AMERICAN SYMPATHY WITH RUSSIA. From the London Broad Arrow.

In our last impression we alluded to certain facts which seemed to show a disposition on the part of the United States to sympathize with Russia, the least effect of which, in the event of a war, would be to increase very largely the expenses and the responsibilities of England. If the Government of the United States, when a difficulty occurs between England and one or more of the European powers, proceeds at once to reinforce the fleet in European waters, in order to satisfy the clamors of a certain part of the population, it is obvious that our own fleet, in such a case, would require to be proportionately strengthened. We might have a moral conviction that no actual alliance with our enemies was contemplated by the American Government; but we should find it our duty to be prepared against the possibility of such an event. For one friendly power to force this additional and unnecessary responsibility upon another in the hour of peril is in itself an unfriendly act. We did not, and we do not, positively affirm that the Government of the United States were about to adopt such a course, but we alluded to certain facts which pointed in that direction, and which admitted of that construction when logically combined.

We now read with regret in our military contemporary, the American Army and Navy Journal, that, "in the event of war, the sympathies of the United States will doubtless be on the side of Russia." We forget which of our judges was onte advised to give his decision, since it was necessary to do so, but not to give his reasons. Our contemporary, howover, gives his reasons for this partiality in favor of Russia. "Nations have their sentiments as well as individuals; and just as young men are drawn together by common hopes and aspirations, so are America and Russia united, and will continue united in spite of the difference in their political systems." To speak plainly, we do not be-lieve this alleged sympathy with Russia is so universal in America as to be entitled to the appellation of a national sympathy. It is confined to a small section of Americans, and the root of it is not the alleged youth of the two powers, or anything else in the nature of transcendental politics, but the feeling of envy and rivalry, which does not exist between Russia and America simply because there are no points of contact where their interests are in collision. This is the plain truth of the matter, and it is just as well that

it should be recognized. The "youth of Russia" is a convenient phrase; but in what respect is Russia a younger power than England? By our contemporary's own showing, the greatness of England as an empire is dependent on her possessions in the East; we might justly say, on the great providential mission in the East, for which it would be in vain to seek for a parallel in history. That empire, however, is the growth of the last hundred years; and the growth of Russia, as a great power, is almost coeval with it. If Russia is youthful in any other sense, the fact requires to be demonstrated. The populations under her sway are as old as those in England or any other European State. Her institutions are older, for it was only yesterday that Russia consented to recognize those sacred rights of man which have been the boasts of English law for at least four hundred years. One of the attributes of justice is her eternal youth. Truth never grows old and sinks into decrepitude. Let it be shown that England has sunk into a condition of Oriental despotism: that she still holds by the sacred rights of kings: that her institutions are effete; that her public spirit is on the wane; that she is not the same vigorous mother who sent her sons into the wilderness and laid the foundations of the United States of America; that Australia. New Zealand, and Canada are, like the colonies of Spain, sunk in ruin and demoralized; that her House of Parliament is a mockery and a hotbed of corruption; that her magistrates and admistrators of the law pervert justice: that her press is hopelessly corrupt, and her domestic life a byword; that her literature is no longer worthy of those who speak the tongue which Shakespeare spake; that her maidens are immodest and her youth effeminate; that her philanthropy is a mere record of the past, and her religion a debasing superstition; that her merchants have lost their honor, and her enterprise its cunning-let these, or the half of these things be proved against her, and we will admit that England is growing old, and that America, with her purity of election and her incorruptible public life, with her mighty poets and her original literature, with all her wealth of inventive skill and vigorous enterprise, can find no worthy companionship elsewhere than in the arms of Russia. As we do not ourselves admit this, and no facts or arguments are forthcoming to convince us of it, we decline to accept the hare assertion that England has grown old in her selfish greed, and that the younger and healthier stock of the barbaric East is more deserving than herself of the affection of her own off spring.

But further, our contemporary sympathizes with Russia, because we are jealous of her growth, precisely as we are jealous of the growth of America. We will not waste time in assuring our friend that there is no such thing as a party in England jealous of the growth of America, because we are well aware that we shall not be believed. To know England is to know that this is so, however, and that among a thousand Englishmen there will not be found ten who are not proud of the greatness of America. We appeal to all the well-informed in America who have lived in England and mixed in English society. The real point of the accusation is that we are jealous of the growth of Russia, because it threatens our supremacy in the East. We answer this by affirming that we have not the least objection to the growth of Russia, be it East, West, North, or South: we only demand that it shall be a growth, and not a military raid on our borders. America should know by experience what constitutes "growth," in the proper sense of the word, better than England; and in what single instance can it be shown that the English power, or English influence, has been used to check the growth of Russia? Is an intrigue in Persia, in Afghanistan, in Bokhara, such an example of a nation's legitimate "growth" as American citizens are prepared to justify? Was the attempt of the Emperor Napoleon to establish an empire in Mexico any evidence of the growth of France in that direction? and was the influence of the United States directed against the lawful development of French institutions, the assertion of French liberty, or the hopes and aspirations of a great people, be-cause it was used to secure the failure of that enterprise? If so, England also has kept Russia in check, but not otherwise, for the cases are parallel, except in so far as Maximilian sacrificed himself for a noble object. while the Orloff's and Nesselrodes and Brunnows, with all the machinery of Russian diplomacy brought to bear on the vicious and corrupt governments of the East, for the pur-

