OUR LONDON LETTER.

THE MARRIAGE OF DOCTOR ELIZABETH GARRETT-THE CHIEF COMMAND OF THE BRITISH ARMY "TOM BROWN'S" ANGLO-AMERICAN PEACE COM-MITTEE - ENGLISH SYMPATRIES IN THE FRANCO-GERMAN WAR-CO-OPERATIVE SOCIE-TIES, ETC., ETC.

From Our Own Correspondent London, Jan. 17, 1871. - Place aux dames! Dr. Elizabeth Garrett, the lady who was lately so triumphantly elected to a seat on the First Metropolitan School Board, is actually going to be married. A most prosaically happy marriage, too-plenty of money and an unexceptionably respectable mercantile position on the husband's part. The enemy have an unlooked-for occasion for merriment, and are not failing to make the most of it. While those friends who believed that where the education of our girls no less than of our boys was at last determined on, it would be well that women's voices should be heard in settling how and what snall be taught, were canvassing with all the energy of conviction for Miss Garrett, she came in for variety enough, and to spare, of invective. It was easy to hint and print that she was a freethinker-delightfully vague word!-but she might and did get the better of her opponents on that score by simply stating that she always had been and was a member of the Established Church. It was equally easy, and more likely to influence adversely the vote of the average London elector, to declare her a man-woman, a "person" of sternly masculine propensities, entirely inaccessible to the ordinary feelings of her sex. And to think that such a being should, after all, succumb to the very human and feminine weakness of falling in love and getting married! The enemy have shifted their ground, of course, and now ask sneeringly how the lady intends to reconcile the duties of surgery, maternity, and administration of the Education act. Well, I have great faith in the capacity of Dr. Garrett-Anderson that is to be-for under that name she purposes continuing in her profession and feel no doubt that she will contrive to solve the problem satisfactorily. Parliament meets early in February, and it

needs no great gift of prophecy to discern that Mr. Cardwell, Secretary of State for the War Department, will soos find himself in troubled waters. A determination has for some time been gradually growing up that the dual government of the army, by the Commander-in-Okief at the Horse Guards and the Secretary of State at the War Office, is an evil to be done away, and the shuffling words and unsatisfactory deeds of Mr. Cardwell during these critical months of the Franco-German war have rapidly diffused and ixtensified the feeling. Mr. G. O. Trevelyas, till recently one of the younger members of the present administration, plainly demands the resignation of our royal Commander-in-Chief, and he is backed by no mean following among the people. At the same time past experience has been enough to show that the post cannot be satisfactorily filled by a more civilian, and it is hardly once in a generation / that a man arises in whose person are com bined the best attributes of civilian and soldier. Sir William Mansfield is spoken of and is perhaps the fittest candidate, but i will indubitably be easier to overthrow the existing system than to build up one to suc

To those among us, already many in num ber, and constantly growing in numbers and influence, who are ever looking forward with swelled week by week till they now occupy eager hope to the day when all unhappy three or four entire columns daily. In this grounds of quarrel and ill-feeling between morning's issue I count no less than thirty-Great Britain and the United States shall one separate paragraphs addressed to "Hon. have been finally removed, the sensibly in- E. B. Washburne, U. S. Minister, Paris. creasing friendliness of the tone of our press praying him, in case the paper comes under is a great cause of joy and thankfulness. At his eyes, to transmit all kinds of family mesno time since the close of your ever-memorable war have our papers devoted so much of their attention and space to your actual and possible relations with this country, and never, assuredly, have they been so horestly appreciative and conciliatory. In all creles the arrival of General Schenck is lookel forward to with kindly anticipation, and if, as we hope, he brings in his pocket clear, temperate instructions, and has unfetterel powers of carrying them out, he may rely ujon finding the nation and the Government prepared to meet him half-way. We are tirid of misunderstandings and sick of mutualjealousies, and we would fain join hands with you on terms of equality and reciprocal respect in the great work of spreading the idea troversy" in the Alabana question. Quod of freedom and civilization, as understood by the Anglo-Saxon family, over both hemispheres of the world. On ditand indeed, before this reaches you the cable will probably have dragged the matter from privacy into the sunlight of publicitya committee is at this moment being formed in London, with Tom Hughes at its head, and corresponding branches in New York and Montreal, for the special purpose of delving into and setting forth, candidy and without national bias, the real truty about the various causes of difference to ched upon in the President's last messae, and for the cultivation of more cordia relations between the citizens of the tw countries. Americans of established name and influence have already enrolled thereelves in the committee here. and there wans good hope of lasting gain resulting fom its efforts.

