THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, NOVEMBER 10, 1870.

daily.

Bristol.

stations.

Hightstown

Oct. 17, 1870.

AN ISLAND OF SILVER.

BEMARHABLE DISCOVERY ON THE NORTH SHORE OF LAKE SUFERIOR-AN ABGENTIFEROUS ISLAND CONSISTING OF SEVENTY PER CENT. OF ORE.

From the Duluth Minnesotian, Oct. 29.

We have before alluded to the silver island of the north shore of Lake Superior, in the British possessions, just below Thunder Cape, and some fifteen miles below Fort William. The island is quite small in dimensions-say one hundred feet by forty-and the most of it is submerged at high water; a small part at one end is about eight fest above the lake level. This island was entered by the Montreal Mining Company, as a part of a tract embracing 108,000 acres; and the island was subsequently purchased of them by Captain William B. Frew (formerly of Portage Lake, and superintendent of the South Pewaubic copper mine), for himself and associates, including amongst them Major Sibley, of New York, a brother we think, of General Sibley, of St. Paul. The Montreal Mining Company first made the discovery that the island contained silver, and by their agents sunk a shaft on the island; but these knew little or nothing about mining, and the water coming in upon them, further working of their mine was abandoned as useless. It was only this last summer that Captain F. and his company completed their bargein with the Montreal company for the island, and secured it by paying, or agreeing to pay, \$250,000 for the entire 108,000 acres. They went immediately to work at improving the mine in a "workman-like man-Their first step was to surround the ner. island with cribs of timber, filled with stone, to serve as a breakwater and ice-breaker; and within these cribs a coffer-dam was built and puddled with clay, having the effect of making the whole interior of the island nearly water-tight, at least from the intru-sions of the lake. The next step was to set up a large syphon pump, worked by steam, by which the inside was pumped dry, or nearly so, and it has since been found that a very little working of the pumps daily keeps the island clear of water entirely. They then went to work laying bare the vein, and now have exposed seventy feet in length, and find it to be a true fissure vein with perpendicular walls- he vein of silver matrix being calcareous spar with some little quartz intermixed. The vein is eight feet wide, and eye-witnesses from there state that for onequarter of this width it will average 70 per cent. of pure silver. On the first trial after the water was first gotten out six men took over \$35,000 in four days; and up to the latest accounts the working has been continued at about this rate. Already 123 barrels of native silver, estimated to be worth \$75,000 to \$100,000, have been shipped. The yield of the mine computed by the ton is not less than a dollar to the pound! The mine employs now about forty men, and will increase their force immediately. The "royalty" paid on this to the English Government is quite small-not_exceeding onetwentieth. Eye-witnesses of intelligence, judgment, and experience report that Captain Frew will probably take out of silver, up to the opening of navigation next spring, from \$1,000,000 to \$3,000,000 in money value! The steamer Meteor conveyed down the lakes on her trip before last sixty-two barrels of silver. This silver island is no humbug, but an actual, bona fide affair, in which the most wonderful results have already been obtained, and all bids fair to make in yield and richness the most remarkable mining discovery in this country for many years. Some masses of silver went down on the Meteor larger and heavier than a man could lift. A part of the island vein, say two feet of the eight feet in width, is wonderfully rich, and it is from this portion that the large silver masses are extracted. Other rich mines of silver are reputed as having been found on the main north shore in the range of the silver island, and Captain Hodson, of Portage Lake, has gone East to organize a company to work them.

The young Cossach's crown was altogether too large, and slipped down over his head like a candle-extinguisher, until it rested upon his ears, eclipsing his eyes entirely. The bride's hair-or rather the peculiar manner in which it was "done up"-precluded the possibility of making the crown stay on her head, and an indi-

vidual from among the spectators was detailed to hold it there. The priest then made the couple join hands, seized the groom's hand himself, and they all began a hurried march around the altar, the priest first, dragging along the Cossack, who, blinded by the crown, was continually stepping on his leader's heels-the bride following the groom, and trying to keep the crown from pulling her hair down, and, lastly, the supernumerary stepping on the bride's dress and holding the gilt emblem of royalty in its place. The whole performance was so indescribably ludicrons that I could not possibly keep my countenance in that sober frame which befitted the solemnity of the occasion, and nearly scandalized the whole assembly by laughing out aloud. Three times they marched in this way around the altar, and the ceremony was then ended. The bride and groom kissed the crowns reverently as they took them off, walked around the church, crossing themselves and bowing in succession before each of the pictures of saints which hung against the wall, and at last turned to receive the congratulations of their friends -Tent Life in Siberia.

