## BENEDETTI.

EXPLANATIONS OF HIS POSITION AND THE AFFAIR AT EMS-CONFERENCES WITH BISMARCK-THE SPANISH THRONE-NO RESPONSIBILITY OF THE PRESENT WAR-MOBILIZATION OF THE PRUSSIAN ARMY-BISMARCK'S SCHEMING.

The following is a translation of an interesting communication from M. Benedetti, late French Ambassador at the Court of Berlin:-

#### FROM THE YEAR 1860.

\* \* \* In 1860 I was suddenly ordered to Turin to expedite the reunion to grance of Savoy and Nice, as unforeseen obstacles had occurred to it. Switzerland reclaimed Chablais and Faucigny, and it may be recollected that the press of England, speaking on behalf of the public and of the Government, gave its unanimous support to this claim. Piedmont, on its part, trusted that those complications, which it sought to aggravate for its own object, would lead us to give up to the county of Nice the country of Garibaldi and a portion of Italian territory. Leaving Paris on March 20, I signed on the 24th the cession treaty with M. Cayour, who was not unconscious of the difficulties which this act would create for him.

## CONFERENCES WITH BISMARCK.

On the 9th of July, 1866, six days after the battle of Sadowa, I was ordered by telegraph to rejoin the Prussian headquarters, and do all I could to persuade the King of Prussia to agree to an armistice. At the Prussian headquarters in Moravia I had several conferences with M. de Bismarck, and after these I went to Vienna, which place I reached on the 15th. On the 20th the plenipotentiaries of the two belligerent powers, by my endeavors, signed under the walls of that capital preliminaries of peace, upon the basis of the integrity of the Austrian empire.

## SENT TO EMS.

Finally, when I was sent to Ems, what were my instructions? They were to obtain the regunciation of the Prince of Hohenzollern to the crown of Spain, which he had accepted with the full consent of the King of Prussia. Was I successful in my representations, which on this occasion were addressed personally to a powerful monarch, proud, and justly so, of his success? Yes, most assuredly. I was engaged four days in negotiating and in soothing susceptibilities, and carried out the duty which was entrusted to me.

#### THE PRINCE OF HOHENZOLLERN AND THE SPANISH THRONE.

Prince Antoine had intimated to the Cabinet of Madrid the renunciation of his son. and the King, in informing me of it, was desirous that I should be made aware of it, and that I should communicate to Paris that he had given his acquiescence as sovereign and head of the family. Deeming these conces-sions insufficient, some members of the Legislative Body wished to question the government, asserting that it was necessary to obtain from Prussia an engagement that no Prince of the House of Hohenzollern should for the future consent to mount the throne of Spain. The question was in truth postponed: but the purport of it was made known from the tribune, and the Minister, thinking it indispensable in the excited state of the public mind to carry out the view which he had suggested, sent me fresh instructions to act in that sense.

#### RESPONSIBILITY OF THE PRESENT WAR,

Was such a guarantee necessary? Was the agitation which pervaded all classes of the people earnest and sincere? 'Could not the national feeling be restrained or appeased in some other way? These are questions which be cleared up some time or other, and

the mobilization of the Prussian army, and hence it is I am forced to reject a responsibility which in no respect fails upon me. I will only state that I had with me as military attache Baron Stoffel, colonel of artillery, an officer of great merits, whose duty it was to attend to the orders issued by the War Minister at Berlin, but in bearing testimony to the distinguished manner in which he always performed his duty I prefer laying before the public official documents, where those desirons of knowing the truth will be able to find it, and be surprised at their having, per-baps, believed statements so utterly unworthy their confidence.

### NOTHING OF THE PRETENDED TREATY.

You will observe that I have said nothing on the subject of the pretended treaty, which I had taken upon myself to submit to the ap-proval of M. de Bismarck. I have already given explanations on this subject, and will return to it once more in the publication which I have announced. If instead of successes the Prussians had met with reverses. the reputation of the Chancellor of the North would not have outlived an act so outrageously disloyal. But victory covers all eccentricities or excuses them. But fate has not yet spoken its last word, and if fortune should again smile on us, if the controversy with Russia should become complicated, certain embassies, such as those of London or Brussels, would appear less prudent than they are deemed to be at present, and you would perhaps find strong proof that the design to unite Belgium to France, as I have affirmed, is entirely a Prussian conception.

