THE REPORT OF THE PARTY OF THE

A FRENCH MANIFESTO OF 1852. From the Pall Mall Gazette,

The proclamation to the German nation which the Emperor issued before he left for the war, and wherein he promised to save it as he had saved France, and to bring it liberty from its oppressors generally, and chiefly from the rapacious Prussian King, is not without its curious pendant. It was in 1552 that that most Christian French king, Henry II, issued a very similar document to the German nation by way of introduction to the robbery of the three episcopates of Metz, Toul, and Verdun. His peacefulness, he says, had been interpreted by his enemies as fear. Meanwhile, many heavy complaints by a number of electors, princes, and other excellent people of the German nation had come before him, of their being oppressed by the Emperor with unbearable tyranny and servitude, so much so that nothing more certain could follow therefrom than that, with everlasting loss of the national freedom of Germany and the perishing of many people, a monarchy would be built up unto the Emperor and the house of Austria.

To hear this had been very grievous to the King, not merely because he was of the same origin as the Germans, inasmuch as his own ancestors had also been Germans, but also on account of the treaties and ancient friendship which, through similarity of cus-toms, had always been held steadily between the two nations before those presen evil practices of the Emperor, and this had served for the common weal as well as for the real safety of the crown of Fragce. A change from German liberty to everlasting servitude, and the consequent misery of the German nation and the Holy Empire, could not therefore come to pass without injuring France, since the German nation was a strong citadel not only for France but all Christendom. The King had for this reason always hoped that those two strongest nations of Christendom would some day combine their arms, so that they should have absolutely nothing more to fear from the unbelievers (Turks) or any other enemy.

Since, however, hitherto no such unanimity of princes had existed from which a union of the German nation could have been hoped for, and now one, now the other had asked for his assistance, the King had not known how to tender his hand to the thus disunited empire. Now the Almighty, Everlasting God, however, who alone was a just master, has just ordained it, that the Duke Octavio of Parma and Placenza had been unjustly attacked by the Emperor and the Pope, and that he had asked for the King's protection for himself and the Count of Mirandola. In consequence whereof the King had received tidings of the desire of so many great princes and estates of the Holy Empire for a Christian understanding with them towards the

saving of German liberty.

The Emperor and his brother, the Roman king, had, instead of augmenting the empire, diminished it, inasmuch as they had swallowed wholesale (gans und gar gefressen) great foundations, principalities, cities, and communes. Why does the Emperor prohibit the Germans to serve anybody but him, or to take into council against their ancient freedom any other potentate? How many honest, sincere, and brave men had the Emperor miserably betrayed through his bloodhounds, specially trained for that purpose, and had brought them to disgraceful death with horrible tortures! From the motives the King had not been able to refuse his aid to the German princes and estates, but had, after divine impulse and inspiration, created with them an alliance.

And because for such great benefit he hoped to obtain everlasting gratitude, obli-gation, and memory, he therewith would make it known to all and everybody, and swear it by Almighty God, that he did not seek or hope to obtain in reward for this faithful and difficult enterprise, the great expenses and danger and cares arising therefrom, for his own person any other gain or satisfaction but that of furthering from his own free, royal mind the liberty of the German nation and the Holy Empire, of freeing the princes of their lamentable servitude, and of thus securing for himself an immortal name. No man should fear any violence, since he had only undertaken the war in order to restore to each his lost rights, honors, goods, and liberties.

Several German princes allowed themselves to be deluded by this proclamation, and the consequence was the loss of those portions of German territory which the King of France had long coveted. Whatever may have been the intent of Napoleon's recent declaration, there are very significant signs visible already that Germany has an eye upon some of those German provinces which have at different periods been annexed to France, but which still retain their genuine German "mundart," together with their homely old manners and customs.

FOREIGN GOSSIP.