THE DELAWARE DEMOCRACY.

Election Riots in Wilmington and Through the State.

Last evening's Wilmington Commercial says: -The election to-day has been an unusually inter-esting one and more than usualy exciting. There has been considerable trouble in various parts of the Visite and some Schuler State, and some fighting.

PRELIMINARY SKIRMISHES.

Last evening, about 9 o'clock, as a meeting of colored Republicans was being held at National Hall, corner of Winth and Walnut streets the Ponder Pioneers, and some other Democrats with torches, marched down there, and after some bandying of words, it is alleged, they threw two bricks at the building, whereupon the colored voters "went for them" in a manner which surprised them. The red shirted pioneers were dying in every direction, seeking shelter from infurlated colored men and some of them were badly hurt by flying bricks or bullets, a few pistol shots having been fired during the skirmish. One or two of the colored men were also shot.

FIGHT IN THE SIXTH WARD,

Shortly after noon, a fight broke out in the Sixth ward, which threatened at one to expand into a serious riot. The Democratic Ploneers, who hall from the classic locality of the "Old Church," were there in their red shirted uniform, and there were also there quite a number of the colored men who had put them to ignominious dight the night before. Of course, it was not difficult for the quarrel to be resumed, and about noon a fight commenced ba-tween some of the red shirted party and some of the colored men. The fight rapidly expanded in pro-portions, and pistols, clubs, and brickbats were soon called into requisition. It had not continued for many minutes before black men came flocking from every direction. Look which way you would crow of colored men, in full run, could be seen burryin to the scene of the combat. In a few minutes th ploneers were again in Gying tetreat, holly pursue by the victorious blacks. The police officers at United States Marshal Dunn turned back one crow of the pursuing party and also turned back a free crowd of pioncers, and General Woodall, Unit States Assessor, happened to meet another crow of blacks in pursuit of fleeing pioneers, and d suaded them from any further demonstration, at in a little while quiet reigned again. The color men were not pacified without much difficulty, ho ever, and they swore roundly that they had sto this sort of thing long enough, and now intended defend themselves whenever attacked. After th row was over the reinforcements who had so su denly appeared on the scene disappeared as quietly as they had come. During the nuclee one colored man was shot in the head and a white man in the arm. Two others were wounded, but not seriously and no one, we believe, was fatally injured. TROUBLE DOWN THE STATE. Pespatches received in this city this morning, state that great disorder prevails at the polls for St. George's Hundred, at Odessa, and that many Relicans, black and white, have by force and intimidation ocen driven away. From Smyrna, the polling place for Duck Creek Hundred, there is even a worse report, and it is stated that a mob of Democratic roughs armed with

RAILROAD LINES.

PHILAPELPHIA, WILMINGTON. AND BAL-TIMORE RAILROAD.-TIME TABLE. COMMENCING MONDAY, JUNE 6, 1870.

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. (Sundaysercepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Har-tington with Junction and Broskwater Railroad, at Scaford with Derabastar and Blaware Railroad at Scalord with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pecomoke Rali-Express Train at 11:45 A. M. (Sundays excepted).

At s and 10 A. M., 12 M., 2, 3:30, 5, 6, 7, At 6:80, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Bur-lington, Beverly, Delanco, and Riverton. At 6:36 and 10 A. M., 12 M., 8:30, 5, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Delmara Express Train at 11'45 A. M. (Sundays excepted), fer Baltimore and Washington, stopping at Wil-mington, Ferryville, and Havre-de-Grace. Con-nects at Wilmington with train for New-Castle. Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linweod, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Graco, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Kun. Night Express at 11:50 P. M. (Daily), for Baltiand Faimyra. 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 Forry (upper side).

and Stemmer's Run. Night Express at 11:50 P. M. (Dally), for Balti-more and Washington, stopping at Chester, idn-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 1145 A. M. train. WILMINGTON TRAINS.

Stopping at all stations between Philadelphis

All others Sundays excepted. day Lines leave at 9:30 A. M., 6 46 P. M., and Stopping at all stations bounded and Wilmfngton. Leave Philadelphia at 11.90 A. M., 2.20, 5.00, ant 7.00 P. M. The 5.00 P. M. train connects with Dela-ware Kallroad for Harrington and Intermediate 12 night. At 7.30 A. M., 2.30, 8.30, and 5, P. M. for Trentor and Bristol, and at 10.45 A. M. and 6 P. M.f

stations. Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7.15 P. M. The S.10 A. M. train will not stop between Chester and Fhiladelphia. The 7.15 P. M. 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, 5.16, and 7.20 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 and 10.45 A. M., 12.30, 2.30, 6 15, 6, and 7.30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

train from Wilmington runs Jaily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 645 A. M. and 400 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.80 P. M. trains for Baltimore Cenral Railroad.