## THE SCHEMING OF BISMARCK.

After all what does the scheming of M. de Bismarck prove? Only this, that in entering into relations with him one was exposed to mistakes which could not be foreseen, and against which one could not guard without damaging one's reputation. But have the chances of war been in any way lessened? Was the attitude of the other powers in any way affected? Assuredly not. To speak only of England, is it not broadly asserted that she blamed our resolution from the day on which we declared war, and before know ing anything of the piece the principal part in which was reserved for the journal of the city? I should never finish if I were to say all I wished to say, so I stop. Excuse these details. I shall enlighten you more fully when the time comes for giving an explana-BENEDETTI. tion to the public.

#### THE SECRET FRANCO-PRUSSIAN TREATY-IM-PORTANT EVIDENCE AGAINST M. BENEDETTI.

The recent statement of M. Benedetti, late French Minister at Berlin, published in the London Standard, regarding the authenticity of the famous secret treaty, and the part he had in the same, renders the opinion of Mr. Bancroft on the subject very interesting. Concerning this notable matter, he wrote to Secretary Fish as follows:-AMERICAN LEGATION, BERLIN, July 27, 1870.

-Sir:-To-day I have to send you an authentic copy of one of the most remarkable documents ever framed by a European statesman. Some time ago (the exact date is uncertain) M. Benedetti, the French ambassador, proposed to Count Bismarck, at a time when France was in profound peace with England and with Belgium, to enter into an offensive and defensive alliance for the purpose of gaining the consent of France for the union of Germany on the one side, and the consent of Germany to the annexation of Belgium and Luxemburg to France on the other. You may rely implicitly on the an-thenticity of the document of which I enclose a copy, for I have seen the original, in

## RAILROAD LINES.

PHILABELPHIA, WILMINGTON. AND BAL-TIMORE RAILROAD.-

TIMORE RAILROAD.— TIME TABLE. COMMENCING MONDAY. NOVEMBER 21, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:— 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 Har-rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-road.

road. Express Train at 11.45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wil-mington, Perryville, 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-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11:30 P. M. (Daily), for Balti-

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

man's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 11'45 A. M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11'90 A. M., 2'80, 5'00, ant 7'00 P. M. The 5'00 P. M. train connects with Dela-ware Railroad for Harrington and Intermediate stations. 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 ac-commodation 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 Cenral Railro

ral Railroad. From Baltimore to Philadelphia.—Leave Balti-more 7.26 A. M., Way Maii: 9.35 A. M., Express; 2.35 P. M., Express; 7.25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7.25 P. M., stopping at Mag-nolla, Perryman's, Aberdeen, Havre-de-Grace, Per-weille, Charlestorn, North Fact Filter, Nameric

ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-

wood, and Chester. 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

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 be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Unien 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., Mall and Accommodation, via Cam-den and Amboy, and at 3:30 P. M., Accommoda-tion, via Camden and Jersey City. At 2 and 6 P. M., for Amboy and intermediate sta.

tions.

At 7 A. M. and 3.30 P. M. for Freehold and Far-

mingdale At 7 and 10 A. M., 12 M., 2, 8.30, and 5 P. M. for

Trenton.

TAt 7 and 10 A. M., 12 M., 2, 8:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington' Edgewater, Beverly, Delanco, Riverside, Riverton, and Palmyra, At 7 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 WEST PHILADELPHIA DEPOT. At 7:30 and 9:45 A. M., 1:20, 3:10, 5:30, 6:45 and 12 P. 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, 5:39, 6:45, and 12 P. M. for Trenton. At 9:46 A. M. 1:20, 6:45 and 13 P. M. for Bristol. At 12 P. M. (night) for Morrisville, Tailytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg, and Frankford. Sunday Lines leave at 9:45 A. M., 6:45 P. M., and Sunday Lines leave at 9.45 A. M., 6 45 P. M., and 12 night.

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

Bristol.

RAILROAD LINES.

DHILADELPHIA AND READINGRAILE OAD Depot, THIRTEENTH and CALLOWHILL Streets, Until further notice trains will Leave and Arrive

as folows :--TRAINS LEAVE. 

