of G. A. Micolis, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent.

discount, between any points desired, for families MILEAGE TIUEETS .- Good for 2000 miles, between all points, at \$47.00 each, for families and SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all

points, at reduced rates.
CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at hall 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 FREIGHT.—Goods of all descriptions forwarded FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., at d for the principal stations only at 2 15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4.35 A. M., 12.39 noon, 5 and 7.15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Olinton, and points beyond.

points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-

WEST CHESTER AND PHILADELPHIA RAIL
On and after MONDAY, April 4, 1870, trains will
leave from the Depot, THIRTY-FIRST and CHES-

NUT, as follows:—
FROM PHILADELPHIA.
6-46 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 B. C. Junction stops at all stations.

9:36 P. M. for West chester stops at all stations, 4:15 P. M. for B. C. Junction stops at all stations, 4:45 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. B. C. P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

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.
5 25 A. M. from B. C. Junction stops at all stations.
6 30 A. M. from West Chester stops at all stations.
7 40 A. M. from West Chester stops at all stations 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. R. R.

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

8. R. R. M. from B. C. Junction stops at all stations.

10.00 A. M. from West Chester stops at all stations.

105 P. M. from West Chester stops at all stations.

155 P. M. from West Chester stops at all stations.

156 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.

155 P. M. from West Chester stops at all stations,

connecting at B. C. Junction with P. & B. C. R. R.

166 P. M. from West Chester stops at all stations,

mences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS,

168 A. M. for West Chester stops at all stations,

168 A. M. from West Chester stops at all stations.

169 P. M. from West Chester stops at all stations.

169 P. M. from West Chester stops at all stations.

160 P. M. from West Chester stops at all stations.

160 P. M. from West Chester stops at all stations.

160 P. M. from West Chester stops at all stations.

160 P. M. from West Chester stops at all stations.

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160 P. M. from West Chester stops at all stations.

160 P. M. from West Chester stops at all stations.

160 P. M. from West Chester stops at all stations.

connecting at B. C. Junction with P. & B. C. M. R. W. C. WHEELER, Sop't,

RAILROAD LINES:

PHILABELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.

COMMENCING MONDAY, JUNE 6, 1870.
Trains will leave Depot, corner of Broad street and Washington svenue, as follows:—
Way Mail Train at 8-30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junctien and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Belisbury with Wicomico and Pocomoke Railat Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11.45 A. M. (Sundays excepted), Express Train at 11'45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11'89 P. M. (Pally), for Baltiment Stemmer's Run. Night Express at 11:30 P. M. (Dally), for Balti-more and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia,

Passengers for Fortress Monroe and Norfolk will take the 11'45 A. M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia

and Wilmington.
Leave Philadelphia at 11:20 A. M., 2:30, 5:00, ant 7-00 P. M. The 5-00 P. M. train connects with Dela-ware Esilroad for Harrington and intermediate stations. Leave Wilmington 6:45 and 5:10 A. M., 2:00, 4:00, Leave Wilmington 6.45 and 8.10 A. M., 2.09, 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 accommodation trains Sundays excepted.

Trains leaving Wilmington at 6.45 A. M. and 4.00 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Center Baltimore

ral Railrosd.
From Baltimore to Philadelphia.—Leave Baltimore 7.26 A. M., Way Mail; 9.09 A. M., Express; 2.35 P. M., Express; 7.25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7.25 P. M., stopping at Magnolla, Perrynan's, Aberdeen, Havre-de-Grace, Per-

ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
On Sundays, leave Philadelphia for West Grove 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 Chesnut 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 Union Transfer Company.

H. F. KENNEY, Superintendent.

DHILADELPHIA, GERMANTOWN AND NOR-HISTOWN BAILROAD.
TIME TABLE.
On and after MONDAY, July 18, 1870.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9 95, 10, 11, 12 A. M., 1, 2, 2%, 3%, 3%, 4, 4%, 5 05, 5%, 6, 6%, 7, 8, 9, 10 05, 11, 12 r. M.
Leave Germantown 6, 6 55, 7%, 8, 8 20, 9, 10, 11, 12 a. M., 1, 2, 2 %, 18, 14, 2, 8, 16, 6, 5, 7%, 8, 8, 8, 20, 9, 10, 11, 12 a. M., 1, 2, 3, 8, 4, 4%, 5, 5, 5, 6, 6, 6, 7, 8, 9, 10, 11, 12 a. M., 1, 2, 3, 8, 4, 4, 8, 5, 5, 6, 6, 6, 5, 8, 20, 9, 10, 11, 12 d. M., 1, 2, 3, 8, 4, 4, 8, 5, 5, 6, 6, 6, 5, 8, 20, 9, 10, 11, 12 d. M., 1, 2, 3, 8, 4, 4, 8, 5, 5, 6, 6, 6, 5, 7, 8, 8, 10, 11, 12 d. M., 1, 2, 3, 8, 4, 4, 8, 5, 5, 6, 6, 6, 6, 5, 8, 20, 9, 10, 11, 12 d. a. M., 1, 2, 3, 3%, 4, 4%, 5, 5\\\(\frac{1}{2}\), 6, 6\\\(\frac{1}{2}\), 7, 8, 9, 10, 11 P. M.

