PROPOSALS. NITED STATES MAILS. PENNSYLVANIA. POST OFFICE DEPARTMENT. WASHINGTON, Sept. 30, 1870.

PROPOSALS for conveying the Mails of the United States from July 1, 1871, to June 30, 1872, on the following routes in the State of Pennsylvania, will be received at the contract Office of the Department until S.P. M. of March 1, 1871, to be decided by March 30 following:—

2065 From Butler, by North Oakland, Barnhart's Mills, Baldwin, and Bruin, to Lawrenceburg, 22 miles and back, three times a week, Leave Butler Monday Wednesday and Friday.

Leave Butler Monday, Wednesday, and Friday, Arrive at Lawrenceburg by 4 P. M.: Leave Lawrenceburg Tuesday, Thursday, and Saturday, at 7:30 A. M.;

Saturday, at 7:30 A. M.;
Arrive at Butler by 4 P. M.
2610 From Liberty Corners, by Storr's Mills, to New
Bra, 11 miles and back, once a week.
Leave Liberty Corners Saturday at 8 A. M.;
Arrive at New Bra by 12 M.;
Leave New Era Saturday at 1 P. M.;
Arrive at Liberty Corners by 5 P. M.

2684 From Bedford to Downingsville (Imiertown P. O.), 6 m les and back, twice a week. Leave Bedford Tuesday and Friday at 3 P. M.; Arrive at Imlertown by 5 P. M. Leave Imiertown Tuesday and Friday at S A.

Mr.;
Arrive at Bedford by 10 A. M.
From West Bingham, by Blugham Centre and
Bingham, to Spring Mills (N. Y.), 7 miles and
back, twice a week. Leave West Bingham Tuesday and Saturday at Arrive at Spring Mills by 5 P. M.: Leave Spring Mills Tuesday and Saturday at 12

Arrive at West Bingham by 2 P. M. 2636 From Pottstown to Cedarville (no office), miles and back, three times a week by schedule satisfactory to the postmaster at

2637 From Oxford, by Mount Vernon, Colerain, Kirkwood, Forestdale, and Bartville, to Christiana, 18 miles and back, three times a Leave Oxford Tuesday, Thursday, and Satur-day at 1 P. M.; Arrive at Christiana by 6 P. M.; Leave Christiana Tuesday, Thursday, and Saturday at 7 A. M.;

Arrive at Oxford by 12 M.

This route is supposed to be covered by existing service, and, if so, will not be let.

2638 Frem Horton's, by Rochester's Mills (no office), to Brady, 12 miles and back, once a week.

Leave Horton's Saturday at 8 A. M.; Arrive at brady by 11 A. M.; Leave Brady Saturday at 1 P. M.; Arrive at Horton's by 4 P. M.

Proposals for more frequent service invited.
2639 From Osceola Mills, by Houtzdale and Madera,
to Smith's Mills, 15 miles and back, twice a Leave Osceola Mills Tuesday and Saturday at 7 Arrive at Smith's Mills by 12 M. : Leave Smith's Mills Tuesday and Saturday at 1

Arrive at Osceola Mills by 6 P. M. 2640 From Hanlin Station, by Eldersville (no office) and Independence, to Bethany (W. Va.), 16 miles and back, once a week. Leave Hanim Station Saturday at S A. M.; Arrive at Bethany by 12 M.; Leave Bethany Saturday at 1 P. M.

Arrive at Hanlin Station by 5 P. M. Proposals for more frequent service invited. 2641 From Troy Centre (no office) to Tryonville, 6 miles and back, once a week. Leave Troy Centre Saturday at 10 A. M.; Arrive at Tryonville by 19 M.; Leave Tryonville Saturday at 1 P. M.;

Arrive at Troy Centre by 3 P. M. roposals invited for service twice a week, on Wednesday and Satorday. 2642 From Flicksville (no office) to Penargii (no Bidders will state distance and proposed schedule of arrivals and departure.