TP. M. 7.25

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., connect-ing at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc. Sleeping cars accompany these trains through be-tween Jersey City and Pittsburg without change. Trains for New York leave Harrisburg at 3:10, 8:10, 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. 511 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 Bag-

rage 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, 3:15, 3:45, 4:05, 4:30, 5:05, 5:45, 6, 6:30, 7, 8, 9, 10:05, 11, 12 p. m. Leave Ger-mantown, 6, 6:55, 7:30, 8, 3:20, 9, 9½, 10, 11, 12 a. M. ; 1, 2, 3, 3:50, 4, 4:45, 5, 5:30, 6, 6:30, 7, 8, 9, 10, 11 p. m. The S-20 and 9:30 down trains, 2:30, 3:45, and 5:45 p. trains, will not store on the Germantown branch

m. The S 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 clowe connection with the trains for New York at Inter-

Connection with the trains for New York at Inter-section Station. CHESNUT HILL RAILBOAD.—Leave at 6, 8, 10, 12 a. m.; 2·30, 3·45, 5·45, 7, 9 and 11 p. m. Leave Ches-nut Hill at 7·10, 8, 9·10, 11·40 a. m.; 1·40, 8·40, 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 6·70, 9, 11·05 a. m.; 1·30, 3, 4, 5, 5·30, 6·15, 8·05, 10,

FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 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, 9:30 p. m. On Sun-days, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Nor-ristown at 7 a. m.; 1, 5:30, 9 p. m. FOR MANAYUNK.—Leave at 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 Manayunk at 6, 6:55, 7:30, 8:10, 9:20, 11:30 a. m.; 2, 3:30, 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 7:40 a. m.; 1:30, 6:15, 9:30 p. m. FOR 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 irom Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane. Passengers taking the 7-12, 9-05 a. m., and 6-30 p. m. trairs from Ninth and Green streets will

p. m. trains from Ninth and Green streets will make 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. DENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, DEC. 4, 1870.

AFTER 8 P. M., SUNDAY, DEC. 4, 1870. The trains of the Fennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket 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 Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 115 Market street, will receive attention.

INSURANOEI INSURANCE COMPANY NORTH AMERICA. JANUARY 1, 1970. Charter Perpetual Incorporated 1794. 

STATEMENT OF THE ASSETS. 55,70 947,62 Cash in Bank and Office Loans on Collateral Security. Notes Receivable, mostly Marine Premiums Accrued Interest. Premiums in course of transmission. 89.005 331,944 29,357 85,199 100,900 phia.....

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M THOMAS & SONS, AUCTIONNERS, NOS. 139 and 141 S. FOURTH Street.

THOMAS BIRCH & SON, AUCTIONBERS AND COMMISSION MERCHANTS, No. 1119 Cam-NUT Street; rear entrance No. 1107 Sansom street.

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 For-niture, 3 Rosewood Plano-Fortes, 400 Yards New Brussels Carpets, Large and Small Mantel and Pier Glasses, Bookcases, Wardrobes, Office Tables and Chairs, Silver-Plated Ware and Cutlery, Paintings, Ebgravings, 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, carpeta, mirrors, mattresses, plancs, plated ware, and cutlery, ple-tures, china, glassware, stoves, etc., etc. ROSEWOOD PIANO-FORTES. At 1 o'clock will be sold three rosewood planos.

At 1 o'clock will be sold three rosewood planes. NEW BRUSSELS CARPETS. Also, 400 yards of new Brnssels carpets and — yards of Axminster carpets, slightly damaged by fire. 12 28 2t

Sale for the German Sanitary Fair. HANDSOME FURNITURE, SIXTY BBLS, SU-PERIOR FAMILY AND BAKERS' FLOUR, TWO FIRE-PROOF SAFES, AND OTHER GOODS. On Thursday afternoon, Dec. 29, at 5 o'clock, at the Horticultural Hall, Broad street, above Spruce, without reserve, hand-some 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 UNCLAIMED

PACKAGES. Thursday and Friday,

Dec. 29 and 30, 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.

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. 1510 CHESNUT Street.

niture at dwellings. Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thurs-

day. 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, Har-ness, Etc., every Thursday, commencing at 10 o'clock A. M. No postponement on account of the weather.

o clock A. M. No postponement on account of the weather. Gentlemen's private establishments disposed of at public or private sale to the best advantage, and a general assortment of Hotses, Carriages, Har-ness, Etc., to suit the need of all classes of pur-chasers, constantly on hand. Carriages taken on Storage.