From Baltimore to Philadelphia.-Leave Baltimore 7-25 A. M., Way Mall; 9-00 A. M., Express; 2-26 P. M., Express; 7-25 P. M., Express, SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7/25 P. M., stopping at Mag-nolis, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Eikton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Through tickets to all points West, South, and Through the set to all points West, South, and Southwest may be procured at ticket office, No. 325 Cheenut 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 al their residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

PENNSYLVANIA 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 Marhot 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.

Depot. 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 Transfor Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

will receive attention.

Fast Line Eric Express	N. Y. Y			13.30 I
Harrisburg J	Accommodi	stion .	_a ^ a	2.30 1
Lancaster A		ion .	6° 4 °	4-10 H
Parkesburg ' Cincinnati E		• •	• •	5·30 1 5·00 I
Erie Mail an		Express	<u>с 1</u> .8	10.30 1
Way Passen	ger .			11'30 H
Erie Mail on Saturday	leaves dal			

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 848 A. M.; arrives at Paoli at 949 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; ar-rives at Paoli at 740 P. M. Sunday Train No. 1 leaves Paoli at 659 A. M.; arrives at Philadelphia at 849 A. M. Sunday Train No. 2 leaves Paoli at 450 P. M.; arrives at Philadelphia 2 840 P. M. **Market** street Railroads Philadelphia at 6.10 P. M. Philadelphia at 0 10 F. M. TRAINS ARRIVE AT DEPOT. Cincinnati Express 0.30 A. M. Philadelphia Express 0.30 A. M. Erie Mail 6.30 A. M. Paoli Accommodat'n, **9-10** A. M. & 3:30 & 6:40 F. M. Parkeelurg, Train 9.00 A. M. Mauch Chunk, Lancaster Train 11.55 A. M Erie Express . 5'40 P. Lock Haven and Eimira Express . 946 P. 5'40 P. M Washington. 8 25 P. M. Ticket Agent at the Depot.

RAILROAD LINES.

R EADING RAILROAD-GREAT TRUNK LINE from Philadelphia to the interior of Penn-sylvania, the Schuyikill, Susquehanna, Ouraber-land, and Wyoming Valleys, the North, North-west, and the Canadas. WINTER ARRANGEMENT Of Passenger Trains, Oct. 31, 1870. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following bours:-

for Williamport, Lock Haven, Elmira; etc.; at HARRISBUEG with Northern Contral, Cumber-land Valley, and Schuylkill and Susqueinana trains for Northumberland, Williamsport, York, Cham berglurg, Eingerger, atc.

bereburg, 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.

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6-25 A. M., stopping at in-termediate stations; arrives in Philadelphia at 8-40 A. M. Returning, leaves Philadelphia at 4-00 P. M.; arrives in Pottstown at 6-16 P. M. REALING AND POTTSVILLE ACCOMMODA TION. Leave Pottsville at 6-40 A. M. and 4-20 P. M., and Reading at 7-50 A. M. and 5-35 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, loaves Philadelphia at 5:15 P. M.; ar-rives in Reading at 7:55 P. M., and at Pottsville at 9.40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 810 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 260 P. M., and Pottsville at 5:10 F. M., arriving at Philadelphia at

00 P. M. Harrisburg Accommodation leaves Reading at 7 15 A. M. and Harrisburg at 4:10 P. M. Connect-ing at Reading with Alternoon Accommodation south at 6.85 P. M., arriving in Philadolphia at 9.25 P. M.

VIA BELVIDERE DELAWARE RAILROAD. At 7:50 A. M. for Niagara Falls, Buffalo, Dun-birk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Moatroze, Wilkesbarre, Schooley's Mountain, etc. At 7:20 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3:50 P. M Line connects direct with the train leaving Easton for Mauch Churk, Allentown, Betklehem etc. Market train, with a passeeger car attached. loaves Philadelphia at 12:30 neon, 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.

All the above trains run dally, Sundays exepted. Sunday trains leave Pottsville at 8 A. M., and Sunday trains leave Pottsville at 8 A. M., and

Philadelphia at 315 P. M. Leave Philadelphia for Reading at 5 A. M.; returning from Reading at 4.25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale

Sunday trains on Perkiomen and Colebrookdale Railreads. CEESTER VALLEY RAILROAD. Passengers for Downingtown and Intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Down-ingtown at 6:20 A. M., 12:45, and 5:15 P. M. PEREIOMEN RAILROAD. PASSENGERS for Schwonksville take 7:30 A. M., 12:60, and 5:15 P. M. trains from Philadelphia, re-turning from Schwenksville at 6:45 and 5:06 A. M., 12:45 noon, and 4:16 P. M. Stage lines for various points in Ferkiomen Valloy connect with trains at Collegevillo and Schwenksville. COLEBROOKDALE RAILROAD.