pose of breaking down the hedge between English civilization and barbarism, may be summed up in a word as the very rottenness of old age.

We have not space to follow out this argument, but we must, at least, quote a sentence from the article to which we are referring, even if we leave it to shine by its own phosphoric light:—"With the chief of these high contracting powers out of the way, Russia resolves to be no longer bound by a paper compact which interferes with her legitimate development, and to which she gave her consent only under the stress of war. Justly or not, she feels that she has the same right to cast it aside that a man has to repudiate an agreement forced from him by the foot-pads who stop him on the highway as he goes about his legitimate business." Our contemporary may not be lieve us, but we feel deep pain that an influential American writer should have allowed himself-we will charitably suppose in the heat of the moment-to pen a sentence so utterly destructive to all political morality and international faith. If England and France are justly comparable to footpads, what was the "legitimate business" that the Czar was going about when he was arrested on his course-when his legions were hurrying forward to seize on the capital of an inoffensive neighboring power, and the cruel massacre of Sinope was perpetrated in the eyes of indignant and wondering Europe? We cannot in these columns argue upon the merits of this 'legitimate business,' or the way the Czar went about it; but one word more as to the respect shown by Russia, and by our American contemporary, for what he calls a "paper compact." England has been accused of rapacity in the East, and one of the most "rapacious" of our Indian administrators was the late Lord Auckland. Yet, in the midst of his triumphant career, with no hand to stay him, and with the political interests of England almost demanding the sacrifice, he respected the integrity of the Nizam's dominions, and explained his inaction at a critical period by observing, "There was a bit of parchment in the way!" That bit of parchment was more than a half cen-

"The late Emperor Nicholas, when arranging with an eminent English engineer for the construction of the bridge at Kieff, said to him, after some doubt had been expressed as to the satisfactory settlement of everything that had been in discussion, "On the honor of an Englishman !" at the same time holding

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, DEC. 4, 1870.

The trains of the Pennsylvania Central Rallroad leave the Depet, 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 ene 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 Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 116 Market street,

ı	WILL I COULY & SCHOOL COLL.
ł	TRAINS LEAVE DEPOT.
1	Pittsburg Express 12.11 A. N
ł	Man Train 8 00 A B
ı	Lock Haven and Elmira Express 940 A. M
ı	Paoli Accommodation, 10:10 A.M. & 1:10 and 7:10P.M
١	Fast Line
ı	Erie Express 12 40 P. N
ı	Harrisburg Accommodation 2.30 P. N
1	Lancaster Accommodation 4:10 P. N
ı	Parkesburg Train
ı	
J	Cincinnati Express 8 00 P. N
I	Erie Mail and Buffalo Express 9 50 P. M
j	Pacific Express 10 10 P. II
1	Way Passenger 11 30 P. h
ı	Erie Mail leaves daily, running on Saturda
1	night to Williamsport only. On Sunday night pa
	sengers will leave Philadelphia at 10.10 P. M.
	Cincinnati and Pacific Express leaves daily. A
	other trains daily except Sunday.
	The Western Accommodation Train runs dail

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. 116 Market street. Sunday Train No. 1 leaves Philadelphia at 8'49 A. M.; arrives at Paoli at 946 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; ar-Sunday Train No. 1 leaves Paoli at 6 50 A. M.;

-1	arrives at Philadelphia at 8'10 A. M. Sunda
d	Train No. 2 leaves Paoli at 4 50 P. M.; arrives a
1	Philadelphia at 6:20.
1	TRAINS ARRIVE AT DEPOT.
ų	Cincinnati Express 8 10 A. M
1	Philadelphia Express . 7 00 A. M
4	
	Paoli Accommodat'n, 8-20 A. M. & 3-50 & 6-40 P. M
J	Paoli Accommodatin, 8'20 A. m. & 8'00 & 0'40 P. m
3	Parkesburg Train 9.00 A. M
à	Past Line and Bunklo Express veo A. M.
S	Lancaster Train 12 00 Noon
2)	Erie Express 5'45 r'. M
	Lock Haven and Elmira Express . 5:45 P. M
ų	Pacific Express 3.25 P. M
ij	Southern Express 5:45 P. M
ı	Harrisburg Accommodation . 9:40 P. M
Я	For further information apply to
H	JOHN F. VANLEER, Jr., Ticket Agent.
511	JOHN F. VANLEER, JR., HORGE AKONE.