Ther is no longer room for doubt that publi opinion in England, with regard to the Epopean war, has veered decidedly from its ast position, and is daily shifting further still. And not unnaturally, for the same sentiments which revolted from Imperialism and aggression on the part of France are outraged by the unmistakable uprising of Imperialism and aggression on the part of Prussia. We are not, as a nation, republicans enough to transfer our sympathies to France simply because she has become a republic, but we are fully persuaded that, if her sins were many, they have at any rate been more than amply punished, and that the persistence of the conquerors, long after their legitimate objects have been practically attained, is sadly unworthy of the advanced civilization which they profess.

A smart little pamphlet, which has just appeared, has obtained an extraordinary sale, It is called "The Fight at Dame Europa's School, showing how the German boy thrashed the French boy, and how the English boy looked on." The author (a church dignitary, says common report,) expresses the view of those who hold that England ought, six months ago, to have prevented the war, or, failing that, at least to have stepped forward after the first decisive blows were struck and called upon both combatants to hold their hands. His moral is rather a remarkable one, though, namely, that "if such fellows as Ben and Hugh [Disrael and Lord Cairps] had been Master John's fags, this disgraceful scene would never have taken place at all." The opening sentence is amusing: "Mrs. Europa kept a dame's school, where boys were well instructed in modern languages, fortification, and the use of the globes." And there is truth as well as humor in making William, after the first round, "write home to his mother, on the back of a half-penny post-card, so that all the lettercarriers might see how pious he was: - 'Dear mamma-I am fighting for my Fatherland, as you know I call my garden. Aided by Providence, I have hit Louis in the eye. Thou mayst imagine his feelings.' Then he sang a hymn, and went on with the second

Our University of Cambridge does a great deal of sound work, and is quite alive to all the modern requirements of middle-class education, and the examination of girls. But it is adly crippled by the smallness of its pecupiary resources. It cannot be accused of extravagance, certainly, in the distribution of its finds, as you will perhaps agree with me in tlinking after reading the following resolution which was lately passed by the Senate of the University: -

"Resolved, That a pension of £4 4s. per annum be franted to Sarah Gibson, in consideration d her services during thirty-two years (!) as ugan-blower at Great St. Mary's Church."

You have mt yet, I think, organized any revolt against the tyranny of retail storekeepers similarte that which, in London, has taken the form of Co-operative Associations, The object with which these associations start is to supply all tricles of general consumption at a marvellously moderate rate, by buying direct from the producer and retailing direct to the commer for cash only. The members of the civil service who first banded themselves together to initiate the policy have achieved such notable success that a public company, with a subscribed capital of £20,000 sterlbg, has just commenced operations on the same plan, hoping, of course, to make a dividend for its shareholders by turning over its capital rapidly and often, and gaining some very small profit each time. Such resociations do real service in forcing the retail tradesmen, by their competition, to bring down their charges into some proportion with the value of the things sold. Whether they can permanently hold their ground against the greater energy of private enterprise is quite another

question. A curious outcome of the isolation of Paris owing to the siege deserves a word of notice. It has become a favorite device with persons wishing to communicate with the besieged to advertise their messages on the front page of the Times, These announcements have lages to the most various parts of the city. mong other items of information, he is keged by one advertiser to announce that 'Varguerite has got a tooth;" and by another, tht "Mathilde at Rheims, well, has a girl. I'm poor General Trochu, whom one would thin had business enough for ten men already on lischoulders, has his share of messages to givetouching such weighty matters as the health of vives and birth of babies.

Just as I am closing this I see that the Bristol Chamber of Commerce, a body of consideable weight, have sent a memorial to the Government "respectfully but firmly urging them to take such steps without delay as may led to a final adjustment of the confelix fausturique sit!