2643 From Coopersburg, by Lanark, Limeport, Stinesburg, and Zion Hill (no office), to Coopersburg, 18 miles, three times a week, equal to 9 miles and back, three times a Leave Coopersburg Tuesday, Thursday, and Saturday at 12 M. Arrive at Coopersburg by 6 P. M.
From Dixon, by East Lemon (no office), to
Pierceville, 6 miles and back, three times a

Leave Dixon Tuesday, Thursday, and Saturday at 7 A. M. Arrive at Pierceville by 9 A. M. Leave Pierceville Tuesday, Taursday, and Sa-

turday at 10 A M.
Arrive at Dixon by 12 M.
2645 From Milroy to Siglerville (no office), 3 miles
and back, three times a week, by a schedule

satisfactory to the postmaster at Sigler 2646 From Sandy Lake, by North Sandy and French Creek, to Utica, 11 miles and back, twice a week. Leave Sandy Lake Tuesday and Saturday at 3

P. M. Arrive at Utica by 6 P. M.; Leave Utica Tuesday and Saturday at 7 A. M.; Arrive at Sandy Lake by 10 A. M. Proposals for an additional weekly trip on Thursday invited.

Thursday invited.

2647 From - lillertown, by Coffman's (no office),
Uhi's Store (no office), Barnes' Hotel (no
office), and Miller's Store (no office), to MoRee's Haif Falls, 18 miles and back, once a week.
Leave Millerstown Saturday at 6 A. M.;
Arrive at McKees Half Falls by 12 M.;
Leave McKee's Half Falls Saturday at 1 A. M.
Arrive at Millerstown by 7 P. M.

2648 From Edge Bill Station (no office), by Fitzwateriown. Jarrettown, and Three Tons, to Prospectville, S miles and back, six times a week, by a schedule making close connections at Edge Hill Station with regular mail

trains. 2649 From Newport, by Acker's Store (no office) and Montgomery's Ferry, to Liverpool, 15 miles— only that part of the route from Newport to Montgomery's Ferry will be let, 10 miles and back, once a week.
Leave Newport Saturday at 3 P. M.;
Arrive at Montgomery's Ferry by 6 P. M.;
Leave Montgomery's Ferry Saturday at 7-30

Arrive at Newport by 19 30 A. M.
From Tobyhanna Mills to South Sterling,
miles and back, once a week. Leave Tobyhanna Mills Saturday at 1 P. M.; Arrive at South Sterling by 4 P. M.; Leave South Sterling Saturday at 7 A. M.;

Arrive at Tobyhanna Mills by 10 A. M.
2651 From North East, by Greenfield, to Wattsburg, 16 miles and back, once a week. Leave North East Saturday at 2 P. M.; Arrive at Wattsburg by 6 P. M.; Leave Wattsburg Saturday at 6 A. M.; Arrive at North Bast by 10 A. M. roposals for an additional trip on Tuesday in-vited.

2652 From Herrickville, by James Mittens (no office), and William Nesbits (no office), to Rummer-field Creek, 5 miles and back, three times a week, in close connection with railroad mail trains, by a schedule satisfactory to the post-

masters.

2653 From Wyalusing, by Lime Hill, Ballebay (no office), and Camp School-house, to Herrick, 10 miles and back, three times a week.

Leave Wyalusing Tuesday, Thursday, and Saturday, at 11-30 A. M.—or after arrival of mail train:

Arrive at Herrick by 2 30 P. M.; Leave Herrick Tuesday, Thursday, and Saturday, at 7 A. M.;
Arrive at Wyalusing by 10 A. M.
2654 From Russell Bill to Kelserville (no office), 2% miles and back, once a week, by a schedule

miles and back, once a week, by a schedule satisfactory to the postmaster.

2655 From Phoenixville, by Pickering and West Pikeland, to Chester Springs, 7 miles and back, three times a week.

Leave Phoenixville Tuesday, Thursday, and Saturday at 12 M.;

Arrive at Chester Springs by 2 P. M.;

Leave Chester Springs Tuesday, Thursday, and Saturday at 6:30 A. M.;

Arrive at Phoenixville by 8:30 A. M.

2656 From Cochransville to Londonderry, 2% miles and back, three times a week, by a schedule satisfactory to the Postmaster at Londonderry.

2657 From Lanark to Allentown, 4 miles and back,

2657 From Labers to Abentown, 4 miles and back, three times a week, by a schedule satisfactory to the Postmaster at Labars.

2658 From Trunkeyville to Fagundus Forest (no office), 1 mile and back, three times a week, by a schedule satisfactory to the Postmaster.