F. VANLEER, JR., Ticket Agent.
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE, 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.
A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA AND ERIB RAILROAD.
WINTER TIME TABLE.
On and after December 4, 1870, the trains on the Philadelphia and Eric Ratiroad will run as follows from Pennsylvania Railroad Depot, West Phila-MAIL TRAIN leaves Philadelphia . 9 40 P. M.

	THE LAND A PROPERTY AND ADDRESS OF THE PARTY
ŀ	" Williamsport . 7 25 A. M
ľ	arrives at Eric - 7.40 P. M
ł	ERIE EXPRESSieaves Philadelphia 12 20 A. M
ł	Williamsport . 8:50 P. M
l	
l	BILLY NO 128 INTO - 1 40 224 IN
Į	ELMIRA MAIL leaves Philadelphia . 9:39 A. M
I	" Williamsport 6:35 P. M
İ	" arrives at Lock Haven 7:50 P. M
l	EASTWARD.
ı	MAIL TRAIN leaves Erie 9 00 A. M
ı	" Williamsport . 10.06 P. M
١	" arrives at Philadelphia 6.50 A. M
į	ERIE EXPRESS leaves Eric 9 00 P. M
i	Williamsport 8:25 A. M
	" arrives at Philadelphia 5 30 P. M
l	
I	ELMIRA MAIL leaves Lock Haven - 8 15 A. M
	" Williamsport 9 25 A. M
ı	" arrives at Philadelphia 5 30 P. M
۱	BUFFALO EXP, leaves Williamspert 12 35 A. M
į	" Sunbury 2 30 A. M
l	arrives at Philadelphia 9:40 A. N
l	Express, Mail, and Accommodation, east and wes
ł	connect at Corry, and all west bound trains an
١	Mail and Accommodation east at Irvineton wit
1	Oil Creek and Alleghony River Ratiroad.
1	WM. A. BALDWIN,
ı	
1	General Superintendent.

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 of BROAD Street and WASHINGTON Ave-

For Port Deposit at 7 A. M. and 4:30 P. 3 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 on Saturdays only, at 2:30 P. M.
For Chadd's Ford and Chester Creek Hadroad, at 7 A. M., 10 A. M., 4:30 P. M. and 7 P. M. Saturdays only, at 2:30 P. M.
Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore.

Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4.30
P. M. coanect at Chadd's Ford Junction with the
Wilmington and Reading Railroad.

Wilmington and Reading Railroad.

Trains for Philadelphia:

Leave Port Deposit at 9-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore.

Oxford at 6-05 and 10-35 A. M. and 5-30 P. M. Sundays at 6-30 P. M. only.

Chadd's Fordat 7-26 A. M. 11-58 A. M., 3-55 P. M., and 6-49 P. M. Sundays at 6-49 P. M. only.

HENRY WOOD, General Superintendent.

RAILROAD LINES.

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

COMMENCING MONDAY, NOVEMBER 21, 1870.
Trains will leave Depot, corner of Broad street and Washington avenue, as fellows:—
Way Mail Train at 5-30 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 Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

road.

Express Train at 11.45 A. M. (Sundays excepted), for Baltimere and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castie.

Express Train at 4 P. M. (Sundays excepted), for Baltimere 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 Hun.

Night Express at 11.30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will

men'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 11'90 A. M., 2'30, 5'00, ant 7'00 P. M. The 5'00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

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 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 Con-

ral Railroad.

rai Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7'25 A. M., Way Maii; 2'35 A. M., Express; 2'35 P. M., Express; 2'35 P. M., Express; SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7'25 P. M., stopping at Magnolla, Perryman's, Aberdeen, Havre-de-Grace, Perryville, 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. 528 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

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

At 7 A. M., Mail and Accommodation, via Camden and Amboy, and at 3:30 P. M., Accommodation, via Camden, via Camden, via Camden, via Camden, via Camden, via Camden and Jersey City.

At 2 and 6 P. M., for Ambey and intermediate stations. At 7 A. M. and 3.30 P. M. for Freehold and Far-

mingdale.

At 7 and 10 A. M., 12 M., 2, 3.30, and 5 P. M. for Trenton.