—Suit has been brought on a note for \$3180 in Portsmouth J. H., and the defendant pleads that the note was given he part payment for a brewery, and that as a portion of the property purchased consisted of ale, the sale of which is declared Hegal by the laws of the State, the

-Some time age Yankton sawall the members of the Dakou Legislature wearing aucient wlite plug hats. I seems that a villye store-keeper got an isolce of the articles, and presented samples to two or three lealing Solons, whose examples in head gear the others followed, blaking they had the ew-

CUTLERY, ETC.

PODGERS & WOSTINHOLM'S POCKET beartiful finish; Rodgets, and Wade Butcher's Razors, and be celebrated Lecoutre Razor; Ladies' hizzors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instronents, to assist the hearing, of the most approved construction, at . MADEIRA'S, No. 115 TENTH Street, below Chesuut.

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HIPPING AND COMMISSION MERCHANTS, No. 2 COENTIES SLIP, New York, No. 18 SOUTH WHARVES, Phindelphia, 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. Chief Boats and Steam-tugs furnished at the shortest

COTTON SAIL DUCK AND CANVAS, OF AL I Dumbers and brands. Tent, Awning, Trunk end Wagon-cover Duck. Also, Paper Manufac thrers' Drier Feits, from thirty to seventy-sinches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
NO. 19 CHURCH Street (City Stores).

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No 111 South FOURTH Street.

The dividend received by a policy-holder is the difference between the actual cost of insurance and the premium paid. This company is expressly re-quired by its charte ito divide every dollar of surlus thus arising among its policy-holders. It is therefore purely mutual.

The New York report for 1870 shows that the assets of this company are in the proportion of \$1.50 to every \$1 of liabilities, thus insuring perfect relia-

It has received the approbation of the most learned actuaries, and is endorsed and recommended by many of the most prominent scientific and public men in the United States. An institution of a simi-lar kind in England, the Friends' Provident Institution, has been wonderfully successful.

Its advantages in every respect, both as to safety, cheapness, terms of policies, etc., are not excelled. I he prudent and economical management of its cusiness, combined with the remarkable average congevity of its members, commends it to the con-do nce and favor of all classes of whatever denom-

Call or send for circular. Agents wanted. An 212 5poss

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JANUARY 1, 1876. The trains of the Pennsylvania Central Rathroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Markot street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within ene square of the 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 at No. 901 Chesnut street, or No. 113 Market street, THAINS LEAVE DEPOT.

Pittsburg Express . 12-11 A. M. Maii Train . 8-99 A. M. Lock Haven and Elmira Express . 9-40 A. M. Paol. Accommodation, 10-16 A. M. & 1-16 and 7-10 P. M. Lancaster Accommodation
Parkesburg Train Cincinnati Express . Erie Mail and Buffalo Express . . 8.00 P. M. Pacific Express 10:10 P. M.
Paoli Accommodation. No. 4 11:10 P. M.
Eric 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 ienves 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 & P. M. at No. 116 Market street. Sunday Train No. 1 leaves Philadelphia at 8:49

A. M.; arrives at Paoli at Pao A. M. Sunday Ivain No. 2 leaves Philadelphia at 6 40 P. M.; arrivas at Paoli at 7:40 P. M Sunday Train No. 1 leaves Paoli at 6:55 A. M.; arriver at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at hiladelphia at 6 20.

Cacinnati Express Too A. M. Pay Accommodatin, 8-20 A. M. A 3-50 & 6-40 P. M. Paysburg Train Palesburg Train 9:00 A. M. Fast ine and Buffalo Express 9:00 A. M. Landster Train Eric spress Lock even and Elmira Express 6.46 P. M. 6.46 P. M. 8.25 P. M. 5.45 P. M. 9.46 P. M. Pacificapress . Southe Express South Express 5-45 P. M.
Harrist-g Accommodation 9-46 P. M.
Paoll Accommodation, No. 4 10-60 P. M.
For ruler information apply to
JOL F. VANLEER, JR., Ticket Agent.
No. 901 CRESNUT Street.
FRANCIS FUNE, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot . 10 00 P. M.