The 8-20 down train, and 2\(\frac{1}{2}\), 5\\\(\frac{1}{2}\), and 5\(\frac{1}{2}\) up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9\(\frac{1}{2}\) A. M., 2, 4.05, 7, and

10% P. M. Leave Germantown at 8% A. M., 1, 8, 6, and 93% P. M. CHESNUT HILL RAILROAD.

I save Philadelphia 6, 8, 10, and 12 A. M., 23, 83, 55, 7, 9, and 11 P. M. Leave Chernut Hill 7-10, 8, 9-40, and 11-40 A. M., 140, 3 40, 5 40, 6 40, 8 40, and 15 40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9/2 A. M., 2 and P. M.

Leave Othernut Hill at 7 50 A. M., 17 40, 5 40, and 9 25 P. M.

Passengers taking the 6.55, v A. M., 6 & 11 P. M. trains from Gernantown will make close connec-tions with the trains for New York at Intersection Station. FOR CONSHOHOUKEN AND NORRISTOWN.

FOR CONSHOHOUREN AND NORRISTOWN.
Leave Philadelphia c, 7½, 9, and 11 05 A. M., 1½,
8, 4½, 6, 5½, 6½, 8 05, 16, and 11½ P. M.
Leave Ner istown 5½, 6 26, 7, 73½, 8 50, and 11 A.
M., 1½, 2, 4½, 5½, 8, and 9½ P. M.
Leave Philadelphia c A. M., 2½, 4, and 7½ P. M.
Leave Norristown 7 A. M., 1, 5½, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia a 7½, 2 and 11205 A.M., 1½
Leave Philadelphia a 7½, 2 and 11205 A.M., 1½
Leave Philadelphia a 7½, 2 and 11205 A.M., 1½

FOR MANAYUM.

Leave Philaderphia 6, 736, 9, and 11:05 A. M., 134, 5, 434, 5, 535, 634, 8:05, 10, and 1134 P. M.

Leave Manayunk 6, 5:55, 736, 8:10, 9:20, and 1134 A. M., 2, 334, 5, 634, 835, and 10 P. M.

UN SUNDAYS.

Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk 7% A. M., 1%, 6% and 9% P. M. PLY MOUTH RAHLBOAD.

Leave Philadelphia 5 P. M. Leave Phymouth 6% A. M. The 7% A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken. Green Tree, and Conshohocken.
Passengers taking the 7, 9-06 A. M., 61/4 & 12 P. M.

trains from Nieth and Green streets will make close connections with the trains for New York at Intorsection Station. tersection Station.

The 8½ A. M. and 5 P. M. trains from New York connect with the 1 and 5 P. M. trains from Germantown to Ninth and Green streets.

6 20 W. S. WILSON, General Sup't.

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:- LEAVE NEW YORK, from Pier No. 25 NORTH River, foot of Murray street, at 645 A. M. Accommodation and 430 P. M. Ex-

press.

LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7-00 A. M. Accommodation and 3-30 P. M. Express.

The NARRAGANSETIT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with measurabled accommodations, and will the former with unequalled accomum nake the connection between New York and Sandy

Hook.
Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in a style unsurpassed by any Hetel in America. Fare between Philadelphia and New York..... \$3.90 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 CENTRAL RAILROAD,—CHANG OF HOURS.
On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Wash

For Port Peposit at 7 A. M. and 4:30 P. M For Oxford at 7 A. M., 4-30 P. M., and 7 P. M. For Oxford Saturdays only at 2-30 P. M. For Chadd's Ford and Chester Creek Railroad at

Talms leaving Philadelphia at 1 A. M. and 4 30 P. M. connects at Port Leposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4 30 P. M. connect at Chadds Ford Junction with the Wilminston and Feeding Baltimore. Wilmington and Ecading Railroad. Trains for Philadelphia leave Port Deposit at 9-25 A. M. and 4.25 P. M., on arrival of trains from Balti-

Oxford at 605 A. M., 1005 A. M. and 520 P. M. Sundays at 530 P. M. only.
Chadd's Ford at 726 A. M., 1158 A. M., 355 P. M., and 640 P. M. Sundays 640 P. M. only.
Passengers are a lowed to take wearing apparel only as baggage, and the company will not in any case by responsible for an amount averaging apparel. case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same. HENRY WOOD. General Superintendent.