-Lord Lyons announces that letters for Paris can only be given to the authorities at Tours, "who will endeavor to forward them." -The British iron-plated ship Cerberus, which is intended for the defense of Melbourne harbor, left Chatham October 8. -The appointment of the Marquis of Kildare to the Chancellorship of the Queen's

University, Ireland, is gazetted. -The iron and coal trades in South Wales are reported to be at a standstill as regards business with the continent of Europe.

-Sir James Yorke Scarlett will relinquish the command of the Aldershot division of the English army on the 1st of November, and will be succeeded by Sir J. Hope Grant.

—Lieutenant-Colonel Viscount Hinchin-

brooke, Grenadier Guards, is to proceed to Calcutta about the beginning of November, on a visit to the Earl of Mayo at Calcutta. -Herr Wachenhusen, writing from Versailles to a German paper, states that nearly

all the women wear mourning, in token of their patriotic feeling, and do not favor a Prussian even with a look. -King Francois of Naples and Count

Trani, not wishing to remain at Rome after its occupation by the Italians, will remove to Munich. They have bought the chateau of Garothsbausen, in Upper Bavaria.

-Intelligence from Bokhara announces that the population of the district of Scha-greissiah, having rebelled against the Emir, the Russians had subjected the district again

to the Emir's authority.

—The London Spectator points out what it ealls "the monstrous absurdity of the English judgment for condemning Jules Favre in not consenting to an armistice which would have yielded the garrison of Strasburg

prisoners of war." -A telegram from St. Petersburg says the reorganization which was undertaken in 1869 of the system of calling out the troops and of granting furloughs to the reserve has lately been completed, and the placing of

the Russian army at its full strength can be completed with the least possible delay. -The following is the total result of the plebiscite in the Roman provinces:—Number of voters on the lists, 167,548; number who

voted, 135,291; number who voted "Yes," 133,381; number who voted "No," 1507; votes annulled, 163.

-The total of ships entered inwards and outwards in Great Britain during the year 1869 amounted to 34,910,281 tons, as compared with 33,680,979 tons of the previous year. A total of 1682 new vessels were built and registered in the British empire during

-The North German Correspondence, expatiating on the recovery of Strasburg, says: -"Among all the successes which this fair au-tumn month has brought us, though the capitulation of Sedan may be considered the most brilliant, the recovery of the old German fortress of Strasburg is undoubtedly the most gratifying to German hearts."

-Lord Elcho has addressed to the London papers another letter respecting the organization of the British army regarded in the light of the events now taking place on the Continent. He alleges "our military organization is not such as to give us needful security or to enable us to fill the part on the world's stage which we profess to play."

-The Swiss newspapers, in view of the probable ennexation of Alsace to Germany, are anxious for a better strategic frontier. The Scontagspost of Berne comments on the 'unprotected state of Geneva and French Switzerland, through the incorporation of Savoy with France in 1860, and urges that the union of Alsace with Germany would make the defense of Basle almost impossible.

-Victor Hugo, in another address of encouragement to the Parisians, says: -"It appears that the Prussians have desired that France should be Germany and that Germany should be Prussia; that I, who address you, a born Lorraine, am a German-that is night in full noon-that the Eurotus, the Nile, the Tiber, and the Seine, affluents of the Spree; that the city which for four centuries has enlightened the world need no longer exist: that Berlin is sufficient; that Montaigne, Rabelais, D'Aubigne, Pascal, Corneille, Moliere, Mon-tesquieu, Diderot, Jean Jacques, Mirabeau, Danton, and the French Revolution never existed; that Voltaire is no longer wanted since we have M. Bismarck; that the universe belongs to the vanquished of Napoleon the Great and the conquerors of Napoleon the Little; that henceforth thought, conscience, poetry, art, progress, and intelligence will begin at Potsdain and end at Spandau: that there will be no more civilization, no longer a Paris; that it has not been shown that the sun is necessary; that, moreover, we set a bad example: that we are Gomorrah, and that they (the Prussiaus) are the fire of heaven.'