The Penniyania Railroad Company will not assume any P for Baggage, except for Wearing Appared, and bit their responsibility to One Hundred Bollars value. All Baggage exceeding that amount fivalue will be at the risk of the owner, unless than by special contract. 4 22 Genet Superintendent, Altoons, Pa.

RAILROAD LINES.

DHILADELPHIA AND READING RAILROAD Depot, THIRTEENTH and CALLOWHILL Streets. Until further notice trains will Leave and Arrive as folows:-

THAINS LEAVE, A. M. TRAINS ARRIVE, A. M.
Read'g&Allent'nWay 1:20 Pottstown accom ... 9:15
Harrisb'g&Potts'e Ex 8:15 Read'g & Potts'e Ac.10:20
Phila, & Potts'e Way
Train 19:20
Phila, & Potts'e Ex 1:00 Harrisb'g&Potts'e Ex 1 '00
P. M. Phila, & Pottsv'e W.
Harrisb'g&Potts'e Ex 2 '00
Pottstown Accommo. 4 '00 Harrisbg& 'otts'e Ex 7 '00
Read'g& Pottsv'e Ao. 4 '45
O'S SUNDAYS. A. M.
To Reading Seo
P. M. From Pottsville 12 35 To Pottsville..... 3'15

The Sunday trains connect with similar trains on the Perklomen and Colebrookdale Ratironds. the Perilomen and Corebrookdale Ratirpads.
For Downingtown and points on Chester Valley Ratirono, take 7:30 a.m., 12:30 noou, and 4 p. m.
For Schwenksville and points on Per-kiomen Ratirond, take 7:30 a.m., 12:30 noon, and, 4 p. m.
For Mr. Fleasant and points on Colebrookdale Ratirond take 7:30 a.m., and 4:00 c.m.
N. Y. EXPRESS FOR FITTSBURG AND WEST. Trains leave New York at \$700 a.m. and \$500 p. m., pessing hearing at 1755 and 10 90 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincianati, Pittsburg, Baltimore, Williamsport, etc.

Siceping cars accompany these trains through be tween Jersey City and Pittsburg without change.

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

Additional train leaves New York for Harrisburg at 18 although row.

at 12 o'clock noon.

For particulars see Guide Books, which can be obtained at No. \$11 Chesnut street, ans 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, Reacting, STREET CARS.—The Thirteenth and Fincenth, 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, 816, 9-08, 1741h3 wave for Germantown at 6, 7, 8, 816, 9-95, 10, 11, 12 A. M.; 1, 2, 2, 30, 3 15, 3 45, 4 05, 4 30, 5 05, 5 30, 6, 6 30, 7, 8, 9, 10 05, 11, 12 p. m. Leave Germantown, 6, 6 55, 7 30, 8, 8 20, 9, 2 36, 10, 11, 12 a. M.; 1, 2, 3, 3 50, 4, 4 45, 5, 5 5 0, 6, 6 30, 7, 8, 9, 10, 11, 12 a. M.; 1, 8 320 and 9 30 down traina, 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, 12 45 p. m. Leave Germantown state. Leave Germantown, 8:15 å, m.: 1, 8, 6, 9:15 p. m.
Passengers taking the 6:55, 9 a. m., and 6:30
p. m. trains from Germantown, will make close

onnection with the trains for New York at Inter-Section Station.
CEESNUT HILL RAILBOAD, Leave at 9, 8, 10, 12 CHESSOF HIM. ICALEBOAD.—Leave at 6, 8, 10, 13
a. m.; 230, 345, 545, 7, 9 and 11 p. m. Leave Chesnut Hill at 749, 8, 9-10, 1140 a. m.; 149, 340, 540, 640, 840, 1046 p. m. On Sundays, leave 9-15
a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7-50
a. m.; 1240, 540, 9-25 p. m.
FOR CONSHOHOUREN AND NORRISTOWN.—Leave at

FOR CONSHORDCREN AND NORRISTOWN.—Leave at 6, 720, 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 MANAYUNE.—Leave at 6, 7:30, 9, 11:95 a. m.; 1:30, 3, 4, 5, 5:30, 6:15, 8:05, 10, 11:45 p. m. Leave Manayuns at 6, 6:55, 7:30, 8:10, 9:20, 11:30 a. m.; 2, 8:30, 5, 6:45, 8:36, 10 p. m. On Sundays, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Manayuns at 7:30 a. m.; 1:30, 6:15, 9:30 p. m.