EAt 7 and 10 A. M., 12 M., 2, 3.30, 5, 6, 7, and 11.30 P. M. for Bordentown, Florence, Burlington' Edgewater, Beverly, Delanco, Riverside, Riverton and Polymer. ton, and Palmyra.
At 7 and 10 A. M., 12 M., 5, 6, 7, and 11:80 P. M. for Fish House.
The 11:30 P. M. line leaves from Market Street

Ferry (upper side).
FHOM WEST PHILADELPHIA DEPOT.
At 7:30 and 9:45 A. M., 1:20, 3:10, 5:30, 6:45 and 12 M., New York Express Lines, and at 11:30 P. M., Line, via Jersey City. At 7:30 and 9:45 A. M., 1:20, 3:10, 5:30, 6:45, and 12 P. M. for Trenton. M. for Trenton. At 945 A. M. 1 20, 6:45 and 13 P. M. for Bristol. At 12 P. M. (night) for Morrisville, Tuilytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

Sunday Lines leave at 9-46 A. M., 6-46 P. M., and

PROM KENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, and 6 P. M. for Trenton and Bristol, and at 9:30 A. M. and 6 P. M. for At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.

At 7:30 and 9:30 A. M., 2:30, 5, and 6 P. M. for At 7:30 and 9:30 A. M., 2:30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 9:30 A. M., 12:30, 2:30, 5:15, 6, and 7:20 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford. Frankford.

VIA BELVIDERE DELAWARE RAILROAD. At 7:30 A. M. fer Niagara Falls, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, 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. At & P. M. for Lambertville and intermediate

stations.
FROM MARKET STREET FERRY (UPPER SIDE), VIA NEW JERSEY SOUTHERN RAILROAD At 11 A. M. for New York, Long Branch, and

At 11 A. M. for New York, Long Branch, and intermediate places.

VIA CAMDEN AND BURLINGTON COUNTY RAILROAD.

At 6.45 and 11 A. M., 1, 2.30, 3.30, 5, land 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 6.45 A. M., 2.30 and 6.30 P. M. for Lumberton and Mafford. At 6 45 and 11 A.M., 3 30, 5, and 6 30 P.M. for Smith-yille, Ewansville, Vincentown, Birmingham, and

Pemberten.
At 6 45 A. M., 1 and 3.30 P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and WM. H. GATZMER, Agent.

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

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. 28 NORTH River, foot of Murray street,
at 6:45 A. M. Accommodation and 4:30 P. M. Express.

press.

I.EAVE PHILADELPHIA,
from foot of WALNUT Street, at 7-00 A. M. Accommodation and 3-30 P. M. Express.
The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommedations, and will make the connection between New York and Sandy Hook.

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

ington avenue:—
For Port Deposit at 7 A. M. and 4:30 P. M.
For Oxford at 7 A. M., 4:50 P. M., and 7 P. M.
For Oxford Wednesdays and 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. Wednes days and 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 7 A. M. and 4:30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Palitage.

Wilmington and Reading 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 6:05 A. M., 10:35 A. M. and 5:30 P. M.
Sundays at 5:30 P. M. only.
Chadd's Fordiat 7:26 A. M., 11:55 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 for
the same.

HENRY WOOD,
General Superintendent. RAILROAD LINES.

THILADELPHIA AND READINGRAILR OAD Depot, THIRTEENTH and CALLOWHILL Streets. Until further notice trains will Leave and Arrive

For Downingtown and points on Chester Valley Railroad, take 7:30 a. m., 12:30 noon, and 4 p. m.
For Schwenksville and points on Per-klomen Railroad, take 7:30 a. m. 12:30 noon, and. 4 p. m.
For Mt. Pleasant and points on Colebrookdale Railroad take 7:30 a. m. and 4:00 p. m.
N. Y. EXPRESS FOR PITTSBURG AND WEST.
Trains leave New York at 2500 a. m. and 4:00 p.

N. Y. EXPRESS FOR PITTSBURG AND WEST. Trains leave New York at 9:00 a. m. and 5:00 p. m., passing Reading at 1:55 and 10:05 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

Trains for New York leave Harrisburg at 3:10, 3:10, and 11:45 a. m., and 2:50 p. m.

Additional train leaves New York for Harrisburg at 12 o'clock noon.

at 12 o'clock noon. For particulars see Guide Books, which can be obtained at No. 811 Chesnut street, and at all stations, without charge. Season, School, Mileage, and Commutation Tickets

at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolis, General Superintendent, Reading.
STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines,

run close to the Depot,
Baggage collected and delivered by Dungan's Baggage Express, Orders left at Depot, or at No. 225 S. GERMANTOWN AND NORRISTOWN BRANCH.

