NOTES OF THE WAR.

BOURBAKI'S ARMY IN THE EAST.

The movement of General Bourbaki and the Lyons army against the forces of General Werder in the Vosges mountains, is one of the most formidable expeditions which the French have set afoot, and promises greater success than either the march from the North under Faidherbe, or from the West under Chanzy. The Bordeaux correspondent of the London *Standard*, writing on December 18, says in regard to the force in the East:—

"I hear that from Toulon, on the 15th instant, no less than 6000 men went forward, and there is no doubt that Toulon, Marseilles, and Lyons are furnishing very large contingents. The last two towns would between them be able to send forward 50,000 men. Bourbaki's army, two days after the retreat from Orleans, was 70,000 strong. It is now probably nearly double that force, and if its advance be delayed for another fortnight, it will probably be nearly 200,000 strong."

GEN. CHANZY'S ARMY AT LE MANS.

The army of General Chanzy, which was lately driven from the Loire, has apparently concentrated at Le Mans, the most important railway station west of Paris; and here his forces have been greatly increased, preparatory to the proposed advance upon the capital. The Le Mans correspondent of the London *Standard*, writing on December 20, thus speaks of Chanzy's numbers and their appearance:—

"From what I can make out, General Chanzy has about 60,000 men with him, and there are at least 100,000 here, so that the French ought to make a good stand, for the troops I have seen here are, on the whole, a very fine body of men, and, if well led, ought certainly to defeat the 60,000 Prussians who are advancing on this place. From what I can make out, the great want of the French is artillery, and their officers hint that what they have is not made the most use of. An engineer officer, who was at the battle of Beaune la Rolande, told me that forty guns were allowed to remain on the plateau that commanded Beaune without firing a shot, and columns of infantry were hurled at the village without a shell being thrown into it, and the Prussians having strongly fortified the place, the French were repulsed with dreadful loss, although the guns referred to might have knocked the whole place to pieces in half an hour.

"The appearance of the men whom I saw to-day was most pitiable—their arms, useless from rust; many without boots; several completely done up; the cavalry even, if possible, in a worse state than the infantry. In many cases, the soldier helped the horse, not the horse the soldier, to cover the ground; for the wretched animals, hardly able to crawl along, had to be led through the streets by their owners. As to the artillery, they were to be seen nowhere. True, I caught sight of a few nondescript field-guns, but gunners to use them I utterly failed to observe. The only men who really seemed in anything like a fair condition were a regiment of gendarmes. Both they and their horses looked very well; but they have, I should think, been spared as much as possible, seeing that they are the best corps France at present possesses."

PROVISION SUPPLY IN PARIS.

The captured staff officers of the Saxon Crown Prince related, on their release, that they had been sumptuously entertained in Paris, and it was inferred by some correspondents, whose letters we have published, that there was plenty in Paris. The London *Times* correspondent in the capital intimates that the "delicacies of the season" are still to be had by those in the secret, but that the general supply of good food is sufficient is not proved by this sort of evidence. The correspondent alluded to says, under date of December 14:—

"Those who have the courage to go to the restaurants can still get meat, without stint as to quantity, and by no means bad as regards quality. At first-class restaurants—such as the Voisin—one finds either beef or so good an imitation of it that it is impossible, with all one's skepticism on the alert, to detect the forgery. I have been told, in answer to my inquiries how meat could still be got, that a great number of private speculators, many of them belonging to the so-called poor classes, have contrived, either on the sly or on some plausible pretext, to keep a cow or sheep up to the last moment, in order to sell to the *restaurateurs* ready to pay high prices. Among rich people the amount of private provisions stowed away is said to be very great. They astonish occasional acquaintances by offering at breakfast, quite as a matter of course, fresh butter, eggs, milk, and perhaps cold beef or a chicken. It is at first hard to repress the uncharitable suspicion that they must be in secret communication with Versailles, but the mystery vanishes when one learns that one's host had the forethought, when the siege was about to commence, to fill a garret with poultry, and find a quiet corner, out of reach of inquisitive eyes, in which to stow away a cow. I hear that the Government agents are beginning to ferret out these supplies—rather indiscreetly, however, commencing by asking significant questions about them, instead of quietly seizing them as soon as the right moment for confiscation arrives."

A WOULD-BE SUICIDE.

Singular Finale of a Dinner.