WEST JERSEY BAILBOADS. PALL AND WINTER ARRANGEMENT. COMMERCING MONDAY, SEPTEMBER 19, 1870.

COMMERCING MONDAY, SEPTEMBER 19, 1870.
Trains will leave Philadelphia as follows:—From foot of Market street supper ferry,
8°1b A. M., Passenger for isridgeton, Salem,
Swedesbero, Vinciane, scillivina and way stations.
1146 A. M., Woodbury Accommodation.
5°1b P. M., Passenger for Cape May, Millville, and way stations below Glassbore
3°30 P. M., Passenger for Bridgeton, Salem,
Swedesboro, and way stations.
5°10 P. M., Accommodation for Woodbury, Glass10ro, Clayton, and intermediate stations
Freight Train seaves Camben daily, at 12 M. Freight Trans leaves Campuen dal's, at 12 M.
WILLIAM J. SEWELL, Superintendent.

AUD FION BALES, M. S. FOURTH STREET. NOS. 189 AND 141

SUPERIOR DUTCH FLOWER ROOTS. October 19, at 3 O'clock, superior putch Flower

Extensive Sale at the Auction Rooms, SUPERIOR HOUSEHOLD FURNITURE, CABINET Plano, French Plate Mirrors, Wardrobes, Side-PTANO. French Flate Mirrors, Wardrobes, Side-boards, Bookcases, Extension, Centre, and Bou-quet Tables; Mattresses and Bedding; China, Glassware, Office Desks and Tables; Stoves, Vel-vet, Brussels, Axminster, and other Carpets, Double-barrelled Gun, Etc. On Thursday Morning, Cetober 20, at 2 o'clock, about the lots Superior Household Furniture, comprising a general assort-ment.

ELEGANT SILVER PLATE. Also, elegant silver coffee and tea sets, six pieces, in walnut cases. Also, elegantly chased silver water THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHES-NUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 1524 Arch street.

ELEGANT ROSEWOOD AND WALNUT FURNITURE, Fine Rosewood Steinway Piano-forte, 2 French Flate Pier Mirrors, Cabinet Organ, Lace Curtains, Cornices and Lambrequins, Rich Brussels, Tapestry, and Ingrain Carpets, etc.

On Wednesday Morning,
October 19, at 10 o'clock, by catalogue, will be sold, the entire Household Furniture, comprising years.

he entire Household Furniture, comprising very legant drawing-room suit in blue satin brocateile; tich walnut do. do., in green terry, gold lined; large walnut centre table to match; French plate pier mir-ror, with console table, gold lined; fine toned rosewood cornices and lambrequins; very largewalnut hat-rack and umbrella stand, gold lined; French plate mirror; rosewood and walnut chamber suits; handsomely decorated cottage suits, marole tops; une hair mattresses, feather beds, bolsters, and pillows: large oak sideboard, marble top; oak dining-room chairs, green terry; large malegany pedestal extension table; three French china dinner and tea sets; silver plated ware and entiery; rosewood library suits, maroon

Also, 5 large bronze and gilt chandellers. 110 172t
May be examined early on the morning of sale.
Catalogues ready on Tuesday at the auction store.

Sale at No. 1110 Chesnut street. FINE WINES AND LIQUORS, CHAMPAGNE, ETC. The balance of

The balance of

MESSES, HARRISON & STOCKDALE'S STOCK,
On Wednesday Morning,
October 19, at 11 o'clock, at No. 1110 Chesnut
street, will be sold, without reserve, the balance of
Messes, Harrison & Stockdale's fine Wines and
Liquors, to close their partnership,
Catalogues ready on Monday, 17th.

SPECIAL SALE OF
ELEGANT CABINET FURNITURE AND UP.