1 50, 6 1h, 9 50 p, m. For Plymouth.—Leave at 6 a. m. and 5 p. m. Leave Plymonth at 6.20 a. m. and 2.50 p. w.
The 740 a. m. train rom vorristown will not stop
at Magee's, Potts' Landing, Domlino, or Schur's Lane,
Passengers taking the 742, 205 a. m., and 6.30
p. m. trains from Ninth and Green streets will take close connections with the trains for New York at Intersection Station.

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

PHILABELPHIA, WILMINGTON, AND BAL-PHEASELPHIA, WILLIAM OF TIMORE RAILROAD, TIME TABLE.

COMMERCING MONDAY, NOVEMBER 21, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as fellows:—

Way Mail Train at \$30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Lina, at Clayten with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Hestington with Junction and Breakwater Railroad, at Scaford with Dozchester and Delaware Railroad, at Scaford with Rastern Shore Railroad, and at Balwar with Rastern Shore Railroad, and at Balwar with Rastern Shore Railroad, and at Salisbury with Wicomico and Posstacke fis-

Express Train at 11.45 A. M. (Sundays excepted for Baltimere and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-Battimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Whinington, Newport, Stanton Newark, Elston, North East,
Charlestown, Porryville, Eavre-de-Grace, Abersen, Perryman's, Edgewood, Magnella, Chase's ad Sten mer's Run.

and Stemmer's Run.

Night Express at 11:80 P. M. (Daily), for Baltimore and Washington, stopping at Choster, Linwood, Claymont, Wilmington, Newark, Efkton, North East, Perryville, Eawre-de-Grace, Perryman's, and Nawardin. Passengers for Fortress Monroe and Norfolk will take the 11-15 A. M. train.
WILMINGTON TRAINS.

Stepping at all stations between Philadelphia and Wilminston.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. train connects with Delawars hallroad for Harrington and informediate Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00,

and 716 F. M. The 810 A. M. train will not stop between Chester and Fhiadelphia. The 716 P. M. train from Wilmington runs Early, all other accommodation trains Sundays excepted. Trains leaving Witnington at 6.55 A. M. and 4.00 P. M. will connect at Lamokin Junation with the 7.00 A. M. and 4.00 P. M. trains for Baltimore Central Railroad. ral Railroad.
From Baltimore to Philadelphia.—Leave Baltimore 7-25 A. M., Way Matt: 9-35 A. M., Express; 9-35 P. M., Express; 9-35 P. M., Express; SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7-25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elizton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. On Sundays, leave Philadelphia for West Grove and intermediate stations at \$ 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 Fotel, where also State Rooms and Berths in Sleeping Clars 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, Superlatendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL KAILKOAD.

CHANGE OF HOURS.

OB 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 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 Uhoster, 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 Bultimore.
Trains leaving Philadelphia at 10 A. M. and 4:30 P. M. coanect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Wilmington and Reading Railroad. Trains for Philadelphia:— Leave Port Deposit at 9-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore, Oxford at 6:05 and 10:35 A. M. and 5:30 P. M. Sundays at 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.

W EST CHESTER AND PHILADELPHIA RAIL-ON AND AFTER MONDAY, October 17, 1870. 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 7:45 and 11:20 A. M., 2:30,
6:1b, 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).

For B. C. Junction at 4-10 P. M. Stops at all sta-FOR PHILADELPHIA

From West Chester at 530 and 1045 A. M., 155, 455, and 645 P. M. Stops at all stations.
From West Chester at 745 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted).
From B. C. Junction at 840 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 W. C. WHEELER, Superintendent.

MAILROAD LINES.

1870 - FOR NEW YORK-THE CAMDEN ton Rallroad Companies' lines from Philadelphia to New York and Way Places. At 7 A. M., Mail and Accommodation, via Cam-den and Amboy, and at 3:30 P. M., Accommoda-tion, via Camdon and Jersev City.