Collegeville 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 11:25 A. M. NEW YORK EXPRESS FOR PITTSBURG AND DIVE WEST.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leave New York at 900 A. M. and 600 P. M., passing Reading at 145 and 1005 P. M., and con-necting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Eimira, Balti-more, in more, elc.

Returning Express train leaves Harrisburg on arrival of Pennsyivania Express from Pittsburg at 5'55 A. M. and 8'50 A. M., passing Reading at 7'23 A. M. and 10'40 A. M., arriving at New York 13'05 noon and 8'59 P. M. Sleeping cars accompany those 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.

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Shawis, Second-hand Furniture, Stoves, Etc. On Friday Morning, At 9 o'clock, at No. 1110 Chesnut street, will be fold, by catalogue, a large assortion of fine furni-ture, comprising parlor and library suits, in plush, reps, and haireloth; olled walnut chamber suits, with wardrobes to match; bookcases, sideboards, easy chairs, tables, ctageres, carpets, china, glassware, etc.

Also, a large assortment of second-hand furniture

from families, ROSEWOOD PIANOS-At1 o'clock, will be sold, four rosewood pianos, including one by Steinway & Sous, nearly new, cost \$900.

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WINES AND LIQUORS-A number of cases of Madetra and Malaga wine, Holland gin, fine old rye whisky, etc. 11 9 2

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IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC.

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LARGE SALE OF FRENCH AND OTHER EU-

ROPEAN DRY GOODS, On Monday Morning,

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SALE OF 2.000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, HATS, ETC, On Tuesday Morning, 11 9 5t November 15, at 10 o'clock, on four months'credit.

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at public or private sale to the best advantage, and a general assortment of Horses, Carriages, Har-ness, Etc., to suit the need of all classes of pur-

in building and repairing Marine and River Engines, high and low pressure, Iron Bollers, Water Tanks,

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the establishment free of charge, and work gus-

repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, fair,

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Auctionce:s.

NORTH PENNSYLVANIA RAILROAD-N ORTH PENNSYLVANIA RAILROAD-N THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-EN PENNSYLVANIA, SOUTHERN AND IN-TIRIOR NEW YORK, BUGFALO, CORRY, RUCHESTER, THE GREAT LAKES, AND THE BOMINION 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:-7.00 A. M. (Accommodation) for Fort Washing-

ton. At 7:85 A.M. (Express), for Bethlehem, Easton, Al-

lentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahaney City, Hasleton, Pittston, Towanda, Waverley, and in connection with the ERIE BAIL WAY for Buffalo, Niagara Falls, Rochester, Cleve-land, Ohiengo, San Francisco, and all points in

the Great West. 8 25 A. M. (Accommodation) for Doylestown. 9 45 A. M. (Express) for Bethlehom, Easton.

At 5 F. M. for Lambertville and Intermediate FROM MARKET STREET FERRY (UPPER SIDE), VIA NEW JEESHY SOUTHERN RAILROAD. At 11 A. M. for Now York, Long Branch, and intermediate places. VIA CANDEN AND BURLINGTON COUNTY BAILBOAD.

At 7 and 11 A. M., 1, 2:36, 3:30, 5, and 6:80 P. M. and on Thursday and Saturday nights at 11:30 P. I. for Merchantsville, Moorestown, Hartford, dasonville, Hainesport, and Mount Holly. At 7 A. M., 2.30 and 6:30 P. M. for Lumberton and

WM. H. GATZMER, Agent.

Medford. At 7 and 11 A. M., 2 30, 5, and 6:80 P. M. for Smith-

RAILROAD LINES.

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

to New York and Way Places. FROM WALNUT STREET WHARP. At 6:30 A. M., Accommodation, and 2 P. M., Ex-press, via Camden and Amboy, and at 8 A. M., Ex-press, Via Camden and Amboy, and at 8 A. M., Ex-press Miall, and 3:30 P. M., Accommodation, via Camden and Jersey City. At 6 F. 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 6:30 A. M. 2 M 2 3:30 and A. P. M. for

At 8 and 10 A. M., 12 M., 2, 3'30, and 6 P. M. for

FROM WEST PHILADELPHIA DEPOT At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New fork Express Lines, and at 11:30 P. M., Emigran

Line, via Jersey City. At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M. for Trenton and Bristol.