-The London Standard says: - "A rumor of a very painful character was in circulation on the 6th inst., which emanated from a good source, having reached London, it is said, through General Burnside, being that of the murder of three gentlemen in Paris, faithful adherents of the empire, among them a certain viscount, well known and universally

popular in England." -It is stated that the celebrated trial for the possession of the Tichborne baronetcy and estates in England will commence on the 12th of November. This extraordinary case, the details of which, it is said, teem with romantic incidents totally eclipsing anything that has ever appeared in the pages of fiction, is expected to last over a month, while the expenses already incurred amount, we hear,

to an enormous sum. -The idea of an Austro-German alliance is warmly advocated in an interesting letter in the Cologne Gazette, by a Rhinelander who, says the Gazette, has just arrived from Vienna, where he was received in the highest court and government circles. The correspondent helds that Germany has not shown sufficient appreciation of the attitude of Austria during the war as compared with that of the other neutral States. England, he says, refrained with "heartless egotism" from stopping the war when she could have prevented it; and if Germany had been beaten England would have become "the last and most helpless prey of France."

-Three acts were passed in the late parliamentary session to take the census of the United Kingdom. The first applies to Ireland, and is the only one where the "religious profession" of the inhabitants is to be taken. The police are to ascertain, on the 3d of April, 1871, the persons who abode in each house on Sunday, the 2d of April. The next statute relates to England, and here no mention is made of religion, nor in the third act, relating to Scotland. On the 3d of April the particulars are to be collected of all persons "who abode in the house on Sunday, the 2d of April."

—Several young ladies (?) recently astonished the good people of Manchester, N. H., by itag-gering about the streets under the influence of

—A smart woman has been engaged at Nashua, N. H., for some time past, in selling several hundred dollars' worth of molasses and water as a valuable chemical mixture for the removal of warts, pimples, and moles.

RAILROAD LINES.

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 Afternoons from each end of the route.

THE EXPRESS TRAIN

will be furnished with

SPLENDID PALACE CARS.

BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND
LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870,

trains will run as follows:—
LEAVE NEW YORK,
from Pier No. 28 NORTH River, foot of Murray street,
at 6.45 A. M. Accommodation and 4.30 P. M. Ex-

press.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7.00 A. M. Accommodation and 3.20 P. M. Express.
The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers 'Plymouth Rock" and 'Tesse Hoyt' have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy

WEST 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 FOR PHILADELPHIA

From West Chester at 6:30 and 10:45 A. M., 1:55,
4:55, and 6:55 P. M. Stops at all stations.

From West Chester at 7:55 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
stations ON SUNDAY—Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and 4 P. M. W. C. WHEELER, Superintendent,

RAILROAD LINES.

PHILABELPHIA, WILMINGTON. Advid.

PHILABELPHIA, WILMINGTON. Advid.

TIMORE RAILEOAD.—

TIME TABLE.

COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8-30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorohester and Ilelaware Railroad, at Seaford with Eastern Shore Railroad, and at Seaford with Wicomico and Pocomoke Railroad.

Salisbury with Wicomico and Pocomoke Railroad. Express Train at 11'45 A. M. (Sundays excepted)

Express Train at 11'46 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Cennects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thuriow, Linweed Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnelia, Chase's and Stenmer's Run. and Stemmer's Run. and Stemmer's Run.

Night Express at 11'30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, idnwood, Claymont, Wilmington, Newark, Eikton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 1145 A. M. train.
WILMINGTON TRAINS.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphis and Wilmington.

Leave Philadelphia at 11.90 A. M., 2.30, 6.00, ant 7.00 P. M. The 5.00 F. M. train connects with Delaware Railroad for Harrington and intermediate

tations.
Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7.15 P. M. The 8.10 A. M. train will not stop between Chester and Fulladelphia. The 7.16 P. M. train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 6-48 A. M. and 4-90 P. M. will connect at Lamokin Junction with the 7-68 A. M. and 4-30 P. M. trains for Baltimore Cen-

rai Railroad.
From Bailimore to Philadelphia.—Leave Bailimore 7:26 A. M., Way Mail; 9:00 A. M., Express; 2:85 P. M., Express; 7:25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Bailimore at 7:25 P. M., stopping at Magnolia, Perrynan's, Abordeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