The San Francisco *Bulletin* of December 26 says:—About 5 o'clock last evening a young man named Massett went into Saulmann's restaurant, on California street, and, seating himself at one of the tables, ordered a sumptuous repast, and proceeded to devour it with evident satisfaction. He ate in such quantity and such varieties that the tablets of the waiter's memory by 7 o'clock contained an entry against him of $2·50 food alone. He was regarded as a hearty eater even for Christmas time, but no one advised him to stop work. When it was thought he was near the end, he ordered a bottle of wine costing $2. The waiter concluded that it was time to financier a little, and brought him a $1·50 bottle.

The young man poured and drank off about two-thirds of the contents, and then coolly leaning back in his chair, drew a single-barreled pistol from his pocket, and placing the muzzle in his mouth, fired. Several persons rushed to him, but he arose, and one of the attendants supported him on his feet. As soon as he could clear the blood out of his throat and mouth he began to express his surprise that a leaden pistol bullet could be shot through a man's mouth and lodge in his brain without even stunning him. He refused to give his name or any reason for his act.

As he continued to bleed profusely, and the crimson current fell on the furniture and carpet, he was asked by some one connected with the establishment why he did not go out on the sidewalk before he shot himself, and was reminded that he had done a very improper thing. He seemed to accede to the reasonableness of the suggestions. On examination it was discovered that the bullet had grazed the roof of his mouth, cut the palate, and descended probably with the remainder of his repast. From the office he was taken to the station-house for safe-keeping.

He said thought he had a "dead sure thing," and had he even dreamed of failure he would have used a blunderbuss. He declared he had experienced much trouble, and deemed that death was the best way to end his misfortunes; but he added that he was ashamed to have it known that he failed. He is said to be a relative of Stephen Massett, and is a young man of respectable appearance and of good address. When it was suggested to him that his palate was shot off or severed, he quietly retorted, "I don't care about that, but this blood has spoiled my trousers."

—The Welsh people in and about Utica held an "Eisteddfod"—a meeting to encourage knowledge—on Monday, and the N. Y. *Herald* is quite enthusiastic in its description of it. Prominent among the decorations about the hall was a banner bearing the soul-inspiring national motto, *Y dduaig goch a ddyry gychwyn*, supplemented on either side by the words, *Tan nawdd Duw, a phob daioni.*

ART AT THE CAPITAL.

Insulting the Goddess of Liberty.

The Pittsburg *Chronicle* of last evening contains the following communication:—

The paragraph in your paper which gives the result of an interview between a reporter and Clark Mills, the sculptor, is quite accurate, as to the damaging interference of Jefferson Davis, then Secretary of War, with the design and form of the statue of Liberty, which was intended to grace the pinnacle of the Capitol dome, instead of disfiguring it as it now does.

As a member of the Committee on Capitol Buildings and Grounds I consulted with Clark Mills as to the feasibility of removing from the head of Liberty the abominable conglomeration of eagle's claws and ostrich feathers which had the effect of converting the Goddess into an Indian squaw.

Mr. Mills agreed that it might be done, and ought to be. I then had the following resolution put through the committee, and reported the same to the House, but could not get it up because of the rush at the close of the session. I think it probable that if I could have had an opportunity of explaining the object of and reasons for the resolution it would have passed by a large vote:—

STATUE OF LIBERTY.

Mr. McKnight—I ask the consent of the House to report, from the Committee on Public Buildings and Grounds, a joint resolution directing the architect of the Capitol extension to have removed from the bronze statue of Liberty the nondescript ornament on its head, before it is elevated to its position on the dome of the Capitol.

Mr. Holman objected.

Mr. McKnight moved to suspend the rules.

The rules were not suspended, two-thirds not having voted therefor.

When I afterwards explained to Judge Holman the reasons for the resolution, he said had he known them before he would not have objected, but it was too late to bring it up again—and the statue, which now misrepresents liberty and does represent Jeff. Davis' venom and hostility thereto—was allowed to be placed in its present position.

I hope at some future day to see the object of my resolution accomplished—although at much cost, trouble, and hazard which I strove to avoid. Respectfully,

ROBERT MCKNIGHT.