At 2 and 6 P. M., for Amboy and intermediate sta-At 7 A. M. and 3-30 P. M. for Freehold and Far-At 7 and 10 A. M., 12 M., 2, 8-30, and 5 P. M. for At 7 and 10 A. M., 12 M., 2, 8-80, 6, 6, 7, and 11-20 P. M. for Bordentown, Florence, Surlington's Edgewater, Severly, Delanco, Riverside, River-

ton. and Palmyra.
At 7 and 10 A. M., 12 M., 5, 6, 7, and 11-39 P. M. for Fish House. The 11:30 P. M. line leaves from Market Street Ferry (upper side).

#ROM WRST PHILADELPHIA DEPOT.
At 7:30 and 8:45 A. M., 1:20, 5:10, 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 8:45 A. M., 1:20, 3:10, 5:30, 6:45, and 12
P. M. Transland N. for Trenton, At 9 46 A. M. 1 20, 6 45 and 13 P. M. for Bristol. At 12 P. M. (night) for Morrisville, Lullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacong, Wissinoming. ridesburg, and Frankford Sunday Lines leave at 9-45 A. M., 6 45 P. M., and

FROM KERSINGTON 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 Tullytowe.
At 7 30 and 9 30 A. M., 230, 5, and 5 F. M. for Scheneh's Eddington, Cornwells, Torrosdale, and At 7 A. M., 12'30, 6'15, and 7'80 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 9'30 A. M., 12'30, 2'30, 5'15, '0, and 7'38
P. M. for Tacony, Wissicoming, Bridesburg, and

VIA BELVIDERE DELAWARE RATEROAD. VIA BELVIDERE DELAWARE RAILROAD.

At 780 A. M. for Niegera Falls, Buinalo, Dunkirk, Embira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc.

At 730 A. M. and 330 P. M. for Scranton, Strondsburg, Water Clap, Belvidere, Easton, Lambertville, Flemington, etc.

At 6 P. M. for Lambertville and Intermediate

FROM MARKET STREET FEREY (UPPER SIDE), VIA NEW JERSEY SOUTHERN RAILBOAT At 11 A. M. for New York, Long Branch, and stermediate places. TA CAMDEN AND BURLINGTON COUNTY RAILBOAD. At 646 and il A. M., 1, 230, 830, 8, and 830 P. M., and on Thursday and Saturday nights at 1130 P. M., for Merchantsville, moorestown, Hartford, assonville, Hainesport, and Mount Holly

At 6 % A. M., 2 30 and 6 30 P. M. for Lumberton At 6 45 and 11 A.M., 8 30, 8, and 6:30 P.M. for Smithille, Ewansville, Vincontown, Birmingham, and Pentierton. At 648 A. M., 1 and 8:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-own, treem Hidge, Imtaystown, Sharon, and WM. H. GATZMER, Agent. Dec. 12, 1870.

NORTH PENNSYLVANIA RAILROAD THE SHORT MIDDLE ROUTE TO THE LIHIGH AND WYOMING VALLEYS, NORTH-LI N PENNSYLVANIA, SOUTHERN AND IN-THEIGR NEW YORK, BUSFALO, CORRY, ROUBESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.

Takes effect December 19, 1870, Daily Trains leave Passenger Depot, orner of Borks and American streets (Sunday) 7 00 A. M. (Accommodation) for Fort Washing-

Aty-86 A.M. (Express), for Bethlehem, Easton, Allentown, Manch Chunk, Wilkesbarre, Williams-port, Mahanoy City, Hasleton, Pittston, Towanda, Waverley Elmira, and in connection with the ERIE FAIL WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Unleage, San Francisco, and all points in the Great West

8 25 A. M. (Accommodation) for Doylestown.
9 45 A. M. (Express) for Bethlehem, Easton, Altentown, Manuel Chunk, Williamsport, Mahanoy City, Wilkestarre, Pittsten, Scranton, Hackettstown, Schooley's Mountain, and M. J. Central and Morris and Fesse Radireads.