wood, and Chester. wood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at \$ 00 A. M.; returning, left West Grove at \$ 55 P. M.
Through tickets to all points West, South, and Southwest may be procured at ticket effice, 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.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD.
TIME TABLE.
On and after MONDAY, July 18, 1870.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9-05, 10, 11, 12 A. M.,
1, 2, 2%, 3%, 8%, 4, 4%, 5-08, 5%, 6, 6%, 7, 8, 9, 10-05, 11,
12 P. M.

12 P. M.
Leave Germantewn 6, 6 55, 7 16, 8, 8 20, 9, 10, 11, 12
A. M., 1, 2, 3, 34, 4, 42, 5, 5 16, 6, 64, 7, 8, 9, 10, 11 P. M.
The 8 20 down train, and 24, 32, and 54 up trains, will not stop on the Germantown Branch.

ON SUNDAYS.
Leave Philadelphia at 8 2 A. M., 2, 4 05, 7, and 102 P. M. 10% P. M. Leave Germantown at 81/2 A. M., 1, 8, 6, and 83/2

P. M. CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 3½
5½, 7, 9, and 11 P. M.
Leave Chesnut Hill 7·10, 8, 9·40, and 11·40 A. M.,
1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9½ A. M., 2 and P. M.
Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and
9·25 P. M.
Passengers taking the 6·55. 5 A. M., 6½ & 11 P. M.
trains from Germantown will make close connect

trains from Germantown will make close connec-tions with the trains for New York at Intersection Station.
FOR CONSHOHOUKEN AND NORRISTOWN.

connections with the trains from New York tersection Station.

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

W. S. WILSON, General Sup't.

NORTH PENNSYLVANIA RAILROAD N THE SHORT MIDDLE ROUTE TO THE LIHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT.

Takes effect May 18, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

700 A. M. (Accommodation) for Fort Washing-

At 7.85 A.M. (Express), for Bethlehem, Easton, Al-

At7.85 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahaney City, Hazieton, Pittston, Towands, 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.

8 28 A.M. (Accommodation) for Doylestown.

9 45 A.M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railreads.

Railreads.

14 A. M. (Accommodation) for Fort Washington
175, 330, and 520 P. M., for Abington.
1745 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Shunk, Mahanoy City, Wilkesbarre, Pittston, and Haziston.
280 P. M. (Accommodation) for Doylestown,
At 320 P. M. (Bethlehem Accommodation) for
Bethlehem, Easton, Allentown, Coplay, and
Mauch Chunk.
415 P. M. (Mail) for Doylestown.
500 P. M. for Bethlehem, Easton, Allentown,
and Mauch Chunk.
620 P. M. (Accommodation) for Lansdale.
800 and 1180 P. M. (Accommodation) for Fort
Washington.

The Fitth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot. TRAINS ARRIVE IN PHILADELPHIA FROM Hethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and 8 25 P. M.

Doylestown at 8-25 A. M., 4-40 and 7-06 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.

Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Boylestown at 2:00 P. M. Philadelphia for Fort Washington at 8:30 A. M. Invitation of the state of the

Boylestown for Philadelphia at 6.30 A. M. Bethlehem for Philadelphia at 4.00 P. M. Fort Washington for Philadelphia at 9.30 A. M. Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 106 S. Fifth street.

May 16, 1879.

ELLIS CLARK, Agent.

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 Washfor FORT DEPOSIT at 7 A. M. and 4:30 P. M. FOR OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M. FOR CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and

R. R. at 7 A. M., 10 A. M., 200 P. M., 430 P. M., and 7 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. m. and 450 P. M., leaving Oxford at 666 A. M., and leaving Port Deposit at 256 A. M., connect at Chadd's Ford Juneton with WILMINGTON & READING R. B. 44

RAILROAD LINES.