GERMANTOWN AND NORRISTOWN BRANCH,
Depot. Ninth and Green.
Trains leave for Germantown at 6, 7, 8, 8½, 9.05, 10, 11, 12 A. M.; 1, 2, 230, 3.16, 3.45, 4.05, 4.30, 5.05, 5.45, 6, 6.30, 7, 8, 9, 10.05, 11, 12 p. m. Leave Germantown, 6, 6.55, 7.30, 8, 8.20, 9, 9½, 10, 11, 12 a. M.; 1, 2, 3, 3.50, 4, 4.45, 5, 5.30, 6, 6.30, 7.8, 9, 16, 11 p. m. The 8.20 and 9.30 down trains, 2.30, 3.45, and 5.45 up trains, will not stop on the Germantown branch. On Sundays, leave at 9.15 a. m.; 2, 4.05, 7, 10.45 p. m. Leave Germantown, 8.15 a. m.; 1, 3, 6, 9.45 p. m.
Passengers taking the 6.55, 9 a. m., and 6.30 p. m. trains from Germantown, will make close connection with the trains for New York at Intersection Station. section Station. CHESNUT HILL RAILROAD .- Leave at 6, 8, 10, 12

a. m.: 2 30, 3 45, 5 45, 7, 9 and 11 p. m. Leave Chesnut Hill at 7 10, 8, 9 10, 11 40 a. m.: 1 40, 3 40, 5 40, 6 40, 8 40, 10 40 p. m. On Sundays, leave 9 15 a. m.: 2 and 7 p. m. Leave Chesnut Hill at 7 50 a. m.: 12 40, 5 40, 9 25 p. m.

FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at FOR CONSHOHOCKEN AND NORRISTOWN.—Leave & t 6, 7:30, 9, 11:05 a.m.; 1:30, 3, 4, 5, 5:30, 6:15, 8:05, 10, 11:45 p.m. Leave Norristown at 5:30, 6:25, 7, 7:45, 8:50, 11 a.m.; 1:30, 3, 4:30, 6:15, 8, 9:39 p.m. On Sundays, leave at 9 a.m.; 2:30, 4, 7:30 p.m. Leave Norristown at 7 a.m.; 1, 5:30, 9 p.m. Leave Norristown at 7 a.m.; 1, 5:30, 9 p.m. Leave Norristown at 7 a.m.; 1, 5:30, 9 p.m. Leave Norristown at 7 a.m.; 1, 5:30, 9 p.m. Leave Norristown at 7 a.m.; 1, 5:30, 9 p.m. Leave Manayunk at 6, 6:55, 7:30, 8:10, 9:20, 11:30 a.m.; 2, 3:20, 5, 6:45, 8:30, 10 p.m. On Sundays, leave at 9 a.m.; 2:30, 4, 7:30 p.m. Leave Manayunk at 7:30 a.m.; 1:30, 6:15, 9:30 p.m. Leave Manayunk at 7:30 a.m.; 1:30, 6:15, 9:30 p.m. Leave Manayunk at 7:30 a.m.; 1:30, 6:15, 9:30 p.m. Leave Plymouth.—Leave at 6 a.m. and 5 p.m. Leave Plymouth at 6:20 a.m. and 2:30 p. M.

Leave Plymouth at 6°20 a. m. and 2°30 p. M.
The 7°45 a. m. train from Norristown will not stop
at Magee's, Potts' Landing, Domino, or Schur's Lane. Passengers taking the 7-12, 9-95 a. m., and 6-30 p. m. trains from Ninth and Green streets will

ake close connections with the trains for New York at Intersection Station.

The 8:30 a. m., 12:30 and 5 p. m. trains from New York stop at Intersection Station.

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTFRIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
WINTER ARRANGEMENT.
Takes effect December 19, 1870.
Fifteen Daily Trains leave Passenger Depot,
corner of Berks and American streets (Sundays
excepted), as follows:—

excepted), as follows:—
7.00 A. M. (Accommodation) for Fort Washing-At 7:85 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazieton, Pittston, Towanda, Waverley Elmira, and in connection with the ERIE

KALLWAY for Buffalo, Niagara Falls, Rochester Cleveland, Chicago, San Francisco, and all points in the Great West 8 25 A. M. (Accommodation) for Doylestown.
9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesparre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and

town, Schooley's Mountain, and N. J. Central and Morris and Essez Railreads.

11 A. M. (Accommodation) for Fort Washington 1:15 and 5:20 and 8:16 P. M., for Abington.

1:45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2:30 P. M. (Accommodation) for Doylestown.

At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, and Coplay.

4:16 P. M. (Mail) for Doylestown.

5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6:20 P. M. (Accommodation) for Lansdale.

11:20 P. M. (Accommodation) for Fort Washington.