1) A. M. (Accommodation) for Fort Washington 1:15 and 6:20 and 8:18 P. M., for Ablagton, 1:46 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesburre, Fittston, and Hazleton. 250 P. M. (Accommodation) for Doylestown. At 8-20 P. M. (Bethickem Accommodation) for Bethlehem, Easton, Allentown, and Coplay. 4-15 P. M. (Mail) for Doylestown.

5:00 P. M. fer Bothlehem, Esston, Allentown and Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale. 11'80 P. M. (Accommodation) for Fort Washington. The Fifth and Sixth streets, Second and Third treets, and Union Lines City Cars run to the

TRAINS ARRIVE IN PHILADELPHIA FROM Bothlehem at 8 65, and 10.35 A. M.; 2.16, 5.66, and Doylestown at 8:25 A. M., 4:40 and 6:35 P. M. Lansdale at 7:80 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

Phitadelphia for Doylestown at 200 P. M. Doylestown for Philadelphia at 7 A. M. Beihleham for Philadelphia at 600 P. M. Tickets sold and baggage cheeked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. Dec. 19, 1870. ELLIS CLARK, Agent.

DHILADELPHIA AND ERIE RAILROAD .-The trains on the Philadelphia and Eric Rail-road will run as follows from the Pennsylvania Rail-road Depot, West Philadelphia:— WESTWARD.

MAIL TRAIN leaves Philadelphia..... Williamsport.... " Williamsport. 725 A. M.
" arrives at Erle. 740 P. M.
ERIE EXPRESS leaves Philadelphia 1220 A. M. ELMIRA MAIL leaves Philadelphia 9:30 A. M.
Williamsport 6:35 P. M.
arrives at Lock Haven 7:50 P. M. Williamsport.... 8 50 P MAIL TRAIN leaves Erie. Williamsport arrives at Philadelphia... EASTWARD. 9 00 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.
Sanbury...... 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 Irvincton with
Oil Creek and Allegheny River Railroad.
WM. A. BALDWIN, General Superintendent.

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-

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. 2:30 P. M.
For Chaid'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 Chaid's Ford Junction with the Wilmington and Beading 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 5:50 P. M., 10:35 A. M. and 5:50 P. M.
Sundave at 5:50 P. M. only.
Chactes Fordat 7:52 A. M., 11:53 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
care be responsible for an amount exceeding one
lundred dollars, unless special contract is made for
the same.

HENRY WOOD,
General Superintendent.

General Superintendent WEST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT: COMMENCING MONDAY, SEPTEMBE '9, 1879.

COMMENCING MONDAY, SEPTEMBE: '9, 1879.
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 Department and way stations below Glassboro.
8-20 P. M., Passenger for Bridgeton, Salem,
Swedesboro, and way stations.
5-20 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations
Freight Train leaves Camden daily, at 12 M.
WILLIAM J. SEWELL, Superintendent.

M THOMAS & SONS, AUCTIONBERS, NOS. SALE OF REAL ESTATE AND STOCKS,

Feb. 7, at 12 o'clock, noon, at the Exchange, TWELFTH (South), No. 211 - Valuable (property walnut, No. 1309 - Valuable Residence, Stable, and Coach-house. Let 25 by 235 eet. Island Roan-Valuable Farm, 192 acres.

PERROER PERRY HOAD AND KIVER SOHLYLELL,—ract of St acres, Twenty-sixth ward, and I tracts, a acres, adjoining. NINTH AND WOOD, S. W. Corner-Valuable Resi-PERCY, Nos. 965 and 967 Two Brick Dwellings.

CHESSUT, No. 3244—Riegant Marble Residence FRANKLIN, No. 71s, Corner of Brown—Riegant Residence, 55 feet from CAMERIDER, between Tücker and Margaret, Tankford, Twenty-third ward—Large Lot. Firt. **R STREET, No. 1747-2 Frame I wellings. 140 shates Swedeshoro Raffroad, par \$25. 24000 City of Trenton bonds. \$4000 Reading and Columbia Raticoad bonds. 100 shares Central Transportation Co.

100 Philadelphia City Passenger Ratiway.

1 share Philade. and Southern Mail Steamship Co.