READING RAILROAD—GREATTRUNK LINE
from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Unuberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.
Lesving the Company's Depot at Thirteenth and Sallowhill streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.

At 130 A. M. for Reading and all intermediate

MORNING ACCOMMODATION.

At. 7:30 A. M., for Reading and all intermediate stations, and Allentown. Returning, leaves 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, Magara Falls, Buffalo, Wilkesbarre, Pittston, York, Carilsle, Champersburg, Hagerstown, etc.

falo, Wilkesbarre, Pittston, York, Carlisle, Chamoersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with
East Pennsylvania Railroad trains for Allentown,
etc., and the 8:15 A. M. train connects with the
Lebanen Valley train for Harrisburg, etc.; at
PORT CLINTON with Catawissa Railroad trains
for Williamoport, Lock Haven, Elmira; etc.; at
HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains
for Northumberland, Williamsport, York, Cham
bersburg, Pinegrove, etc.

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

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6:25 A. M., stopping at in-

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. REABING 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 9:26 P. M.

Returning, leaves Philadelphia at 5:15 P. M.; ar-

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 9 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 Pottsville at 2.60 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 9.26 P. M.

Market train, with a passeger car attached, leaves Philadelphia at 12'30 noon, for Reading and all way stations; leaves Pottsville at 5'40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

tor Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 3 A. M., and Philadelphia at 3 is P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4.25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railreads.

CHESTER VALLEY RAILPOAN

CHESTER VALLEY RAILROAD. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:20 A. M., 12:45, and 5:15 P. M. PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, returning from Schwenksville at 6:46 and 8:05 A. M., 12:46 noon, and 4:15 P. M. Starallines for yearload.

turning from Schwenksville at 6.45 and 8.05 A. M., 12.48 noon, and 4.15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at College ville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and Intermediate points take the 7.30 A. M. and 4.00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7.00 and 11.00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 9.00 A. M. and 6.00 P. M., passing Reading at 1.45 and 10.05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Kallroad Express trains for Pitteburg, Chicago, Williamsport, Elmira, Baitimore, etc.

more, etc. Returning Express train leaves Harrisburg on arrival of Ponnsylvania Express from Pittsburg at 5.86 A. M. and 8.50 A. M., passing Reading at 7.23 A. M. and 10.40 A. M., arriving at New York 12.08 noon and 3.50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8-10 A. M. and 2 50 P. M. Mail train for Harris-

burg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6:30 and 11:30 A. M.
and 6:50 P. M., returning from Tamaqua at 8:35 A.
M., and 1:40 and 4:50 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 3:55 A. M., for Pinegrove

Trains leave Auburn at 8:55 A. M. for Pinegrove, and Harrisburg, and at 12:05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 3:45 P. M., and from Trement at 6:25 A. M. and 5:05 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and standars.

and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth attrect, Philadelphia, or or G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent.

discount, between any points desired, for families and firms.
MILEAGE TICKETS.—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.

OLERGYMEN residing on the line of the road

will be furnished with cards entitling themselves and wives to tickets at hair 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 streats.

streets.
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., and for the principal stations only at 2 16 P. M.
FREIGHT TRAINS leave Philadelphia daily at
4.35 A. M., 12.30 noon, 5 and 7.15 P. M., for Reading,
Lebanon, Harrisburg, Pottsville, Port Clinton, and

points beyond.

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

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE 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-

of P. W. & B. R. R., corner Broad street and Washington avenue:—
For Port Deposit at 7 A. M. and 4:30 P. M.
For Oxford at 7 A. M., 4:30 P. M., and 7 P. M.
For Oxford Saturdays only at 2:30 P. M.
For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4:30 P. M., and 7 P. M. Saturdays only 2:30 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4:30 P. M. connect at Chadd's Ford Junction with the Wilmington and Beading Railroad.
Trains for Philadelphia leave Port Deposit at 9:25 A. M. and 4:25 P. M., on arrival of trains from Baltimore.