2659 From Carrolltown, by Nicktown and Kimnfell's, to Pine Flats, 13 miles and back, once

Leave Carrolltown Saturday at S A. M.; Arrive at Pine Plats by 19 M.; Leave Pine Flats Saturday at 1 P. M.; Leave Pine Flats Saturday at 1 P. M.;
Arrive at Carrolitown by 5 P. M.;
From Central office, in Philadelphia, to the following named sub-offices, from October 1,
1871, to June 30, 1872, viz.: Somerton, Byberry, Holmesburg, Olney, Tacony, Bustleton, Fox Chase, Milestown, Oxford Church,
Torresdale, Verree's Mill, and Wheat Sheaf,
twice daily, except Sunday, in each direction,
or oftener if required, by a schedule satisfactory to the postmaster at Philadelphia, and
the whole service and means of transporta-

tion to be under his direction.
Rate per annum to be stated in bids.
2001 From Liberty, by Brittonwood (no office) and

Steam Valley (no office), to Trout Run, 15 miles and back, once a week. Leave Liberty Saturday at 7 A. M.; Arrive at Tront Run by 12 M.; Leave Trout Run Saturday at 1 P. M.; Arrive at Trout Run by 6 P. M. Proposals invited for more frequent service.

Proposals must be to carry the mail with "celerity, certainty, and security," using the terms of the law, and they must be guaranteed by two responsible persons, certified to as such by a postmaster

sible persons, certified to as such by a postmaster or judge of a court of record.

No pay will be made for trips not performed, and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth the compensation for the trip is subject to forfeiture. Fines will be imposed, unless the delinquency be satisfactorily explained, for neglecting to take the mail from or into a post-office; for suffering it to be injured, deinto a post-office; for suffering it to be injured, de stroyed, robbed, or lost; and for refusing, after de-mand, to convey the mail as frequently as the contractor runs, or is concerned in running, vehicles on the route. The Postmaster-General may annul the contract for disobeying the post-office laws or the instructions of the Department. He may alter the schedule of departures and arrivals, and also order an increase of service by allowing therefor a provata increase on the contract pay. He may also curtail or discontinue the service in whole or in part. at a proportionate decrease of pay, allowing as ful indemnity to the contractor one month's extra com pensation on the amount of service dispensed with, and a pro rata compensation for the service retained and continued. Bids should be addressed to the "Second Assistant Postmaster-General, super-scribed "Proposals, State of Pennsylvania," and

sent by mail For forms of proposals, etc., and other informa-tion, see advertisement of October 31, 1867, and of this date, in pamphlet form, at the principal offices.

JOHN A. J. CRESWELL, 19 eod tM1 Postmaster-Genera'.

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

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

INCOMB FOR 1870, LOSSES PAID IN 1869.

Losses paid since 1829 over

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

The Company also issues policies upon the Repts of all kinds of Buildings, Ground Rents, and Morr gages.
The "FRANKLIN" has no DISPUTED CLAIM.

Alfred G. Baker, Samuel Grant, George W. Richards, George Fales,

DIRECTORS,
Alfred Fitler,
Thomas Sparka,
William S. Grant,
Thomas S. Ellis, Holinas S. Mills, Gustavus S. Benson.

ALFRED G. BAKER, President.

GEORGE FALES, Vice-President.

JAMES W. MCALLISTER, Secretary. [2 19]

THEODORE M. REGER, Assistant Secretary.

\$144,908.42

## **ASBURY** LIFE INSURANCE CO NEW YORK.

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

JAMES M. LONGACRE, MANAGER FOR PENNSYLVANIA AND DELAWARE,

Office. 302 WALBUT St., Philadelphia. H. C. WOOD, Jr., Medical Examiner. 5 23 mwslm REV. S. POWERS, Special Agent.

FIRE 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, \$1,572,733 TRUSTEES.