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

ylestown at 8.25 A. M., 4.40 and 6.35 P. M. Doylestown at 8.26 A. M., 4.40 and 6.35 P. M.
Lansdale at 7.30 A. M.
Fort Washington at 9.20 and 11.20 A. M., 3.10 P. M.
Abington at 2.35, 6.55. and 9.35 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9.30 A. M.
Philadelphia for Doylestown at 2.00 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 7 A. M.
Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.
Dec. 19, 1870.
ELLIS CLARK, Agent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
ON AND AFTER MONDAY, October 17, 1870,
Trains will leave and arrive at the Depot, THIRTYFIRST 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 attaions between Media and West Chester only at stations between Media and West Chester (Greenwood excepted). For B. C. Junction at 4.10 P. M. Stops at all sta-

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 S-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 4 P. M. 10 14

W. C. WHEELER, Superintendent. WEST JERSEY RAILROADS; FALL AND WINTER ARRANGEMENT. COMMENCING MONDAY, SEPTEMBER 19, 1870.

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. 3-15 P. M., Passenger for Cape May, Millville, and way stations below Glassboro. 3-30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations. 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. SEWELIA Superintendent.

Corn Exchange Bag Manufactory. JOHN T. BAILEY, N. E. Cor. WATER and MARKET Sts

ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly hand. Also, WOOL SACKS.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Feits, from thirty to seventy-size tuches, with Paulins, Belting, Sail Twine, etc.

No. 10 CHURCH Street (City Stores).

Incorporated 1794.

INSURANCE: INSURANCE COMPANY NORTH AMERICA.

JANUARY 1, 1870.

Charter Perpetual.

CAPITALASSETS	\$500,000
Losses paid since organization	\$28,000,000
Receipts of Premiums, 1869	.991,83745 .114,696-74
Losses paid, 1869	2,106,534·19 1,035,336·94
STATEMENT OF THE ASSETS First Mortgages on City Property. United States Government and other Loan Bonds Raliroad, Bank and Canal Stocks. Cash in Bank and Office Leans on Collateral Security. Notes Receivable, mostly Marine Premium Accrued Interest. Premiums in course of transmission Unsettled Marine Premiums. Real Estate, Office of Company, Philadel phia.	\$766,450 1,123,946 55,708 947,690 82,558 331,944 20,357 85,198 100,900
	\$2,793,591

DIRECTORS. Arthur G. Comn, Samuel W. Jones, John A. Brown, Francis R. Cope, Edward H. Trotter, Edward S. Clarke, Charles Taylor, Ambrose White, William Welsh, S. Morris Waln, John Mason, T. Charlton Henry, Alfred D. Jessup, Louis C. Madeira, Charles W. Cushman, Clement A. Griscom, ARTHUR G. COFFIN, President. CHARLES PLATT, Vice-President. MATTHIAS MARIS, Secretary. C. H. REEVES, Assistant Secretary.

1829. CHARTER PERPETUAL. 1870. Fire Insurance Company OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St. Assets Aug. 1, '70 \$3,009,888'24

INCOME FOR 1870, LOSSES PAID IN 1869, \$10,000. \$144,908 42. Losses paid since 1829 over

\$5.500,000. Perpetual and Temporary Policies on Liberal Terms.

The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and More.

The "FRANKLIN" has no DISPUTED CLAIM. DIRECTORS.

Alfred G. Baker,
Samuel Grant,
George W. Richards,
Saac Lea,
George Fales,
ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. MCALLISTER, Secretary. [2 19
THEODORE M. REGER, Assistant Secretary. Alfred G. Baker, Samuel Grant, George W. Richards, George Fales,

ASBURY LIFE INSURANCE CO. NEW YORK.

LEMUEL BANGS, President.
GEORGE ELLIOTT, Vice-Pres't and Sec'y.
EMORY McCLINTOCK, Actuary.

PENNSYLVANIA STATE AGENCY, JAMES M. LONGACRE, Manager. H. C. WOOD, JR., M. D., Medical Examiner. Office, 302 WALBUT St., Philadelphia. REV. S. POWERS, Special Agent.

JAMES M. LONGACRE, General Agent, 5 23 mwsly No. 302 WALNUT Street, Philadelphia

TOIRE ASSOCIATION INCORPORATED MARCH 17, 1820, OFFICE. No. 34 NORTH FIFTH STREET,

INSURE BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY From Loss by fire (in the City of Philadelphia only)

ASSETS, JANUARY 1, 1870, \$1,572,734 TRUSTEES.

William H. Hamilton.

Charles P. Bower, John Carrow, George I. Young, Jos. R. Lyndall, Levi P. Coats, Jesse Lightfoot, Robert Shoemaker, Peter Armbruster, M. H. Dickinson, Peter Williamson, Samuel Sparhawk, Joseph E. Schell WM. H. HAMILTON, President.