More.
Oxford at 605 A. M., 1035 A. M. and 530 P. M.
Sundays at 530 P. M. only.
Chadd's Fordfat 726 A. M., 1138 A. M., 355 P. M.,
and 649 P. M. Sundays 649 P. M. only.
Passengers are allowed to take wearing apparel
only as baggage, and the company will not in any
case be responsible for an amount exceeding one
hundred dollars, unless special contract is made for
the same.

HENRY WOOD,
General Superintendent.

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, Vineland, Millville, and way stations.

11 45 A. M., Woodbury Accommodation.

8-16 P. M., Passenger for Bridgeton, Salem, way stations below Glassboro.

8-30 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 Camden daily, at 12 M.

WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES;

1870. -FOR NEW YORK-THE CAMDEN ton Railroad Companies' lines from Philadelphia to 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 Sceehold.

At 8 and 10 A. M., 12 M., 2, 8-30, and 6 P. M. for Trenton.

At 8 and 10 A. M., 12 M., 2, 8:30, and 6 P. M. for Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 8:30, 5, 6, 7, and 11:30 P. M. for Bordentewn, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6:30 and 16 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 House.
The 11-30 P. M. line leaves from Market Street

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

FROM WRST PHILADELPHIA DEPOT,
At 7 and 9-30 A. M., 13-45, 6-45, and 12 P. M., New York Express Lines, and at 11-20 P. M., Emigran Line, via Jersey City.
At 7 and 9-30 A. M., 12-45, 6-45, and 13 P. M. for Trenton and Bristol. At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

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

At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M., and 6 P. M. f At 7:30 A. M., 2:30, and 5 P. M. for Morrisvil

At 7:30 A. M., 2:30, and 5 7.

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.

Frankford.

VIA BELVIDERE DELAWARE RAILROAD.

At 780 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, khaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Hend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 730 A. M. and 3-30 P. M. for Soranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flamington, etc. The 3-30 P. M. Lipe connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

stations. FROM MARKET STREET PERRY (UPPER SIDE),

VIA NEW JERSEY SOUTHEEN RAILHOAD
At 11 A. M. for New York, Long Branch, and
intermediate places.
VIA CAMDEN AND BURLINGTON COUNTY RAILROAD.
At 7 and 11 A. M., 1, 236, 330, 5, and 630 F. M.,
and on Thursday and Saturday nights at 11:30 P.
M. for Merchantsville, Moorestown, Hartford,
Masonville, Hainesport, and Mount Helly.
At 7 A. M., 230 and 630 P. M. for Lumberton and
Medford.
At zend 11 A. M. 230 5 and 6:30 B. W. for Smith. Medford.
At 7 and 11 A. M., 8 30, 5, and 6 30 B. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

Pemberten.
At 7 A. M., 1 and 3.30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cresm Ridge, Imlaystown, Sharon, and Oct. 17, 1870. WM. H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET 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

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the dopet. Orders left at No. 901 Chesnut street, or No. 116 Market street,

TRAINS LEAVE DEPOT. Lancaster Accommodation . Parkesburg Train Cincinnati Express Erie Mail and Pittsburg Express 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 8.46

A. M.; arrives at Paoli at 9.49 A. M. Sunday
Train No. 2 leaves Philadelphia at 6.40 P. M.; arrives at Paoli at 7.40 P. M.

Sanday Train No. 1 leaves Paoli at 6.50 A. M.;
arrives at Philadelphia at 8.19 A. M. Sunday
Train No. 2 leaves Paoli at 4.50 P. M.; arrives at
Philadelphia at 8.10 P. M.

Philadelphia at 6-10 P. M.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express . 6-30 A. M.

Philadelphia Express . 6-30 A. M.

Eric Mail . 6-30 A. M.

Paoli Accommodat'n, 8-26 A. M. & 3-30 & 6-40 P. M.

Parkesburg Train Lancaster Train
Eric Express
Lock Haven and Elinira Express

Lock Haven and Elmira Express 9:40 P. M.
Pacific Express 9:40 P. M.
Pacific Express 9:40 P. M.
Pacific Express 9:40 P. M.
For further information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Raifroad 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.

