## PROPOSALS.

UNITED 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 3 P. M. of March 1, 1871, to be decided by March 30 following:—

2365 From Butler, by North Oakland, Barnhart's Mills, Baldwin, and Bruin, to Lawrenceburg, 23 miles and back, three times a week.
Leave Butler Monday, Wednesday, and Friday, at 7:30 A. M.;
Arrive at Lawrenceburg by 4 P. M.;
Leave Lawrenceburg Tuesday, Thursday, and Saturday, at 7:30 A. M.;
Arrive at Butler by 4 P. M.

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

2634 From Bedford to Downingsville (Imlertown P. O.), 6 miles and back, twice a week.
Leave Bedford Tuesday and Friday at 3 P. M.;
Arrive at Imlertown by 5 P. M.;
Leave Imlertown Tuesday and Friday at 8 A. M.;
Arrive at Bedford by 10 A. M

2635 From West Bingham, by Bingham Centre and Bingham, to Spring Mills (N. Y.), 7 miles and back, twice a week.
Leave West Bingham Tuesday and Saturday at 3 P. M.;
Arrive at Spring Mills by 5 P. M.;
Leave Spring Mills Tuesday and Saturday at 12 M.;
Arrive at West Bingham by 2 P. M.

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

2637 From Oxford, by Mount Vernon, Colerain, Kirkwood, Forestdale, and Bartville, to Christiana, 18 miles and back, three times a week.
Leave Oxford Tuesday, Thursday, and Saturday 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 From 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 week.
Leave Osceola Mills Tuesday and Saturday at 7 A. M.;
Arrive at Smith's Mills by 12 M.;
Leave Smith's Mills Tuesday and Saturday at 1 P. M.;
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 Hanlin Station Saturday at 8 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 12 M.;
Leave Tryonville Saturday at 1 P. M.;
Arrive at Troy Centre by 3 P. M.
Proposals invited for service twice a week, on Wednesday and Saturday.

2642 From Flicksville (no office) to Penargil (no office).
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 week.
Leave Coopersburg Tuesday, Thursday, and Saturday at 12 M.
Arrive at Coopersburg by 6 P. M.

2644 From Dixon, by East Lemon (no office), to Pierceville, 6 miles and back, three times a week.
Leave Dixon Tuesday, Thursday, and Saturday at 7 A. M.
Arrive at Pierceville by 9 A. M.
Leave Pierceville Tuesday, Thursday, and Saturday 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 Siglerville.

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.

2647 From Millerstown, by Coffman's (no office), Uhl's Store (no office), Barnes' Hotel (no office), and Miller's Store (no office), to McKee's Half Falls, 18 miles and back, once a week.
Leave Millerstown Saturday at 6 A. M.;
Arrive at McKee's 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 Hill Station (no office), by Fitzwatertown, Jarrettown, and Three Tons, to Prospectville, 8 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 A. M.;
Arrive at Newport by 10:30 A. M.

2650 From Tobyhanna Mills to South Sterling, 8 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 East by 10 A. M.
Proposals for an additional trip on Tuesday invited.

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

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 Hill to Keiserville (no office), 2½ miles and back, once a week, by a schedule satisfactory to the postmaster.

2655 From Phœnixville, by Pickering and West Pikeland, to Chester Springs, 7 miles and back, three times a week.
Leave Phœnixville 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 Phœnixville by 8:30 A. M.

2656 From Cochransville to Londonderry, 2½ 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, three times a week, by a schedule satisfactory to the Postmaster at Lanark.

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 Kimmell's, to Pine Flats, 13 miles and back, once a week.
Leave Carrolltown Saturday at 8 A. M.;
Arrive at Pine Flats by 12 M.;
Leave Pine Flats Saturday at 1 P. M.;
Arrive at Carrolltown by 5 P. M.

2660 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 transportation to be under his direction.
Rate per annum to be stated in bids.

2661 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 Trout 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.

NOTES.

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 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, destroyed, robbed, or lost; and for refusing, after demand, 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 *pro rata* 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 full indemnity to the contractor one month's extra compensation 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," superscribed "Proposals, State of Pennsylvania," and sent by mail.

For forms of proposals, etc., and other information, see advertisement of October 31, 1867, and of this date, in pamphlet form, at the principal post offices. JOHN A. J. CRESWELL,
1 9 eod tM1 Postmaster-General.