William H. Hamilton, Charles P. Bower, Jesse Lightfoot, Robert Shoemaker, John Carrow, George I. Young, Jos. R. Lyndall, Levi P. Coats, Samuel Sparhawk, Peter Armbruster, M. H. Dickinson, Peter Williamson,

Joseph E. Schell WM. H. HAMILTON, President. SAMUEL SPARHAWK, Vice-President. WILLIAM F. BUTLER,

THE PENNSYLVANIA FIRE INSURANCE Incorporated 1825—Charter Perpetual, No. 510 WALNUT Street, opposite Independence This Company, favorably known to the commo This Company, favorably known to the commu-nity for over forty years, continues to insure against loss or damage by fire on Public or Private Build-ings, 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 ena-bles them to offer to the insured an undoubted seen city in the case of loss.

rity in the case of loss.

Daniel Smith, Jr.,
Isaac Hazlehurst,
Thomas Robins, Thomas Smith, Henry Lewis, J. Gillingham Fell, Daniel Haddock, John Devereux, Franklin A. Comly. DANIEL SMITH, JR., President. WM. G. CROWELL, Secretary.

FAME 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 Policies. DIRECTORS.
Robert Pearce,
John Kessler, Jr., Charles Richardson, Charles Accardson,
William H. Rhawn,
William M. Seyfert,
John F. Smith,
Nathan Hilles,
George A. West,
CHARLES RICHARDSON, President,
WILLIAM H. RHAWN, Vice-Presider
WILLIAMS I, BLANCHARD Secretary.

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.
OMOG S. W. COT., FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES INSUED. 

J. Livingston Erringer,
James L. Claghorn,
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Charles Wheeler,
Thomas H. Montgomer
James M. Aertsen.
RR. President. F. Ratchford Starr, Ratemord Starr,
Naibro Frazier,
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George H. Stuart,
John H. Brown,
F. RATCHFORD STARR, President.
THOMAS H. MONTGOMERY, Vice-President.
ALEX W. WINTER, Secretary.

ALEX. W. WISTER, Secretary.

JACOB E. PETERSON, Assistant Secretary. IMPERIAL FIRE INSURANCE CO., LONDON.

ESTABLISHED 1808. Paid-up Capital and Accumulated Funds, #8,000,000 IN GOLD. PREVOST & HERRING, Agents, No. 107 S. THIRD Street, Philadelphia CHAS. P. HERRING CHAS. M. PREVOST

COTTON SAIL DUCK AND CANVAS, OF ALT C numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Feltz, from thirty to seventy inches, with Panlins, Belting, Sail Twine, etc.

No. 16 CHURCH Street (City Stores).

## RAILROAD LINES.

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 8:30 P. M., Accommodation, via Camden. via Camden and Jersey City.

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

At 7 A. M. and 3:80 P. M. for Freehold and Far-mingcale, At 7 and 10 A. M., 13 M., 2, 8:30, and 8 P. M. for Trenten.

BAt 7 and 10 A. M., 12 M., 2, 8:30, 6, 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., 6, 6, 7, and 11 80 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 9:46 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 9:46 A. M., 1:20, 3:10, 5:30, 6:48, and 12

P. M. for Trenton.
At 946 A. M. 140, 645 and 13 P. M. for Bristol.
At 12 P. M. (night) for Morrisville, fullytown,
Schenck's, Eddington, Cornwells, Torresdale,
Holmesburg Junction, Tacony, Wissinoming,
Bridesburg, and Frankford. Sunday Lines leave at 9.46 A. M., 6 45 P. M., and FROM RENSINGTON DEPOT.

At 7-30 A. M., 2-30, 8-30, 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 80 and 9 30 A. M., 2 30, 5, and 5 F. M. for Schenck's, Eddington, Cornwells, Torresdate, and 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, 5, and 7'30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford. Frankford.

VIA SELVIDERE DELAWARE RAILROAD. At 7-20 A. M. for Niagara Falls, Buffato, Dunkirk, Elmira, Rochester, Syracusa, Great Bend, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. anti 8:30 P. M. for Scranton, Stroudsburg, Water Gap, Beividere, Easton, Lambertville, Flemington, etc. At & P. M. for Lambertville and intermediate FROM MARKET STREET PERRY (UPPER SIDE),

VIA NEW JERSHY SOUTHERN KAILSOAD At 11 A. M. fer New York, Long Branch, and intermediate places.
VIA CAMDEN AND BURLINGTON COUNTY BALLBOAD. At 6.46 and 11 A. M., 1, 2.30, 3.30, 8, and 6.30 P. M., nd 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 80 P. M. for Lumberton

At 6 45 and 11 A.M., 8 30, 8, and 6 30 P.M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 6 46 A. M., 1 and 8 80 P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and WM. H. GATZMER, Agent. Dec. 12, 1870.