Superior Stabiling for Horses on sale or at livery. Outside Sales solicited and promptly attended to. Liberal advances made on Horses, Carriages, and larness. DOYLE & NICHOLS, 10 19 tf Auctioneers.

C IRCUS AT AUCTION. Great sale of Circus property at Raleigh, N. C., on MONDAY, January 59, 1871, consisting of the

entire Stock and Fixtures of Dr. James L. Thayer's New Circus, lately travelling in the South; every-

12 Platform Spring Wagons, nearly new. Ticket Wagon; Performers' Wagon, nearly new. Band Wagon, Concord built, nearly new; cost

\$1500. Advertising Wagon, Pole Wagon, Poles, Seats, and everything required for canvas. 25 sets Double Harness, almost new. 20 Bridles and Saddles, almost new.

A complete outfit of Entree Dresses, for ladies,

men, and horses; Pads for horses, etc.; Instru-ments for brass band, and other articles too nume-

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

ranteed. The subscribers have ample wharf dock-toom for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls,

safety, and are provided with shears, olocis, fail etc. etc., for raising heavy or light weights. JACOB C. NEAFIE, JOHN P. LEVY, 8 15; BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,

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Manufacture Plain and Galvanized WROUGHT-IRON PIPE and Sundries for Gas and Steam Fitters, Plumbers, Machinists, Ralling Makers, Oll Refiners, etc. WORKS,

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RAILROAD LINES.

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 KON Wast Chester at 745 and 11-20 A M 9-20

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 Chester and Chester A. 1990 (1990) (19900) (19900) (19900) (19900) (1990) (1990) (19900)

(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 8'40 A. M. Stops at all

ON SUNDAY-Leave Philadelphia at 3:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and 4 P. M.

WEST JERSEY RAILBOADS

WEST JERSEY RAILROADS: FALL AND WINTER ARRANGEMENT: COMMENCING MONDAY, SEPTEMBER 19, 1876. Trains will leave Philadelphia as follows; --From foot of Market street (upper ferry). 845 A. M., Passenger for Bridgeton, Salem, Swedesbore, Vincland, Millville, and way stations. In 45 A. M., Woodbury Accommodation. 3 15 P. M., Passenger for Bridgeton, Salem, way stations below Glassboro. 3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations. 5:30 P. M., Accommodation for Woodbury, Glass-boro, Clayton, and intermediate stations. Freight Train leaves Camden daily, at 12 M. WILLIAM J. SEWKLL, Superintendent.

COTTON SAIL DUCK AND CANVAS, OF ALT onumbers and brands. Tent, Awaing, Trank and Wagon-cover Duck. Also, Paper Manufac-turers' Drier Feits, from thirty to seventy-elz inches, with Paulins, Belting, Sail Twine, etc. JOHN W. EVERMAN, No. 10 CHURCH Street (City Storent)

TUMBRELLAS-CHEAPEST INTHE CITY DIXON'S. No. 21 8. BIGHTH Street. 10 11 mil

ONE DOLLAR GOODS FOR 95 CENTS

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W. C. WHEELER, Superintendent.

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thing necessary for a first-class circus:-

3 first-class trained Pad Horses. 2 Trick Mules, the best in the business.

Carriages taken on Storage.

42 first-class Horses, 8 first-class Ring Horses,

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rous to mention.

CHESNUT Street. T. A. MCOLELLAND, AUCTIONEER. Personal attention given to sales of household far-

BROTHERS, AUCTIONEERS, -No. 704 Chesnut street.

[12 28 2t

Auctioneers.

MARTIN

then it will be seen whether the opposition members were justified in declining to take their share in the responsibility of the present war. What I can affirm beyond fear of contradiction is, that I successfully carried out my first instructions, and protected peace from the danger with which it was threatened by the candidature of Prince Leopold, although new demands were made which led us fatally into war. That will be shown by the reports which I sent from Ems to the Government of the Emperor, and which will close the series of papers which I propose to publisb.