Frenton and Bristol. At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Bolmesburg Junction, Tacony, Wissinoming.

The 9:30 A. M., 6:40 and 12 P. M. Lines will run

BROM RENSINGTON DEPOT.

At 7.80 A. M., 2.30, and 5 P. M. for Morrisvil nd Tullytown. At 7 30 and 10.45 A. M., 2.30, 5, and 6 P. M.()

VIA BELVIDERE DELAWARE RAILROAD.

Mauch Chunk, Allentown, Bethlehem, etc.

ville, Ewansville, Vincontown, Birmingham, and Pemberten. At 7 A. M., 1 and 3:30 P. M. for Lewistown, At 7 A. M., 1 and 330 P. M. for Lewistowa, Wrightstown, Cookstown, New Egypt, Horasre-town, Cream Ridge, Imlaystown, Sharon, and

QUEER PEOPLE.

A GROTESOUE WEDDING IN SIBERIA. On Tuesday Dodd told me that there was to be a wedding in the church, and invited me to go over and witness the ceremony. It took place in the body of the church, immediately after some sort of morning service, which had nearly closed when we entered. I had no difficulty in singling out the happy individuals whose for-tunes were to be united in the holy bonds of matrimony. They betrayed their own secret by their assumed indifference and unconsciousness. The man was a young round-headed Cossack about twenty years of age, dressed in a dark frock coat, trimmed with scarlet, and gathered like a lady's dress above the waist, which, with a reckless disregard for his anatomy, was assumed to be six inches below his arm-pits. In honor of the extraordinary occasion, he had donned a great white standing collar which projected above his ears. Owing to a deplorable lack of understanding between his cotton pants and his shoes, they failed to meet by about six inches, and no provision had been made for the deficiency. The bride was comparatively an old woman-at least twenty years the young man's senior, and a widow. She wore a dress of that peculiar style of calico known as "furniture-prints," without trimming or ornaments of any kind. Her hair was tightly bound up in a scarlet silk handkerchief, fastened in front with a little gilt button. The altar was removed to the middle of the room, and the priest, donning a black silk gown, which contrasted strangely with his heavy cowhide boots, sum-

moned the couple before him. After giving to each three lighted candles tied together with blue ribbon, he began to read in a loud sonorous voice what I supposed to be the marriage service, paying no ttention whatever to stops, but catching his breath audibly in the midst of a sentence and hurrying on again with ten-fold rapidity. The candidates for matrimony were silent. but the deacon, who was looking abstractedly ont of a window on the opposite side of the church, interrupted him occasionally with doleful chanted responses. At the conclusion of the reading they all crossed themdevoutly half a dozen selves times in succession, and after asking them the decisive question the priest gave them each a silver ring. Then came more reading, at the end of which he administered to them a teaspoonful of wine out of a cup. Reading and chanting were again resumed and continued for a long time, the bridegroom and the bride crossing and prostrating themselves continually; and the deacon closing up his responses by repeating with the most astounding rapidity, fifteen times in five seconds, the words "G aspodi pomeelut"-'God have mercy upon us.

He then brought in two large gilt crowns ornamented with medallions, and blowing off the dust which had accumulated upon them since the last wedding, he placed them upon

curgels, pistols, etc., have taken possession of the polls, driving every colored voter away.

NOTES OF THE WAR.

Bonapartist Intrigues.

dynastic intrigues which have been carried on for some days with renewed activity, our city has at least the honor of being one of the centres of the enterprise, and we might, if the character of in-former were not distasteful to us, mention the names of some foreign ladies of rank who have taken up their abode in Brussels to work for the restoration of the Empire and who devote themselves to the task with an ardor worthy of a better cause. Their ellow-laborers do not take the trouble to conceal heir projects or their hopes. All this mancuvring is conducted in open day,

yet public order is no way troubled by it. It is cuite improbable that the Belgian Government should be altogether ignorant of these proceedings, to discover the existence of which even a secret police is unnecessary. But it does not take any no tice. It allows the movement to proceed without thinking for one moment of employing the powers given by onr laws against foreigners suspected of political machinations and even against peaceable and motionaive foreigners. Let there be no misun-derstanding as to our intentions. We make no complaint against this attitude of our Government. On the contrary, we record it with great satisfac-tion, trusting test this non-interference will form a It could not be otherwise in precedent. ime to come, for we cannot assume that this tolerance of the Government is a privilege conceded to Bonapartists only, and pitilessly refused to those entertaining other opinions.