4 29 General Superintendent, Aitoona, Pa.

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

MAIL TRAIN leaves Philadelphia 10-20 P. M.

"Williamsport 8 00 A. M.
arrives at Erie 7.40 P. M.
ERIE EXPRESS leaves Philadelphia 10-50 A. M.
"Williamsport 8-18 P. M.
arrives at Erie 7.25 A. M.
ELMIRA MAIL leaves Philadelphia 7.50 A. M.
"Williamsport 6-00 P. M.
arrives at Look Haven 7.20 P. M.
BAED EAGLE MAIL leaves Williamsport 130 P. M. " port - 1.80 P. M.

port - 1-30 P. M.

Harrives at Lock
Haven - 2-45 P. M.

MAIL TRAIN leaves Erie - 8-56 A. M.

"Williamsport - 9-25 P. M.

"Arrives at Philadelphia 6-20 A. M.

ERIE EXPRESS leaves Erie - 9-00 P. M.

"Williamsport 8-15 A. M.

"Arrives at Philadelphia 5-30 B. M.

ELMIRA MAIL leaves Williamsport - 9-45 A. M.

"Arrives at Philadelphia 5-30 P. M.

BUFFALO EXP. leaves Williamsport 12-35 A. M.

"BALD EAGLE MAH. leaves L. Haven 11-35 A. M.

"Arr. Williamsport 12-50 P. M.

BALD 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.

COAL.

COAL PER TON OF 2240 LBS. DELIVERED, LEHIGH. Furnace, \$7.75; Stove, \$5.00; Nut, \$7.00; SCHUYLKILL, Furnace, \$6.75; Stove, \$7.00; Nut, \$6.75; SHAMOKIN, Grate, \$7.25; Stove, \$7.00; Yard, No. 2200 WASHINGTON Avenue. Office, No. 228 DOCK Street. 8 20rp tf

DOTHERMEL & MANNING, LEHIGH AND SCHUYLKILL COAL Depot N. E. Corner NINTH and MASTER,

Offices, { 43 South THIRD Street,

AUD FION BALES, M. S. FOURTH STREET, NOS. 189 AND 186 Peremptory Sale of Oil Paintings.

Mr. Charles F. Haseltine Will sell his magnificent and new collection of Oil Paintings at Public Sale, ON THE EVENINGS OF

THURSDAY AND FRIDAY, October 27 and 28, at 8 o'clock. The Sale will take place at his Galleries. No. 1125 CHESNUT STREET.

Where the Painting: are now on FREE EX dis:-BITION.

The sale will include Tissot's great Painting of "THE DANCE OF DEATH," and Hue's b-autifut Picture of a LADIES' RESTAURANT IN PARIS, and specimens by Brendell Hamon, Pecrus, Kraus, Koch Van der Venne,

Danbigny, Worms, Lanfant de Metz, Sistery, A. Weber, Dargelas, Schaefels, Hue, P. Weber, Baron, Shayer, Lasalle, Pasini, Meyerheim, Meyerheim, Caille, Lasalle, W. T. Richards, E. L. Henry, Aufray, Veron, Also, eleven Paintings, sold by order of the Assignees of Joseph B. Hildeburn.

EXECUTORS' SALE,
No. 1418 Wainut street—Estate of ROBERT BURTON, deceased.

HANDSOME FURNITURE, BOOKCASE, MANTEL AND PIER MIRRORS, Meyer Piano, Lace
and Damask Curtains, Rich Veivet, Wilton, Eaglish Brussels and other Carpets, etc.
On Eridar Mountage.

On Friday Morning, October 28, at 10 o'clock, by catalogue, the entire handsome furniture.
Also, 2 superior fire-proof safes, made by Farrel,
Herring & Co. and Evans & Watson. 10 25 3t

VALUABLE REAL ESTATE AND MACHINERY; Steam Eugines, Boilers, Lathes, Planers, Drills, Cranes, Moulding Plasks, Vices, Platform Scales, Tools, Shafting, Patterns, Steam Pipe, Steam Fans, Castings, Wrought and Cast Iron, Etc.