24000 Union Passenger Ratiway Co. bonds. 23 3t

100 shares Cape May and Millyllie Ratirond.

1 share Philadelphia Library Company.

10 shares Mechanics Insurance Co. (Saltimore.)

5 shares Charleston S. (Manager May Manager). S shares Charleston, S. C., Mining and Manufacturing Company. Catalogues now ready.

THOMAS BIRCH & SON, A DOTION BERS AND COMMISSION MERCHANTS, No. 1110 Ches. NUT Street; rear entrance No. 1107 Sansom street.

ELEGANT NEW CABINET FURNITURE FROM THE WAREROOMS OF MR. A. BARLOW.

On Tuesday Morning,
At 10 o'clock, at our auction store, No. 1110 Chesnut street, we will sell a large assortment of elegant first-class parlor, chamber, dining-room, and library urniture, manufactured by Mr. A. Barlow expressly or his wareroom sales.

The furniture will be arranged for exhibition at the auction stere on Monday, when catalogues will

Administrators' Sale, Administrators' Sale.

No. 1832 ARCH Street.

PARLOR, LIBRARY, CHAMBER and Dining-room Furniture; Veivet, Brussels, and Ingrain Carpets; Cottage Chamber Salt, with Marble-teps; Hair and Spring Mattresses, Cornices and Curtains, Lounge Bedstead, etc.

On Wednesday Morning.

February S, at 10 o'clock, at No. 1232 Arch street, by order of administrator, will be sold, the furniture, carpets, etc., comprising—Sult of parlor furniture in haircioth, made by W. & J. Allen; wainut and cottage chamber suits, with marbie-tons; vel-

and cottage chamber suits, with marbie-tops; velvet, Brussels, and other carpets; library, dining-trom and kitchen furniture, etc. Catalogues ready on Monday morning. The furniture can be examined after 8 o'clock on

morning of sale. SALE OF VALUABLE MISCELLANEOUS BOOKS, AUTOGRAPHS, MINERALS, SHELLS, COINS,

On Wednesday Afternoon,
At 2 o'clock, at the auction store, No. 1110 Cheaout street, will be sold, an assortment of miscellaarous books from a private library; also, autoraphs, minerals, shells, coins, etc. Catalogues are now ready for distribution. 262t DUNTING, DURBOROW & CO., AUDTIONEERS, ID Nos. 252 and 234 MARKET street, corner of Sank street, Successors to John B. Myers & Co.

OPENING SPRING SALE OF 2000 CASES BOOTS SHOES, TRAVELLING BAGS, METALLIC OVERSHOES, H. TS, ETC.

On Tuesday Morning,
February 7, at 10 o'closs, on four months' credit,
actually cases men's, boys', and youths' cale kip,
and leather, and grain cavalry, Napoleon, dress, and
Angress boots and Balmorals; kip, buf, and poished grain brogans; women's, misses', and chillian's calf, kid, enamelled, and buff leather, goat,
and morocco Falmorals; Congress gaiters; face
boots; ankle ther; slippers; metalite overshoes and
senoals; traveling bags; shoe incers, cir. 224t On Tuesday Motning, undals; travelling bags; shoc lacets, etc. 224

LARGE SALE OF ERITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Merning, l'eb, 9, at 10 o'clock, on 4 months' credit. 2 3 5t

FIRST SPRING SALE OF CARPETINGS, OIL, CLOTHS, ETC. On Friday Morning, Felousry 10, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Vonetian, list, hemp, cot-tage, and ing carpetings; oil cloths, rags, etc. 227 500 ALL-WOOL CRUMB CLOTHS of the best quality and choice patterns.

CANTON MATTING.

An invoice of superior fancy colored matting.

BY MAGILL, FARREL & CO ON WEDNESDAY MORNING,

Peb. S. by catalogue, commencing at 10 o'clock. SALE OF ASSOCIED DRY GOODS, OF FIRM LADIES' UNDER CLOTHING, NOTIONS, Also, to Close Consignments, LOTS OF FURS, ROBES, LAPS, Etc.

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Personal stiention given to miles of household furniture at dwellings.

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59 v. No. 17 South EIGHTEENTH Street.