Prince Napoleon's Letter.

The following letter has been forwarded to the onden Daily News for publication by Prince Napo-

icon:-LONDON, Cct. 26, 1870.-Sir:-I read an article in your number of the 26th, in which you mention my name, ascribing quite incorrect conduct to me, to which I give, as far as I am concerned, a formal contradiction. I have come to England on private lustness; I have not seen General Hourback, who left before my arrival; I have not seen General Eoyer, whilse mission I heard of through the news-papers. As, to my relations with Childehurst, the facts are these: On my arrival, I went to pay my respects to my consin and her son; I returned there summoned by a tolegraphic leapatch. As to what passed with the Empress, permit me to say nothing to the public; those who know me know that my opinions have always been as loyal as they are liberal. I have the highest esteem for Marshal Bazaine, for his glorious army so devoted to France, as well as to its oath, and for the preservation of which it seemed to me every-thing ought to be attempted. I regret that your article, authorized I know not by whom, compels me o break a slience I should have wished to maintain NAPOLEON (JEBO #E). 1 sm, etc.,

Gambetta's Fiscipline.

The special correspondent of the London Daily speaks as follows of the stringent discipline intro-duced in the army by M. Gambetta:-M. Gambetta is greatly disturbing the quiet garrison life which officers have been used to. Wherever a garrison, whether of regular or irregular troops, consists of as many as 2000 men, they are not to live in the town, but in a camp three kilometres out of it, which in every case is to be protected by field fortifications and earlieworks. No visits of curiosity are to be al-lowed to the camp. The officers are to live there as well as the soldiers. Every day a fourth of the men in comp are to be marched a distance of from 20 to 30 kilometres. Commanding officers are empowered to provide themselves by "requisition" with all the "men and things" necessary for the construction and maintenance of the camp. All troops, whether in camps or town, are to be reviewed twice a week. By a decree of this day's date "considering that if the command of an army should belong to one per-son alone, the organization and administration of troops calls for the deliberation of several," an admany as 2000 men, they are not to live in the town troops calls for the deliberation of several," an ad-ministrative council of revision is created in each of the 22 military divisions of the republic, consisting of not more than nine members, the General of Division to preside. In order to facilitate the formabion of new companies. Generals of Division are provisionally to have the power of app inting offiers, up to the grade of captain inclusive

the heads of the bridegroom and the bride.

The Ponnsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the 9:45 P. M.

owner, unless taken by special contract. A. J. CASSATT, 429 General Superintendent, Altoona, Pa. DHILADELPHIA, GERMANTOWN AND NOR-

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILEOAD. TIME TABLE. On and after WEDNESDAY, November 2, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 8%, 905, 10, 11, 12 A. M. 1, 2, 2%, 8%, 81, 405, 4%, 505, 5%, 6, 6%, 7, 8, 9, 1006, 11, 12 P. M.

Leeve Germantown 6, 6.65, 7%, 8, 8.20, 9, 914, 10, 11, 12 A. M., 1, 2, 3, 3%, 4, 434, 6, 514, 6, 6, 4, 7, 8, 9, 10, 11

The 8-20 and 9% down train, and 2%, 3%, and 5%

up trains, will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9/ A. M., 2, 405, 7, and

10% P. M. Leave Germantown at 81% A. M., 1, 8, 6, and 93% P. M.

P. M. OHESNUT HILÉ RAILROAD.
 1 enve Philadelphia 6, 8, 10, and 12 A. M., 2%, 8%
 5%, 7, 9, and 11 P. M.
 Leave Cheenut Hill 7:10, 8, 9:10, and 11:40 A. M.,

1:40, 5:40, 5:40, 6:40, 8:40, and 10:40 P. M. ON SUNDAYS. Leave Philadelphia at 9:4 A. M., 2 and 7 P. M. Leave Obcenut Hill at 7:50 A. M., 12:40, 5:40, and

Passengers taking the 655, 8 A. M., 814 & 11 P. M. trains from Germantown will make close connec-tions with the trains for New York at Intersection g-25 P. M.