PHILADELPHIA, WILMINGTON. AND BAL-OOMMENGING MONDAY, NOVEMBER 91, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as fellows:-Way Mail Train at 8:30 A. M. (Sundaysexcepted), 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 Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail

road.

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

Express Train at 4 P. M. Sindays excepted), for Bettimere and Washington, stopping at Chester, Tharlow, Linweed, Clayment, Wilmington, Newport, Stanton, Newark, Eikton, 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 Baitl-more and Washington, stopping at Chester, idn-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-mania and Magnelia. 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 11-90 A. M., 2-30, 5-00, and the property of the prop

7:00 P. M. The 5:00 P. M. train connects with Dela-ware 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 Å. 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 Censul Patitroed.

P. M. will connect at Lamokin Junction with the 700 A. M. and 420 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7.26 A. M., Way Maii; 9:35 A. M., Express; 2:36 P. M., Express; 7:26 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 Supdays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3:56 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 Unien Transfer Company.

H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—
The trains on the Philadelphia and Brie Railroad will run as follows from the Pennsylvania Railroad Depot, West Philadelphia:—

MAIL TRAIN leaves Philadelphia. 9:40 P. M.
"Williamsport. 7:25 A. M.
arrives at Erie. 7:40 P. M. errives at Erie. 740 P. M.
ERIE EXPRESS leaves Philadelphia 1220 A. M.
Williamsport. 8 50 P. M.
740 A. M. ELMIRA MAIL leaves Philadelphia 930 A. M.
Williamsport 635 P. M.
Williamsport 750 P. M. 

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE OF HOURS.
On and after MONDAY, Cotober 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. 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 9'95 A. M. and 4'25 P. M., on arrival of trains from Haltimore. Oxford at 605 A. M., 1035 A. M. and 530 P. M. Sundays at 530 P. M. only.
Chadd's Fordist 726 A. M., 1158 A. M., 355 P. M., and 649 P. M. Sundays 649 P. M. only.
Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case he responsible for an amount exceeding one

case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

10 3 General Superintendent,

RAILROAD LINES.

THILADRIPHIA AND READING RAILROAD Depot, THIRTEENTH and CALLOWHILL Streets, Until further notice trains will Leave and Arrive TRAINS LEAVE. A. M. TRAINS ARRIVE. A. M. Read'g& Allent'n Way 7:30 Pottstown Accom.... 9:15
Harrisb'g& Potts'e Ex S:15 Read'g & Pottsv'e Ac.10:7)

To Pottsville,..... 3.15 From Reading ...

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale R 4iroads,
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. 511 Chesnut street, and at all stations, without charge.
Season, School, Mileage, and Commutation Tickets scasol, School, Mieage, and Committation Tickets at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Foarth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading. STREET CAES.—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.

Depot. Ninth and Green. Trains leave for Germantown at 6, 7, 8, 8%, 9-05, 10, 11, 12 A. M.; 1, 2, 230, 3-15, 3-45, 4-05, 4-30, 5-05, 5-05, 5-05, 6-00, 7, 8, 9, 10-05, 11, 12 p. m. Leave Germantown, 6, 6-55, 7-30, 8, 8-20, 9, 9\lambda, 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, 4-95, 7, 19-45 p. m. Leave Germantown, 8:15 a. m.: 1, 3, 6, 9:45 p. m.
Passengers taking the 6:55, 9 a. m., and 6:20
p. m. trains from Germantown, will make close
connection with the trains for New York at Inter-

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, 640, 840, 1040 p. m. On Sundays, leave 948 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 750 a. m.; 1240, 540, 925 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,

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. 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 6, 5:50, 6:45, 8:05, 10, 11:45 p. m. Leave Manayunk at 6, 5:55, 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.; 9:30, 4, 7:30 p. m. Leave Manayunk 1, 7:30 a. m. m.; 2:30, 4, 7:30 p. m. Leave Manayunk at 7:30 a. m.

FOR PLYMOUTH.—Leave at 6 a. m. and 5 p. m. Plymouth at 6-20 a. m. and 2-30 p. M. Leave Plymouth at 6-20 a. m. and 2-30 p. M.