On Monday Morning,
October 31, at 10 o'clock, at the southeast corner of Twenty-second street and Washington avenue, by catalogue, the entire machinery, etc., of "The Vulcan Iron and Brass Works."

can Iron and Brass Works." Full particulars in catalogues now ready. 10 25 5t THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHES-NUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 1110 Chesnut street.
HANDSOME WALNUT PARLOR, LIBRARY,
CHAMBER AND DINING-ROOM FURNITURE: CHAMBER AND DINING-ROOM FURNITURE: Fine Veivet, Brussels, and Ingrain Carpets; & Rosewood Piano-Fortes, French Plate Mantel, Pier, and Chamber Glasses; Silver-plated Ware and Table Cutlery, Office Tables and Chairs: China, Glassware, Toilet Sets, Hair and Husk Mattresses, Feather Beds, Engravings, Etc.

On Friday Morning,
October 28, at 9 o'clock, at No. 1110 Chesnut street, will be sold a large assortment of well-made Furniture for the parlor, chamber, library, and dining-rooms.

ROSEWOOD PIANO-FORTES.

At 1 o'clock, will be sold seven rosewood plane-

CABINET SEWING MACHINE. Alto, at same time, one enclosed sewing machine, Empire Co.," cost \$140, in order. SECONDHAND FURNITURE. Also, the entire stock of furniture of a large dwelling, with the carpets, etc.

Bunting, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 224 MARKET street, corner of Bank street. Successors to John B. Myers & Co. IMPORTANT SALE OF CARPETINGS, Off.
CLOTHS, ETC.
On Friday Morning,
October 28, at 11 o'clock, on four months' credit,
about 200 pieces ingrain, Venetian, list, hemp. cottage, and rag carpetings; oil cloths, rugs, etc. 10 22 5t

LARGE SALE OF FRENCH AND OTHER EU-ROPEAN DRY GOODS. On Monday Morning, October 31, at 10 o'clock, on four months' redit. 10 25 5t

SALE OF 2,000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, HATS, ETC. On Tuesday Morning, 10 26 50 November 1, at 10 o'clock, on four months' credit. MARTIN BROTHERS, AUCTIONEERS, No. 704 Chesnut st., rear entrance from Minor.

CHANGE OF DAY. Our Regular Weekly Sales at the Auction Rooms will hereafter be held EVERY MONDAY.

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

FURS, FURS, FURS. Fifth large trade sale of American and imported On Friday Morning,

Oct. 28, at 10 o'clock. ROBES, ROBES. Also, 100 wolf, fox, bear, Angora, buffalo and 10 22 5t CONCERT HALL AUCTION ROOMS, No. 1910 CHESNUT Street. E. A. MCCLELLAND, AUCTIONEER.

Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thurs-For particulars see "Public Ledger." N. B.—A superior class of furniture at private sale

O S E P H P E N N E Y AUCTIONEER, No. 1307 CHESNUT STREET. [6 98 tf

HOWSON'S OFFICES FOR PROCURING

United States and Foreign PATENTS.

Forrest Buildings, No. 119 SOUTH FOURTH STREET, PHILADELPHIA,

AND MARBLE BUILDINGS, No. 605 SEVENTH STREET. WASHINGTON, D. C.

H. HOWSON, Solicitor of Patents. C. HOWSON, Attorne Communications should be addressed to the Principal Offices, Philadelphia. STOVES, RANGES, ETC.

BUZBY & HUNTERSON,

Stove, Heater and Range Warehouses

MORNING GLORY

Nos. 309 and 311 N. SECOND St., Above Vine, Philadelphia.

Special attention to Heater and Range Work, Repairing promptly attended to. 10 8 1

CUTLERY, ETO.

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

TOHN FARNUM & CO., COMMISSION MER chants and his nufscturers of Constions Ticking, etc.