Station. FOR CONSHOHOCKEN AND NORRISTOWN, Station.
Station.
FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%, 8, 4, 5, 5½, 6½, 8:06, 10, and 11% P. M.
Leave Norristown 5½, 6:26, 7, 7½, 8:50, and 11 A.
M., 1½, 5, 4½, 6!4, 8, and 9½ P. M.
M., 1½, 5, 4½, 6!4, 8, and 9½ P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Norristown 7 A. M., 1, 5%, and 9 P. M.
Eave Philadelphia 6, 7½, 9, and 11:05 A. M., 1½, 8, 4, 5, 5½, 6½, 8:00, 10, and 11 M.
M. Leave Norristown 7 A. M., 1, 5%, and 9 P. M.
Leave Philadelphia 6, 7½, 9, and 11:05 A. M., 1½, 8, 4, 5, 5½, 64, 8:00, 10, and 11 M. P. M.
Leave Manayunk 6, 6:55, 7½, 8:10, 9:20, and 11½
A. M., 2, 9½, 5, 6%, 8%, and 10 P. M.
Leave Philadelphia 9 A. M., 1½, 6% and 9½ P. M.
Leave Manayunk 7% A. M., 1½, 6% and 9½ P. M.
Leave Manayunk 7% A. M. 1½, 6% and 9½ P. M.
Leave Philadelphia 5 P. M.
Leave Philadelphia 6 P. M.
Leave Philadelphia 6 P. M.
Leave Fiymonth 6% A. M.
The 7% A. M. train from Norristown will not stop at Mogee's. Potts Landing, Domino, or Schur's stante.
Passengers taking the 7, 905 A. M., 6½ & 12 P. M.

Passengers taking the 7, 9:05 A. M., 61/2 & 12 P. M. trains from Ninth and Green streets will make close connections with the trains for New York at In-

tersection Station. The SM A. M. 12% and \$ P. M. trains from New

York stop at Intersection Station. 6 20 W. S. WILSON, General Sup't. WEST JERSEY RAILROADS;

FALL AND WINTER ARRANGEMENT. COMMENCING MONDAY, SEPTEMBER 19, 1970. Trains will leave Philadelphia as follows:--From

foot of Market street (upper ferry), 8'15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vinelanć, ufillville, and way stations. 11 45 A. M., Woodbury Accommodation. 5'15 P. M., Passenger for Cape May, Milliville, and way stations below Glassboro 3'50 P. M., Passenger for Bridgeton, Salem, Swedesboro, Bridgeton, Salem,

Swedesbore, and way stations.

5:50 P. M., Accommodation for Woodbury, Glass-boro, Clayton, and intermediate stations

Freight Train leaves Camden daily, at 12 M. WILLIAM J. SEWELL, Superintendent.

ientown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Seranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex

11 A. M. (Accommodation) for Fort Washington 11 A. M. (Accommodation) for Fort Washington 1'15, 3 30, and 5'30 P. M., for Abington. 1'45 P. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Mahanoy City, Wilkes-barre, Pittston, and Hazleton. 2'50 P. M. (Accommodation) for Doylestown. At 3'20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Wayeb Chunk.

dauch Chung, 4.15 P. M. (Mail) for Doylestown.
 6.00 P. M. for Bethlehem, Easton, Allentown,

and Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale. 8.00 and 11.20 P. M. (Accommodation) for Fort

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

TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10.85 A. M.; 215, 5.65, and

Doylestown at 8:25 A. M., 4:40 and 7:05 P. M.

Lansdalo at 7:30 A. M. Fort Washington at 9 20 and 11-20 A. M., 3-10 and

Abington at 2.35, 4.55, and 6 45 P. M.

ON SUNDAYS. Philadelphia for Bothlohem at 2 30 A. M. Philadelphia for Doylestown at 2 00 P. M. Philadelphia for Fort Washington at 8 30 A. M.

and 700 P. M. Doylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4:00 P. M. Fort Washington for Philadelphia at 6:30 A. M.

and 810 P. M. Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. May 16, 1870. ELLIS CLARK, Agent.

PHILADELPHIA 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:-WESTWARD,

MAIL TRAIN leaves Philadelphis . 10.20 P. M. Williamsport . 800 A. M. arrives at Erie . 740 P. M. ERIE EXPALED leaves Philadelphis 10.50 A. M. Williamsport . 815 P. M. " arrives at Erie - 7-25 A. M. EI.MIRI. LE AII, leaves Philadelphia - 7-66 A. M. "Williamsport 6:00 P. M. " arrives at Lock Haven 7-20 P. M.

. 1 1L EAGLE MAIL leaves Williams-- 1.80 P. M. " arrives at Look 44 63

Haven . . 2.45 P. M.

Haven - 245 P. M. EASTWARD. MAIL TRAIN leaves Erie - 8550 Å. M. "Williamsport P25 P. M. "Arrives at Pulledelphia 6700 Å. M. ERIE EXPHENE leaves Erie - 900 P. M. "Williamsport 615 Å. M. "Arrives at Philadelphia 530 P. M. ELMIRA MAIL leaves Williamsport - 946 Å. M. BUFFALO EXP. leaves Williamsport - 946 Å. M. BUFFALO EXP. leaves Williamsport - 1225 Å. M. "Arrives at Philadelphia 950 P. M. BUFFALO EXP. leaves Williamsport - 256 Å. M.