The 7-35 a. m. train 4 roin Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane.

Passengers taking the 7-12, 2-05 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.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JANUARY 1, 1870.
The trains of the Pennsylvania Central Railroad
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 one square of the

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 depet. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

will receive attention.
TRAINS LEAVE DEPOT.
Pittsburg Express Mail Train
Lock Haven and Elmira Express
Paoli Accommodation, 10 10 A.M. & 1 10 and 7 10 P.
Fast Line
Eric Express
Harrisburg Accommodation
Lancaster Accommodation Lancaster Accommodation
Parkesburg Train
Cincinnati Express
Eric Mail and Buffalo Express 4-10 F 

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. Cincinnati Express Philadelphia Express 7 co A. M. Erie Mail 7 co A. M. Paoli Accommodat'n, 8 20 A. M. & 8 50 & 6 40 P. M. 9.50 A. M. aneaster Train Erie Express Lock Haven and Elmira Express 6.46 P.

Lock Haven and Elmira Express . 545 P. M.
Pacific Express . 325 P. M.
Southern Express . 545 P. M.
Southern Express . 545 P. M.
Harrisburg Accommodation . 540 P. M.
Pacific Express . 545 P. M.
Harrisburg Accommodation . 540 P. M.
Pacific Express . 545 P.

owner, unless taken by special contract. General Superintendent, Altoona, Pa.

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., 2-20,
6-15, and 11-20 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).

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 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and 4 P. M. W. C. WHEELER, Superintendent,

WEST JERSEY BAILBOADS. 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.
11-46 A. M., Woodbury Accommodation.
3-15 P. M., Passenger for Dridgeton, Salem, way stations below Glassboro.
2-30 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.

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHEEN AND INTERIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
WINTER ARRANGEMENT.
Takes effect brownber 19, 1870.

Takes effect December 19, 1870.
Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—
7-90 A. M. (Accommodation) for Fort Washing-At7.88 A.M. (Express), for Bethlehom, Easton, Al

At7-85 A.M. (Express), for Bethlehem, Easton, Aliontown, Mauch Chunk, Wilkesbacre, Williamsport, Mahancy City, Harleton, Pittston, Towanda,
Waverley, Elmira, and inconnection with the ERIE
RAILWAY for Buffalo, Niagara Falls, Rochester,
Cleveland, Chicago, San Francisco, and all points
in the Great West

8.26 A. M. (Accommodation) for Doylestown.
9-45 A. M. (Express) for Bethlehem, Easton, Alientown, Mauch Chunk, Williamsport, Mahancy
City, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and
Morris and Esseg Railreads.

L. A. M. (Accommodation) for Fort Washington

1: A. M. (Accommodation) for Fort Washington 1:15 and 5:20 and 8:18 P. M., for Abington. 1:45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauen Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazloton.

230 P. M. (Accommodation) for Doylestown.
At 220 P. M. (Bethlehem Accommodation) for
Bethlehem, Easton, Allentown, and Coplay.
4:18 P. M. (Mail) for Doylestown,
5:00 P. M. for Bethlehem, Easton, Allentown,
and March Chunk and Mauch Chunk.
6 20 P. M. (Accommodation) for Lansdale.
11-36 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 65, and 10 85 A. M.; 2 15, 5 05, and 8 25 F. M.

28 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 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 CHARK, Agent.

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-

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. Satur-days 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 Vilmington and Reading Railroad. Trains for Philadelphia:-

Leave Port Deposit at 9.25 A. M. and 4.25 P. M., Oxford at 6:05 and 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. Sundsys at 6°49 P. M. only.

HENRY WOOD, General Superintendent.

LUMBER. SPRUCE JOIST. 1871 1871 HEMLOCK! SEASONED CLEAR PINE. SEASONED CLEAR PINE.

CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS, RED CEDAR. FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING, VIRGINIA FLOORING. DELAWARE FLOORING.
ASH FLOORING.
WALNUT FLOORING.
FLORIDA STEP BOARDS.
RAIL PLANK.

1871 WALNUT BOARDS AND PLANK. 1871 WALNUT BOARDS, WALNUT BOARDS, WALNUT PLANK.

1871 UNDERTAKERS' LUMBER. 1871 RED CEDAL WALNUT AND PINE. SEASONED POPLAR. SEASONED CHERRY. 18/1 WHITE OAK PLANK AND BOARDS,

HICKORY. CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW.