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ARMY BUILDING, CORNER OF HOUSTON AND GREENE STREETS.
NEW YORK CITY, Feb. 2, 1871.

Proposals in Duplicate will be received by the undersigned until 12 M., SATURDAY, March 4, for the following Subsistence Stores:—

300 barrels of Prime Mess Pork, containing 200 pounds net, 1 iron-hoop on each end
500 barrels of Flour, round hoops, full head-lined, and sealed bungs.
100 barrels of "E. F." Flour, round hoops, full head-lined, and sealed bungs.
15,000 pounds of Fine Salt, in barrels, full headlined.
10,000 pounds of "Prime Med." Beans, in barrels, full head-lined.
20,000 pounds of Brown Sugar, in barrels, full headlined.
5,000 pounds of Crushed Sugar, in barrels, full head lined.
5,000 pounds of Granulated Sugar, in barrels, full head-lined.
5,000 pounds of Cut Loaf Sugar, in barrels, full head lined.
5,000 pounds of Carolina Rice, in oak barrels, full head lined.
20,000 pounds of Green Rio Coffee, in oak barrels, full head lined.
5,000 pounds of Green Java Coffee, in mats, packed in gunnies, containing 3 mats each.
5,000 gallons of pure Cider Vinegar, in barrels, iron hooped.
20,000 pounds of family Soap, 2-pound bars, 80-pound boxes, net, strapped.
5,000 pounds of "Ada." Candles, 6's, full weights, 40-pound boxes, net, strapped.
1,000 pounds of Pure Ground Black Pepper, ¼-pound packages, in 25-pound boxes, strapped.
1,000 pounds of Breakfast Bacon, in 100-pound boxes, strapped.
1,000 pounds of Smoked Tongues, in 100-pound boxes, strapped.
1,000 pounds of Smoked Beef, in 100-pound boxes, strapped.
5,000 pounds of Sugar-cured Hams, packed in tierces.
1,000 gallons of Syrup, in ½ and whole barrels.
1,000 gallons of Molasses, in ½ and whole barrels.
1,000 dozen of Toilet Soaps, assorted.
600 boxes of Table Salt, in boxes containing 60 boxes each.
25 pounds of Cayenne Pepper, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Cinnamon, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Ginger, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Allspice, ground, in ¼-pound packages, packed in boxes of 25 pounds.
100 pounds of Mustard, ground, in ¼-pound cans, packed in boxes of 12 pounds.
200 pounds of Yeast Powders, in ½-pound cans, packed in boxes of 12 pounds.
50 kits of Mess Mackerel, containing 20 pounds, net.
150 boxes of Dessicated Codfish, 1-pound boxes packed 24 in a case.
100 boxes of Smoked Herring.
1,000 half-boxes of Sardines, in original cases.
1,000 pounds of Dried Peaches, in barrels full head lined.
1,000 pounds of Dried Appels, in barrels full head lined.
100 pounds of Nutmegs.
100 quarter boxes of Raisins, strapped 10 in a package.
100 half boxes of Raisins, strapped 10 in a package.
100 whole boxes of Raisins, strapped 10 in a package.
1,000 pounds of Dried Prunes, in 25-pound boxes.
240 cans of Fresh Salmon, in 2-pound cans.
240 cans of Fresh Oysters, in 2-pound cans.
240 cans of Spiced Oysters, in 2-pound cans.
600 cans of Tomatoes, in 2-pound cans.
600 cans of Green Corn, in 2-pound cans.
240 cans of Lima Beans, in 2 pound cans.
240 cans of Green Peas, in 2-pound cans.
240 cans of Lobsters, in 2-pound cans.
600 cans of Fresh Peaches, in 2-pound cans.
240 cans of Preserved Peaches, in 2-pound cans.
240 cans of Preserved Pineapples, in 2-pound cans.
240 cans of Preserved Damsons, in 2-pound cans.
240 cans of Fresh Pineapples, in 2-pound cans.
240 cans of Cranberry Sauce, in 2-pound cans.
240 bottles of Worcestershire Sauce, packed 12 in a case, imported "pints."
240 cans of Currant Jelly, 2-pound cans.
240 cans of Raspberry Jam, 2-pound cans.
2,400 cans of Condensed Milk, 1-pound cans, "Eagle" brand.
400 bottles of Assorted Pickles, consisting of English Chow-chow and Gherkins, and Domestic Cucumbers and Onions.
20 gross of Vanilla Extracts, 2 and 4-ounce vials.
20 gross of Lemon Extracts, 2 and 4-ounce vials.
400 pounds of Corn Starch, in 1-pound packages, 40-pound boxes.
720 pounds of Laundry Starch, in 1-pound packages, 36-pound boxes.
108 pounds Tapioca, in 1-pound packages, 25-pound boxes.
300 pounds of Chocolate, in 1-pound packages, 25 pounds each.
300 pounds of Vermicelli, in 1-pound packages, 25-pound boxes.
300 pounds of Maccaroni, in 1-pound packages, 25-pound boxes.
300 pounds of Carbonate Soda, in 1-pound packages, 36 pounds each.
250 pounds of Cream Tartar, in 1-pound packages, 25 pounds each.
3,000 pounds of Lard, in 5-pound caddies, packed 12 in a case.
100 pounds of Laundry Indigo, packed 15 pounds in a case.