Harrisburg - 6 20 A. M. arrives at Philadelphia 9 25 A. M.

BALD EAGLE MAIL leaves L. Haven 11 36 A. M. "" " arr. Williamsp't 13 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,

Express Main and all west bound trains and Mail and Accommodation east at Irvineton with Oll Creek and Allegheny River Halfrond. WM. A. BALDWIN, General Superintendent.

W EST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY. ON AND AFTER MONDAY, October 17, 1879.

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 sta-

tions. 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,

UTR IS

SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6-30 and 11-30 A. M. and 6-50 P. M., returning from Tamaque at 8-35 A. M., and 1-40 and 4-50 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Abburn at 8-55 A. M. for Pinegrove, and Harrisburg, and at 12-05 noon for Pinegrove, Tremont, and Brockside, returning from Harris-burg at 8-40 P. M., from Brockside at 3-45 P. M. TICKEPS. Through first-class tickets and emigrant tickets to all the principal points in the North and West Superior Stabling for Horses on sale or at livery. Ontside Sales solicited and promptly attended to, Liberal advances made on Horses, Carriages, and arness, DOYLE & NICHOLS, Harness.

ENGINES, MACHINERY, ETO, PENN STEAM ENGINE AND BOILER WORKS.-NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MA-CHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines. to all the principal points in the North and West

and Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Potistown Accommodation

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

Accommodation Trains, at reduced rates. The following tickets are obtainable only at the

office of S. Bradford, Treasurer, No. 227 S. Fourth street, Fhiladelphia, or of G. A. Nicolis, General Superintendent, Reading. COMMUTATION TICKETS .- At 25 per cent. discount, between any points desired, for families

and tirms MILEAGE TICKETS .- Good for 2000 miles, be-

pared to execute orders with quick desputch. Every description of pattern-making made at the shortest notice. High and Low Pressure Nhe Tabular and Cyinder Bollers of the best Pennsylvania Charcoal Iron. Forgings of all size and hinds. Iron and Brass Castings of all descriptions. Roll Tarning, scorew Cutting, and all other work Connected with the above business. Drawings and specifications for all work done the establishment free of charge, and work gustween all points, at \$47.00 each, for families and

firms. SEASON TIOKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates. ULERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

and wives to Uckets at half fare. EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Gallowhill streots.

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 15 P. M. FREIGET TRAINS leave Philadelphia daily at

4:55 A. M., 12:00 ncon, 5 and 7:15 P. M., for iteading, Lebanon, Harrisburg, Pottsville, Port Clinton, and

BAGGAGE,-Dungan's Express will collect

burgage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIETEENTH and OALLOW-

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD, -CHANGE OF HOURS. On and atter MONDAY. October 3, 1970, 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 Wash-itgton avenue:--For Pert Peposit at 7 A. M. and 4:50 P. M. For Oxford Statudays only at 2:30 P. M. For Oxford Saturdays only at 2:30 P. M. For Chadd's Ford and Chester Creek Kallroad at 7 A. M. 10 A. M., 4:30 P. M., and 7 P. M. Saturdays only 2:30 P. M. Train leaving PhEadelphia at 7 A. M. connects at Port 1 eposit 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 Feading Railroad. Trains for Philadelphia leave Port Deposit at 9:25

Trains for Philadelphia leave Port Deposit at 9-25 A. M. and 4-25 P. M., on arrival of trains from Balti-

Oxford at 6405 A. M., 1035 A. M. and 530 P. M.

Sundays at 5 20 P. M. only. Chadd's Ford at 7 26 A. M., 11 58 A. M., 3 55 P. M., and 6 49 P. M. Sundays 6 49 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 fo the same. HENRY WOOD,

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD.

CHANGE OF HOURS.

ington avenue-For PORT DEPOSIT at 7 A. M. and 4:30 P. M. For OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M. For OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M. For CHADD'S FORD AND CHESTER CHEEK R. R. at 7 A. M., 10 A. M., 9:30 P. M., 4:30 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 4:30 P. M., leaving Oxford at 6:05 A. M., and leaving Port Deposit at 9:25 A. M., connect at Chadd's Ford Junc-lion With WILMINGTON & READING H. H. 44

On and after MONDAY, April 4, 1670, trains will

General Superintenden'.

HILL Streets.

ington avenue