CAROLINA SCANTLING, CAROLINA H. T. SILLS, NORWAY SCANTLING. 1871CEDAR SHINGLES. 1871 MAULE, BROTHER & CO., No. 2500 SOUTH Street. 116

NEL PLANE, ALL THICKNESSES.— COMMON PLANE, ALL THICKNESSES.— 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS,
YELLOW AND SAP PINE FLOORINGS, 14 and
SPRUCE JOIST, ALL SIZES,
HEMLOCK JOIST, ALL SIZES,
PLASTERING LATH A SPECIALTY,

Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 11 30 cm No. 1715 RIDGE Avenue, north of Poplar St.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACCHINISTS, 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. 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 description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all descriptions, Roll Turning, serew Cutting, and all other work connected with the above business.

Drawings and specifications for all work done the establishment free of charge, and work gua ENGINES, MACMINERY, ETO. the establishment free of charge, and work gua The subscribers have ample wharf dock-room for 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. 8 160 GIRARD TUBE WORKS AND IRON CO. PHILADELPHIA, PA.,

Manufacture Plain and Galvanized 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.

PASTON & MCMAHON, BHIPPING AND COMMISSION MERCHANTS, No. 2 COENTIES SLIP, New York,
No. 1s SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT STREET, Baltimore.
We are prepared to ship every description of
Freight to Philadelphia, New York, Wilmington, and
intermediate points with promptness and despatch.
Canal Boats and Steam-tags furnished at the shortest

LEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS, NO. 26 NORTH WHARVES No. ST NORTH WATER STREET, PHILADELPHIA. ATMEANDER G. CATTREL BLUAR CATTE

AUD FION SALES.

HENRY W. & B. SCOTT. JR. AUCTIONEERS AND COMMISSION; MERCHANTS,

No. 1125 CHESNUT Street. Notice will be given of the opening of our new

M 1 9 and 14, S. FOURTH Street.

Sale at the Auction Rooms.

\*UPERIOR HOUSEHOLD FURNITURE, MIRRORS, Fire-proof Safes, Omce Furniture, Elegant
Wardrobes, Sideboards, Bookcases, Fine Hair
Mattresses, Frather Beas, Ohuna and Glassware,
Stoves, Fine Carpets, Etc.

On Thursday Morning,

Jan. 19, at 9 o'clock, about 600 l the superior Household Furniture, comprising a general assortment.

Also, 20 gold and silver watches. Also, 20 gold and silver watches.
Also, for account of United States—Large fireproof safe, made by Evans & Watson.

THOMAS BIRCH & SON, AUCTIONBERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT street; rear entrance No. 1157 Sansom street. Sale at No. 1220 Spruce street.

CARD.—The sale of Furniture at No. 1220 Spruce street is POSTPONED until TUESDAY MORNING.

Sale at No. 1110 Chesnut street.

ELEGANT FURNITURE FROM A PRIVATE FAMILY, Fine Carpets. Mirror-door Wardrebes, Rosewood Piano-forte, French Plate Mirror, Blue Satin Parlor Furniture, Elegant Chamber Furniture, Fine Glassware, Framed Engravings, etc.

On Friday Morning,

At 9.5 clock, at the auction store, No. 1110 Chesnut street, will be sold a large assortment of elegant furniture, including the furniture of a family leaving the city, comprising suit of parlor furniture covered

the city, comprising suit of parior furniture covered with blue satin; do. do. do. maroon plush; elegant suit of wainut champer furniture; wardrobe, with French plate mirror door; spring mattresses; side-board; extension dining table; library table and Jounge: rosewood plano-forte; carpets; mirrors; cut class, etc. 1182t

MARTIN BROTHERS, AUCTIONEERS,
No. 794 Chesnut street. Positive Sale,
ONE HUNDRED AND THIRTY FINE MODERN
OIL PAINTINGS IN HANDSOME FRAMES.
On Wednesday and Thursday,
January 1s and 19, at 11 o'clock each day, by catalogue, one hundred and thirfy fine modern oil paintings, embracing every variety of subject, by well-known artists.