The manner of making bids, requirements of bidders, the same as previous advertisements from this office. These stores are required for immediate shipment, and in quantities more or less at the option of the Government.

By order of Major W. W. BURNS,
2 7 1m 4t Chief C. S. Department of East.

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TO IRON MANUFACTURERS.

U. S. LIGHTHOUSE DEPOT,
Office Lighthouse Engineer Third District,
TOMPKINSVILLE, Staten Island, N. Y.,
January 13, 1871.

PROPOSALS FOR SCREW-PILE LIGHT-HOUSES.

SEALED PROPOSALS from Iron Foundries will be received at this office until MONDAY the 13th day of February, 1871, at 12 o'clock M., for the entire IRON and WOODWORK of TWO SCREW-PILE LIGHTHOUSES, the plans and specifications of which are for inspection at this office. A suitable place will be provided by the contractor for the setting up of the entire structure for inspection and acceptance.

The contractor, who must be a manufacturer of iron, will include in his proposals the cost of taking down and delivering on board the vessels provided by the undersigned for shipment of the same.

Proposals will state the time of completing the structures.

The right to reject any proposals that may be deemed disadvantageous to the Government is reserved.

Proposals will be in duplicate, accompanied by a guarantee in duplicate, with a printed copy of this advertisement affixed to each proposal, and will be addressed to the undersigned, and endorsed "Proposal for Screw-pile Lighthouses." J. C. WOODRUFF,
Lieut.-Colonel of Engineers, U. S. A.,
1 20t2 13 Lighthouse Engineer Third District

## 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 Tr. | 3:30 | Pottstown Accom. | 9:15 |
| Harrisb'g & Potts'e Ex | 8:15 | Read'g & Pottsv'e Ac. | 10:30 |
| Phila. & Potts'e Way Train | 12:20 P. M. | Harrisb'g & Potts'e Ex | 1:00 P. M. |
| Harrisb'g & Potts'e Ex | 3:30 | Phila. & Pottsv'e W. Train | 4:30 |
| Pottstown Accommo. | 4:00 | Harrisbg. & Potts'e Ex | 7:00 |
| Read'g & Pottsv'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 Perkiomen 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 2:00 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, 3:45, 4:05, 4:30, 5:05, 5:45, 6, 6:30, 9, 10:05, 11:2 p. m. Leave Chestnut Hill at 7:10, 8, 9:10, 11:40 a. m.; 1:40, 3:40, 5:40, 6:40, 8:40, 10:40 p. m. On Sundays, leave 9:15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7:50 a. m.; 12:40, 5:40, 9:25 p. m.

FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 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 a. m. and 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

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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 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; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at 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.

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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 5:30 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 at 6:49 P. M. only.

HENRY WOOD, General Superintendent.

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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.

## RAILROAD LINES.

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, 7, and 7:30 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 6 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., 2:30 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.

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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

1:10 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.

2:50 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 Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

Dec. 19, 1870. ELLIS CLARK, Agent.

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PHILADELPHIA AND ERIE RAILROAD.—The trains on the Philadelphia and Erie Railroad will run as follows from the 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.

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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 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. 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,
10 3 General Superintendent.

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WEST JER