SAMUEL SPARHAWK, Vice-President, WILLIAM F. BUTLER, Secretary

THE PENNSYLVANIA FIRE INSURANCE COMPANY. Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.
This Company, favorably known to the commu-

This company, lavorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss. rity in the case of loss.

Daniel Smith, Jr.,
Isaac Hazlehurst,
Thomas Robins,
John Devereux,
I

Henry Lewis, J. Gillingham Fell, Daniel Haddock, Franklin A. Comly. DANIEL SMITH, JR., President. WM. G. CROWELL, Secretary. LAME INSURANCE COMPANY

No. 809 CHESNUT Street. INCORPORATED 1856. CHARTER PERPETUAL. CAPITAL \$200,000. FIRE INSURANCE EXCLUSIVELY. Insurance against Loss or Damage by Fire either Perpetual or Temporary Folicies.

Charles Richardson,
William H. Rhawn,
William M. Seyfert,
John F. Smith,
Nathan Hilles,
George A. West,
CHARLES RICHARDSON, President,
WILLIAM H. RHAWN, Vice-President,
WILLIAMS I. BLANCHARD Secretary.

OBJECTORS.
Robert Pearce,
John Kessler, Jr.,
Edward B. Orne,
Charles Stokes.
John W. Everman,
Mordecai Buzby.
Tasi

DIRECTORS. F. Ratchford Starr,

J. Livingston Erringer, James L. Claghorn, Wm. G. Boulton, Charles Wheeler, F. Ratchford Starr,
Naibro Frazier,
John M. Atwood,
Benj. T. Tredick,
George H. Stuart,
John H. Brown,
F. RATCHFORD STARR, President,
ALEX. W. WISTER, Secretary.
JACOB E. PETERSON, Assistant Secretary. Thomas H. Montgomer James M. Aertsen. IMPERIAL FIRE INSURANCE CO., LONDON.

ESTABLISHED 1803. Paid-up Capital and Accumulated Funda, \$8,000,000 IN GOLD. PREVOST & HERRING, Agents, No. 107 S. THIRD Street, Philadelphia

CHAS. M. PREVOST CHAS. P. HERRING BRICKMAKERS CLAY-SPADES AND TOOLS,

Cast Steel. No. 800 S. FIFTH St.

OYSTER KNIVES OF FINE

AUD FION SALES,

M THOMAS & SONS, AUCTIONEERS, NOS.

Sale at the Auction Rooms. 1
SUPERIOR HOUSEHOLD FURNITURE, PIANOS,
MITTORS, Fire-proof Safes, fine Hair Mattresses,
Feather Beds, China, Glassware, three Gunning
Boats, Stoves, fine Velvet, Brussels, and other
Corrects

Carpets, etc.
On Thursday Morning,
Dec. 29, at 9 o'clock, about 600 lots superior house. hold furniture, comprising a general assortment. 21 2

ELEGANT DIAMOND JEWELRY, WATCHES, GOLD CHAINS, ETC., ETC.
On Thursday,
Dec. 29, at 1 o'clock, at the auction rooms, will be sold diamond jewelry, viz.:—Sets ear rings and broches, solitaire and cluster rings and pins, cross studs, two solitaire diamonds weighing 2% and 3 carats, diamond and sapphire stud, gold opera and other chains, watches % and independent seconds, musical box, fine double-barrelled gun, etc. 12 27 25 ALSO,

ALSO,

For account of whom it may congern:

Se sets handsome gold jewelry.

ALSO,

Itawan silver jewelry, consisting of sets ear rings and pins, bracelets, necklaces, crosses, etc., etc. THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 1110 Chesnut street.

SPECIAL SALE OF SILVER-PLATED WARE,
TABLE CUTLERY, PARIAN GOODS, ETC.,
On Thursday morning,
At 10 o clock, at the auction store, will be sold an
assortment of fine silver-plated ware, consisting
of elegant tea services, coffee urns, walters, oyster
tureens, castors, fruit dishes, cake baskets, wine
castors, butter dishes, syrup pitchers, spoons of
every pattern, fine ivory-handle knives and forks,
silver-plated forks, ladles, etc. Also, a number of
Parian figures.

12 27 2t Parian figures.

Sale at No. 915 Chesnut street.

FIXTURES AND PART OF THE STOCK OF A
TOBACCO STORE.
On Taursday Morning,
At 11 o'clock, at 915 Chesnut street, will be sold
the shelving, shew case, awning, stove, and other
fixtures; also meerschaum pipes and cigar holders,
smoking and chewing tobacco, eigarettes, briar
pipes, cigars, match safes, matches, etc, etc.

It

Sale at No. 1110 Chesnut street.