On exhibition on Tuesday. 1 16 3t BY MAGILL FARREL & CO AUCTIONEBRS, No. 318 MARKET Street,

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co. CONCERT BALL AUCTION ROOMS, No. 1910 CHESNUT Street.
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 C IRCUS AT AUCTION.— Great sale of Circus property at Raleigh, N. C., on MONDAY, January 30, 1871, consisting of the entire Stock and Fixtures of Dr. James L. Thayers New Circus, lately travelling in the South; every-thing necessary for a first-class circus:—

42 first-class Horses. 3 first-class trained Pad Horses. 2 Trick Mules, the best in the business. 12 Platform Spring Wagons, nearly new. Ticket Wagon; Performers' Wagon, nearly new. Band Wagon, Concord built, nearly new; cost

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 outsit of Entree Dresses, for ladies, men, and horses; Pads for horses, etc.; Instruments for brass band, and other articles too numerous to mental the complete to the state of the complete to the complete t

rous to mention. All the above property will be sold to the highest bidder for cash.
T. E. I.EE, Sheriff Wake county, N. C. N. B.—Nine experienced drivers and hostiers can be employed on reasonable terms. 12 29tJ30

SURVEY NOTICE. All persons interested in the Survey, Reguand Alteration of the following Public Plans of the City, are notified that the Court of Quarter Sessions of the City and County of Philadelphia have fixed WEDNESDAY, February 15, 1871, at 10 A. M., at the Court House, main building of the State House, to consider said Surveys, Regulations, and Alterations, and any objections against the same may be made by any freeholder then and there.

The plans, in the meantime, may be seen at the office of the Department of Surveys, No. 224 S. FIFTH Street.
Public Plan, No. 18.—Revision of the grades on part of the Fifth section of the Twenty-third ward, bounded

North by Allegheny avenue. South by Lehigh avenue. East by Kensington avenue.
West by Filmore street.
Public Plan, No. 44.—Rearranging the lines and grades of Thirty-fourth street from Market

street to the Pennsylvania Railroad. Public Plan, No. 147.—Revision of street and grade lines in the Twenty-third and Twentyfifth wards, bounded
South by Wheat Sheaf lane.
West by Trenton avenue.
North by Bridge street.

Fast by Richmond street.

Fast by Richmond street.

Public Plan, No. 171.—Original plan of the Regulation of the Seventh section of the Twenty-third ward, bounded North by Cayuga street. South by Erie avenue. East by Twelfth street.

West by Germantown avenue.

Public Plan, No. 154.—Original plan of the Regulation of the First section of the Twentythird ward, bounded

North by Erie avenue.

South by Lehlgh avenue. East by Ninth street. West by Tenth street and Germantown

Public Plan, No. 234 .- Original plan of the xtension of Broad street from Chew avenue to County Line road.

Public Plan, No. 132.—Original plan of the First section of the late township of Bristol,

wenty-second ward, bounded

North by Fisher's lane and Rockland South by Annsbury avenue and Wingohock-

ing creek.
East by Second street.
West by Sixth street.
Public Plan, No. 204.—Original plan of the
Ninth section of the late borough of Germantown, Twenty-second ward, bounded

North by Gorgas street. South by East Washington avenue. East by Township Line Road. West by Chew street.
Public Plan, No. 139.—Original plan of the scond section of the late Blockley township, in the Twenty-seventh ward, bounded

North by Market street. South by Baltimore avenue. East by Fifty-second street. West by Fifty seventh street. Public Plan, No. 47.—Original plan of the Third section, survey and regulation late township of Blockley, Twenty-seventh ward,

bounded
North by Market street.
South by South street.
East by Forty-seventh street.
West by Sixty-fourth street.
Public Plan, No. 121.—Revision of the grades on Thompson street, from Twenty-sixth to Thirty-first street, in the Twentieth ward.
Public Plan, No. 227.—Original plan of Low

Public Plan, No. 227.—Original plan of Low Water Line and Soundings between Green-wich Point and Broad street, and west of Broad street in the First and Twenty-sixth wards.

Public Plan, No. 238.—Plan of the resurvey of part of the Second and Third wards,

North by German street. South by Wharton street. East by Pelaware river. West by Passyunk road. THOS. J. WORRELL,

City Solicitor.