AN INTERESTING PHENOMENON.—In a note to page 138, volume I, of Humboldt's "Cosmos," there is the following reference to an interesting phenomenon that occurs about this time in the year:—"There is another thing which I recommend to the observation of mathematical men, which is, that in February, and for a little before and a little after that month (as I have observed several years together), about 6 in the evening, when the twilight hath almost deserted the horizon, you shall see a plainly discernible way of the twilight striking up towards the Pleiades, and seeming almost to touch them. It is so observed any clear night, but it is best *illac nocte*. There is no such way to be observed at any other time of the year (that I can perceive), nor any other way at that time to be perceived darting up elsewhere; and I believe it hath been and will be constantly visible at that time of the year; but what the cause of it in nature should be I cannot yet imagine, but leave it to future inquiry."

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RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Le-coultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S,

No. 115 TENTH Street, below Chesnut.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR 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:—

7·00 A. M. (Accommodation) for Fort Washington.

At 7·35 A. M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley Elmira, and in connection with the ERIE RAILWAY 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, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington

1·15 and 5·20 and 8 15 P. M., for Abington.

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

3·30 P. M. (Accommodation) for Doylestown.

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

4·15 P. M. (Mail) for Doylestown.

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

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

11·30 P. M. (Accommodation) for Fort Washington.

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 55, and 10·35 A. M.; 2·15, 5·05, and 8·25 P. M.

Doylestown at 8·25 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 4·00 P. M.

Tickets sold and baggage checked through to principal points at Main's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

Dec. 19, 1870. ELLIS CLARK, Agent.

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

FROM WALNUT STREET WHARF.

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

At 2 and 6 P. M., for Amboy and intermediate stations.

At 7 A. M. and 3·30 P. M. for Freehold and Farmingdale.

At 7 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.

At 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 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 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, 5·30, 6·45, and 12 P. M. for Trenton.

At 9·45 A. M. 1·20, 6·45 and 12 P. M. for Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

Sunday Lines leave at 9·45 A. M., 6 45 P. M., and 12 night.

FROM KENSINGTON DEPOT.

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.

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 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.

VIA BELVIDERE DELAWARE RAILROAD.

At 7·30 A. M. for 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 5 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 intermediate places.

VIA CAMDEN AND BURLINGTON COUNTY RAILROAD.

At 6·45 and 11 A. M., 1, 2·30, 3·30, 5, and 6·30 P. 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., 3·30 and 6·30 P. M. for Lumberton and Medford.

At 6 45 and 11 A. M., 3 30, 5, and 6·30 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 6 45 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

Dec. 12, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA AND ERIE 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 Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia	9 40 P. M.
" " Williamsport	7 25 A. M.
arrives at Erie	7·40 P. M.
ERIE EXPRESS leaves Philadelphia	12·20 A. M.
" " Williamsport	8·50 P. M.
" arrives at Erie	7·40 A. M.
ELMIRA MAIL leaves Philadelphia	9·30 A. M.
" " Williamsport	6·35 P. M.
" arrives at Lock Haven	7·50 P. M.

EASTWARD.

MAIL TRAIN leaves Erie	9·00 A. M.
" " Williamsport	10·05 P. M.
" arrives at Philadelphia	6·50 A. M.
ERIE EXPRESS leaves Erie	9·00 P. M.
" " Williamsport	8·25 A. M.
" arrives at Philadelphia	5·30 P. M.
ELMIRA MAIL leaves Lock Haven	8 15 A. M.
" " Williamsport	9·25 A. M.
" arrives at Philadelphia	5 30 P. M.
BUFFALO EXP. leaves Williamsport	12·35 A. M.
" " Sunbury	2 30 A. M.
" arrives at Philadelphia	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.

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 Afternoon from each end of the route.

THE EXPRESS TRAIN

will be furnished with

SPLENDID PALACE CARS.

NO CHANGE OF CARS

BETWEEN PHILADELPHIA AND SANDY HOOK. ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—

LEAVE NEW YORK,

from Pier No. 28 NORTH River, foot of Murray street, at 6·45 A. M. Accommodation and 4·30 P. M. Express.

LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7·00 A. M. Accommodation 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.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN *in a style unsurpassed by any Hotel in America.*

Fare between Philadelphia and New York.....$3·00

" " " " Long Branch... 2·50

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

6 27 C. L. KIMBALL, Superintendent

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD

Depot, THIRTEENTH and CALLOWHILL Streets.