#### NO ONE INSULTING OR INSULTED AT EMS.

During this mission, as well as during those which preceded it, I received instructions exclusively from the Foreign Minister, according to which I shaped my conduct and my language. I never had the honor of a private correspondence with the Emperor, and, contrary to positive assertions, his Majesty always abstained from addressing his demands directly to me. You may not be inclined to believe it, but I solemnly assure you of the truth of what I say, and my proposed publication will clearly show it. I will add, since you wish it, that at Ems there was no one either insulting or insulted, and that the King himself was surprised when he was made acquainted with the unfounded statements in several journals which were mistakenly supposed to have been made by eyewitnesses.

#### A TRUST NOT BETRAYED.

In giving you these details I do not seek to deceive myself, or hope to convert prejudiced people or to disarm political opponents. It is not likely, after having overturned the empire, that they will show themselves just and true to one of its most devoted servants. I will prove to them, you will see, that in good faith or in bad faith they have put error in the place of truth. Nevertheless, they will cease to assert that I have betrayed the trust reposed in me by the nation. But there will still be honest and impartial people in the world, and history happily is not made by contemporaries. The next generation of writers will exhaust every source of information-will scrutinize all opinious; and it is fitting that materials should be prepared for them by opposing anthentic statements and undeniable facts to interested and deceptive assertions.

THE MOBILIZATION OF THE PRUSSIAN ARMY.

What is it that the public will not swallow? Among the privates, and even among some of the officers of our army, who hunt after causes for our defeats, it is regarded as certain that Prussia began to mobilize her army in June-that is to say, several weeks before war was declared; that she was successful in concealing the completion of this step from me, and that I had given no hint of it at Paris and that we were thus surprised by the enemy in the midst of the measures we were taking to begin a campaign. That is absurd, false, and impossible. You know, in fact, that Prussia only summoned her reserves when we announced in the sitting of the 18th July our resolution to claim by force of arms the security which was refused us, and that it is foolish to suppose that some hundreds of thousands of men could be brought to serve at one time without the fact becoming known to the public and the press. Yet some will have it, among whom are those who have suffered from the hardships of the war, that our disasters ought to be attributed partly to the Ambassador who knew not and did not warn us of

the handwriting of Benedetti, which handwriting is very well known to me. As an expression of contempt for the restraints of international law, the document may rank with the late declaration of war by the Emperor against Prussia: but it has, moreover, the character of a defiance of Great Britain.

I remain, sir, yours sincerely,

.

GEORGE BANCROFT. HAMILTON FISH, Esq., Secretary of State.

RAILROAD LINES.

N ORTH PENNSYLVANIA RAILROAD-THE SHORT MIDDLE ROUTE TO THE LI HIGH AND WYOMING VALLEYS, NORTH-EF N PENNSYLVANIA, SOUTHERN AND IN-TI RIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. WINTER ARRANGEMENT. Takes offect December 19, 1870.

Takes effect December 10, 1870. Fifteen Dally Trains leave Passenger Depot, corner of Berks and American streets (Sundays

excepted), as follows:-7.00 A. M. (Accommodation) for Fort Washing-

ton. At 7:36 A.M. (Express), for Bethlehem, Easton, Al-lentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, Elmira, and in connection with the ERIE RAILWAY for Buffalo, Nizgara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

a the Great West.
s 25 A. M. (Accommodation) for Doylestown.
s 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauen Chunk, Williamsport, Mahanoy
Oity, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and
Morris and Essoy Railreads.
11 A. M. (Accommodation) for Fort Washington
1.16 and 5:20 and 8 15 P. M., for Abington.
1.46 P. M. (Express) for Bethlehem, Easton, Allentown, Mauen Chunk, Mahanoy Uity, Wilkesbarre, Pittston, and Lazleton.
2:80 P. M. (Accommodation) for Doylestown.
At 3:20 P. M. (Bethlehem Accommodation) for

At 320 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.

11:80 P. M. (Accommodation) for Fort Washing-

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

Depot." TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 56, and 10.85 A. M.; 2.15, 5.06, and

Potential at a second second

THE PHILADELPHIA AND BALTIMORE CEN-TRAL 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-

nuc: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.4
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, at 2\*30 P. M.4
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

Trains leaving Philadelphia at 10 A. M. and 4.30 P. M. connect at Chadd's Ford Junction with the 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 10.85 A. M. and 6.30 P. M. Sun-days at 5.30 P. M. only, Chadd's Ford at 7.26 A. M. 11.55 A. M., 3.55 P. M., and 6.49 P. M. Sundsys at 6.49 P. M. only. HENRY WOOD, General Superintendent.