HANDSOME WALNUT PARLOR AND LIBRARY SUITS IN PLUSH, REPS, AND HAIR CLOTH; Oak and Wainut Dining-Room and Chamber Furniture, 3 Rosewood Plano-Fortes, 400 Yards New Brussels Carpets, Large and Small Mantel and Fier Glasses, Bookcases, Wardrobes, Office Tables and Chairs, Silver-Pinted Ware and Cutlery, Paintings, Engravings, China, Glassware, Spring and Hair Mattresses, Stoves, Etc., Etc.

On Friday Morning,
At 9 o'clock, at No. 1110 Chesnut street, will be sold a large and elegant assortment of new and second-hand household furniture, carpets, mirrors, mattresses, pianos, plated ware, and cutlery, pic-

mattresses, planes, plated ware, and cutlery, pic-tures, china, glassware, stoves, etc., etc. ROSEWOOD PIANO-FORTES.

At 1 o clock will be sold three rosewood planes, NEW BRUSSELS CARPETS. Also, 400 yards of new Brussels carpets and --yards of Axminster carpets, slightly damaged by

MARTIN BROTHERS, AUCTIONEERS, Sale for the German Sanitary Fair.

HANDSOME FURNITURE, SIXTY BBLS, SUPERIOR FAMILY AND BAKERS FLOUR, TWO
FIRE-PROOF SAFES, AND OTHER GOODS.

On Thursday afternoon,

Dec. 29, at 5 o'clock, at the Hortbultural Hall, Broad street, above Spruce, without reserve, handsome furniture, magnificent etageres, two superior fire-proof safes, six hundred pounds family and bakers flour, and other valuable goods.

The Adams Express Company's SALE OF FIFTEEN HUNDRED SNCLAIMED PACKAGES. Thursday and Friday,

Dec. 29 and 50, at 10 o'clock, at the auction rooms. Bunting, Durborow & Co., Auctioneers, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

LAST SALE FOR THIS SEASON OF BRITISH, FRENCH, GERMAN. AND DOMESTIC GOODS, On Thursday Morning, [12 23 4t] December 29, at 10 o'clock, on four months' credit.

BY BARRITT & CO., AUCTIONEERS.
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra
charge. CONCERT HALL AUCTION ROOMS, No. 1819 T. 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 CITY BAZAAR AND TATTERSALL'S,
No. 1126 RACE Street.
Regular Auction Sale of Horses, Wagons, Harness, Etc., every Taursday, commencing at 10 o'clock A. M. No postponement on account of the weather.

Weather.

Gentlemen's private establishments disposed of at public or private sale to the best advantage, and a general assortment of Hoises, Carriages, Harness, Etc., to suit the need of all classes of pur-chasers, constantly on hand. Carriages taken on Storage.

Superior Stabling for Horses on sale or at livery.
Outside Sales solicited and promptly attended to.
Liberal advances made on Horses, Carriages, and
larness.
DOYLE & NICHOLS. Auctioneers.

ENGINES, MACMINERY, ETO. PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MACHINISTS, 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, high and low pressure, Iron Boilers, Water Tanks, Propellers etc. respectfully offer their services. Propellers, etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizess, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every pared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubularand Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, secrew Cutting, and all other work connected with the above business.

Drawings and specifications for all work done the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-toom for The subscribers have ample want doctround to repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc., etc., for raising heavy or light weights.

JACOB C. NEAFIE,

JOHN P. LEVY,

BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO., PHILADELPHIA, PA.,

Manufacture Plain and Galvanized

WROUGHT-IRON PIPE
and Sundries for Gas and Steam Fitters, Plumbers,
Machinists, Railing Makers, Oil Refiners, etc.

WORKS,
TWENTY-THIRD AND FILBERT STREETS,
OFFICE AND WAREHOUSE,
81 No. 42 N. FIFTH STREET.

COAL. ANTERACITE COAL,

Per Ton of 2210 Lbs., Delivered, LEHIGH-Furnace, \$7.25; Stove, \$7.50; Nat, \$6.25. SCHUYLKILL-Furnace, \$6-50; Stove, \$6-75; Nut.

SHAMOKIN-Grate, \$6:50; Stove, \$6:75; Nut, \$5:75.

EASTWICK & BROTHER, Yard corner TWENTY-SECOND Street and WASH-1xGTON Avenue. [8 20 rptf

Office No. 228 DOCK Street. ROTHERMEL & MANNING. EHIGH AND SCHUYLKILL COAL,

Depot N. E. Corner NINTH and MASTER. Omces, { 43 South THIRD Street, 10 19 tf

\$4.75 FOR A LONG TON OF NUT COAL, Yard, TWENTY-SECOND Street and WASHING-TON AVERUE.