Until further notice trains will Leave and Arrive as follows:—

TRAINS LEAVE.	A. M.	TRAINS ARRIVE.	A. M.
Read'g&Allent'n Way	7·30	Pottstown Accom....	9·15
Harrisb'g&Potts'e Ex	8·15	Read'g & Pottsv'e Ac.	10·20
Phila. & Potts'e Way Train.....	12·20		P. M.
	P. M.	Harrisb'g&Potts'e Ex	1·00
Harrisb'g&Potts'e Ex	3·30	Phila. & Pottsv'e W. Train.....	4·20
Pottstown Accommo.	4·00	Harrisb'g&Potts'e Ex	7·00
Read'g& Potts'e Ac.	4·45	Harrisbg, Pottsville, and Allentown Ac.	9·10
ON SUNDAYS.	A. M.	ON SUNDAYS.	A. M.
To Reading.....	8·00	From Pottsville.....	12 35
	P. M.		P. M.
To Pottsville.....	3·15	From Reading.....	7·25

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.

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-kiomen 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 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, 8·10, and 11·45 a. m., and 2·50 p. m.

Additional train leaves New York for Harrisburg 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. Nicolls, 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. Fourth street.

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, 2 30, 3·15, 3·25, 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 50, 4, 4·45, 5, 5·30, 6, 6·30, 7, 8, 9, 10, 11 p. m. The 8·20 and 9·20 down trains, 2·30, 3·45, and 5·15 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.

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, 10·30 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, 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 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.

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 7·30 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.

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, 9·05 a. m., and 6·30 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. 11

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JANUARY 1, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Pittsburg Express	12·31 A. M.
Mail Train	8·00 A. M.
Lock Haven and Elmira Express	9·40 A. M.
Paoli Accommodation,	10·10 A. M. & 4·10 and 7·10 P. M.
Fast Line	12·40 P. M.
Erie Express	12·40 P. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Buffalo Express	9·50 P. M.
Pacific Express	10·10 P. M.
Paoli Accommodation, No. 4	11·10 P. M.

Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 10·10 P. M.

Cincinnati and Pacific Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.

Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6 20.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	7 00 A. M.
Erie Mail	7·00 A. M.
Paoli Accommodat'n,	8·20 A. M. & 3·50 & 6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·50 A. M.
Lancaster Train	12·20 P. M.
Erie Express	5·45 P. M.
Lock Haven and Elmira Express	5·45 P. M.
Pacific Express	3·25 P. M.
Southern Express	5·45 P. M.
Harrisburg Accommodation	9·40 P. M.
Paoli Accommodation, No. 4	10·20 P. M.

For further information apply to

JOHN F. VANLEER, Jr., Ticket Agent. No. 901 CHESNUT Street.

FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street.

SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania 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, General Superintendent, Altoona, Pa.

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WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

ON AND AFTER MONDAY, October 17, 1870, Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

FROM PHILADELPHIA

For West Chester at 7·45 and 11·20 A. M., 2·30, 6·15, and 11·30 P. M. Stops at all stations.

For West Chester at 4·40 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted).

For B. C. Junction at 4·10 P. M. Stops at all stations.

FOR PHILADELPHIA

From West Chester at 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.

10 14 W. C. WHEELER, Superintendent.

WEST JERSEY RAILROADS.

FALL AND WINTER ARRANGEMENT. COMMENCING MONDAY, SEPTEMBER 19, 1870.

Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry).

8·15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations.

11·45 A. M., Woodbury Accommodation.

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.

5·30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.

Freight Train leaves Camden daily, at 12 M.

WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE 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 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

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

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

Night Express at 11·30 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 take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 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 Philadelphia. 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 Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·25 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 Magnolia, 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 and intermediate stations at 8·00 A. M.; returning, left West Grove at 3·55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

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 Washington avenue:—

For Port Deposit at 7 A. M. and 4·30 P. M.

For Oxford at 7 A. M., 4·30 P. M., and 7 P. M.

For Oxford 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. Wednesdays 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 Baltimore.

Oxford at 6·05 A. M., 10·35 A. M. and 5·30 P. M. Sundays at 5·30 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 for the same.

HENRY WOOD, General Superintendent.

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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 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 on Saturdays only, at 2·30 P. M.

For Chadd's Ford and Chester Creek Railroad, at 7 A. M., 10 A. M., 4·30 P. M. and 7 P. M. Saturdays only, at 2·30 P. M.

Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4·30 P. M. connect at Chadd's Ford Junction with the Wilmington and 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 5·33 P. M. Sundays at 5·30 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 at 6·49 P. M. only.

HENRY WOOD, General Superintendent.

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