ELEGANT CABINET FURNITURE AND UP-HOLSTERY WORK,
Manufactured mostly by Messra Winckle & Hopper,
On Thursday Morning,
At 10 o'clock, at No. 1117 Chesnut street (Girard

row, will be sold a stock of elegant first-class Cabi-net Ware, comprising suits of parlor furniture of clegant patterns, uphoistered in silk cotelaine, plush, and terry; dining room and library suits of new and elegant patterns; chamber suits of various styles; wardrobes; sideboards; cabinets; console tables; ex-tension dining tables; bookcases; centre and bouquet tables; library, Spanish, dining-room and other chairs; hat-racks; care-seat chairs of various FRENCH PLATE MIRRORS.

At the same time will be sold about 26 French plate pier mirrors in gilt frames.

The goods will be open for exhibition on Wednesday, when catalogues will be ready.

1915 2t DUNTING, DURBOROW & CO, AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GER-MAN, AND DOMESTIC DRY GOODS. On Thursday Morning, [10 145t Oct. 20, at 10 o'clock, on four months' credit.

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC. On Friday Morning,
October 21, at 11 o'clock, on four months' credit,
about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings; oil cloths, rugs, etc. 10 15 51

LARGE SALE OF FRENCH AND OTHER EL ROPEAN DRY GOODS. On Monday Morning, October 24, at 10 o'clock, on four months' credit.

MARTIN MARTIN BROTHERS, AUCTIONEERS, (Lately Salesmen for M. Thom is & Song.) No. 704 Chesnut st., rear entrance from Min r. AUCTIONEERS .-CHANGE OF DAY.

Our Regular Weekly Sales at the Auct of Pooms will hereafter be held EVERY MONDAY. Sale at No. 1425 N. Thirteenth street.
THE ENTIRE SUPERIOR HOUSEHOLD FURNI-TURE, PIANO FORTE, FINE BRUSSELS AND OTHER CARPETS, ETC.

On Wednesday Morning, At 10 o'clock.

TO STATIONERS AND OTHERS.

FAEL TRADE SALE OF STATIONERY, BLANK WORK, PENCILS, ETC.

On Friday Morning,

91st inst., at 10 o clock, at the auction rooms, by catalegue, a large assortment of first-class stationery, including—Blank-work, letter, cap, note, and billet papers; envelopes, wrapping and shoe papers, gold and steel pens, pencils, inks, slates, leather and fancy goods, stationers' hardware, cutiery, ctc.

10 18 2t

BY BARRITT & CO., AUCTIONEERS

CASH AUCTION HOUSE,

No. 220 MARKET Street, corner of Pank street.

Cash advanced on consignments without extra charge.

11 247

LARGE SALE OF BOOTS, SHOES, BALMORALS, UMBRELLAS, HATS, ETC. On Thursday Morning Oct. 20 1876, commencing at 10 o'clock, on two

Fourth large trade sale, American and imported iurs, etc., by catalogue.
On Friday Morning. Oct 21, at 10 o'clock. ROBES, ROBES. Also, 100 wolf, fox, bear, Angora, coon, and buf-

CONCERT HALL AUCTION ROOMS, No. 1215
CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.
Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Rooms.

. 1219 Chesnut Street, every Monday and Thursday. For particulars see "Public Ledger." N. B .- A superior class of furniture at private sate

O S E P H P E N N E Y No. 1307 CHESNUT & TREET. [6 28 11 RIALROAD LINES.

W EST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY.
ON AND AFTER MONDAY, October 17, 1870.
Trains will leave and arrive at the Depot, THIRTY-

FIRST and CHESNUT Streets, as follows:—
FROM PHILADELPHIA
For West Chester at 745 and 11:20 A. M., 2:30,
6:15, and 11:30 P. M. Stops at all stations.
For West Chester at 4:40 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted). For B. C Junction at 4:10 P. M. Stops at all stations.

FOR PHILADELPHIA From West Chester at 639 and 1935 A. M., 155, 455, and 655 P. M. Stops at all stations.
From West Chester at 755 A. M. This train stops only at stations between West Chester and Media Greenwood excepted). From B. C. Junction at 8'40 A. M. Stops at all ON SUNDAY-Leave Philadelphia at 8 30 A, M. and 2 P, M. Leave West Chester at 7 55 A. M. and

W. C. WHEELER, Saperintendent. STATE RIGHTS FOR SALE STATE RIGHTS

of a valuable Invention just patented, and for SLICING, CUTTING, and CHIPPING of dried the SLICING, CUTTING, and CHIFFEND of these 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.

19715

MUNDY & HOFFMAN.

LEXANDER G. CATTELL & CO-PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES

No. 25 NORTH WATER STREET,
PHILADELPHIA BLUAR CATTELL