Bristol. 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 Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction. At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 and 9:30 A. M., 12:30, 2:30, 5:15, 6, and 7:20 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

Frankford.

Frankford. VIA BELVIDERE DELAWARE RAILROAD. At 7:30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scrantop, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc.

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

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

Intermediate places. VIA CAMDEN AND BURLINGTON COUNTY BAILROAD.

At 6:45 and 11 A. M., 1, 2:30, 3:30, 5, and 6:80 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 Medford.

and Medford

At 6 45 and 11 A. M., 3 30, 5, and 6 30 P. M. for Smith-yille, Ewansville, Vincentown, Birmingham, and

Pemberten. At 645 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hightstown. Dec. 12, 1870. 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 and

AN EXPRESS TRAIN

in the Afternooon 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,

press.

LEAVE PHILADELPHIA,

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

THE PHILADELPHIA AND BALTIMORE CEN-TRAL 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., 4:30 P. M., and 7 P. M. For Oxford Wednesdays and Saturdays only at

9:30 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 Railroad. Trains for Philadelphia leave Port Deposit at 9'25 A. M. and 4'25 P. M., on arrival of trains from Balti-more.

More. 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., 11.58 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 for the same. Canada 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. Canada Structure for the same f General Superintendent, 10 3

TRAINS LEAVE DEPOT. Pittsburg Express . . . 12.11 A. M. 8.00 A M. 9.40 A. M. Mail Train . Lock Haven and Elmira Express . 940 A. Paoli Accommodation, 10 10 A.M.& 1 10 and 7 10P. Paoli Accommodation, to to A. A. & A. Fast Line Eric Express Harrisburg Accommodation Lancaster Accommodation Parkeeburg Train Cincinnati Express Eric Mail and Buffalo Express .12 40 P. M. 12 40 P. M. 2.80 4·10 P 5·30 P 8.00 P Market street. Sunday Train No. 1 leaves Philadelphia at 8:49 A. M.; arrives at Paoli at 9:46 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; ar-rives at Paoli at 7:40 P. M. Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:20. TRAINS ARRIVE AT DEPOT. Cincinnati Express

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Harrisburg Accommodation . 9.40 P. M. For iurther information apply to JOHN F. VANLEER, JE., Ticket Agent. No. 901 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. A. J. OASSATT, 4 29 General Superintendent, Altoona, Fa.

PHILADELPHIA AND ERIB RAILROAD. WINTER TIME TABLE. On and after December 4, 1870, the trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphts:-MAIL TRAIN leaves Philadelphia WESTWARD. MAIL TRAIN leaves Philadelphia 940 P. M. "Williamsport 725 A. M. arrives at Erie 740 P. M. ERIE EX PRESS leaves Philadelphia 1220 A. M. "Williamsport 850 P. M. arrives at Erie 740 A. M. ELMIRA MAIL leaves Philadelphia 930 A. M. "Williamsport 635 P. M. "Arrives at Lock Haven 750 P. M. EASTWARD.

ELMIRA MAIL leaves Look Haven - 8 15 A. M. Williamsport 9 25 A. M. arrives at Philadelphis 5 30 P. M.

" arrives at Philadelphis 5 30 P. M. BUFFALO EXP. ieaves Williamsport 12:35 A. M. " Sunbury - 2:30 A. M. " arrives at Philadelphis 9:40 A. 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.

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, Bon" Dust, Etc. Large and small GUNNY BAGS constantly hand, Also, WOOL SACES,

INCORPORATED MARCH 17, 1820. ENGINES, MACHINERY, ETO. OFFICE, PENN STEAM ENGINE AND BOILER WORKS,-NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MA-CHINISTS, BOILER-MAKERS, BLACKSMITHS, NO. 84 NORTH FIFTH STREET, INSURE 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, high and low pressure, from Boilers, Water Tanks, Propellers, etc. 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 pro-pared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubniar and Cylinder Bollers of the best Pennsylvania Charcoal tron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, screw Cutting, and all other work connected with the above business. Drawings and specifications for all work done BUILDINGS, HOUSEHOLD FURNITURE, ANZ MERCHANDISE GENERALLY From Loss by fire (in the City of Philadelphia only) ASSETS, JANUARY 1, 1870, \$1,572,733

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