THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, FEBRUARY 9, 1871.

THE LOSS OF THE SAGINAW.

Arrival of the Wreeked Officers and Crew at San Francisco.

BAN FRANCISCO, Feb. 7.-It is with much pleasure that I have to aunounce the arrival of the steamship Moses Taylor at this port to-day from Honolulu, having on board the wrecked officers and crew of the United States steamer Saginaw. The Moses Taylor left Honolulu on the 28th ult.

The steamer Kilaena, that was placed at the disposal of the United States Minister by the Hawilan Government to go to the rescue of the unfortunates, arrived at Honolulu on her return from Ocean Island on the 14th of January, bringing with her the entire party, all of them much debilitated and quite weak from want of proper diet, but they have since fully recovered and are now in good bealth and spirits. They have been transferred from the Moses Taylor to United States steamer Saranac,

While on Ocean Island the wrecked party were limited to rations of one potato and two ounces of bread daily. They obtained seal, turtle, and goneys, however, sufficient to sustain life.

I have called upon Captain Sleard to inquire if he had any further particulars to communicate regarding the loss of the vessel and subsequent events, but he had nothing to give me other than has already been published

A Remarkable Geological Discovery.

A letter writer to the New York Tribunesays: -A genuine "bone cave" has been found at last in America. Its locality is on the Reading Railroad, hear Phoenixville, Pa. Fortunately for science, the cave is on the estate of Mr. Wheatley, who is an excellent naturalist. Professor Cope and he are now investigating its rich harvest of bones, among which are a mastodon's tusk 11 feet long, the bones of the great cave bear, those of a megalonyx (a gigantic sloth), those of a rbinoceros, and those of a curious little horse. Great interest attaches to the inquiry whether this little horse that lived on the Atlantic border in pre-glacial times was identical with the diminutive horse whose bones are found in the sunken lands of Nebraska, and whether this Pennsylvania sloth shall prove to be of the same kind as that whose bones Washington found in a nitre cave of V rginia. The Virginia sloth was supposed to be post-glacial. The bones in this Phœnixville cave are overlaid with glacial drift. I have examined in the Philadelphia Academy a section of the cave drawn by Prof. Cope. This section tells its own story. The animals whose remains are entombed in the cave lived before the epoch of the great northern drift. In those remote times America seems to have been the land of the horse, the rhinoceros, the elephant, and the camel. If this horse should prove to be new, it will be the eighteenth species known to have lived in America before the drift period. do not understand that any human remains or any implements fashioned by human hands have been found in the Phoenixville cave. At this stage of the investigation we cannot say that discovery throws any light on the question of the antiquity of the human race.

Philadelphia Controlled by Her "Roughs."

The Philadelphia newspaper reporters now pursue their avocation in peril of their lives. A notorious and brutal rough named John Tobin was arrested and held to bail in the sum of \$1500 in that city for threatening to kill a reporter who had published the details of a barroom fight in which Tobin had been a participant. Since the arrest of their pal, the murderous gang of roughs who infest and terrorize over a certain part of Philadelphia have notified all the reporters of the city that they will be shot on sight if they venture to give any account of their proceadings. Here is a plain issue made between the triumph of lawlessness and villainy, or the rule of right and good order. If the reporters are suffered to be overawed. Philadelphia must accept the stigma of being under the control of her roughs .- Trenton State Cazette.

-A kiss, says a French author, gives more pleasure than anything else in the world. But she evidently never experienced the childish rapture of descending the parlor stairs by sliding down the bannisters.

PROPOBALS.

Leave Pierceville Tuesday, Thursday, and Saturday at 10 A. M. Arrive at Dixon oy 19 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
- 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 Alilertown, by Coffman's (no office), Uhi's Store (no office), Barnes' Hotel (no office), and Mäller's Store (no office), to Mc-Kee's Haif Falls, 18 miles and back, once a
 - week. Leave Millerstown Saturday at 6 A. M. Arrive at McKees Half Falls by 19 M.;
 - Arrive at markets half Fails Soy 12 M.; Leave McKee's Half Fails Saturday at 1 A. M.; Arrive at Millerstown by 7 P. M. From Edge Hill Station (no office), by Fitzwa-teriown. Jarretiown, 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 mai
- trains. 9649 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 tgomery'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, 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. From North East, by Greenfield, to Wattsburg, 16 miles and back, once a week. Leave North Fast Saturday at 2 P. M. ;
- Arrive at Wattaburg by 6 P. M.; Leave Wattaburg Saturday at 6 A. M.; Arrive at North East by 10 A. M. Proposals 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 mat trains, by a schedule satisfactory to the post-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 Sa-turday, at 11:30 A. M. —or after arrival of mail
- train Arrive at Herrick by 2 30 P. M. ;
- Leave Herrick Tuesday, Thursday, and Satur-day, at 7 A. M.; Arrive at Wyalusing by 10 A. M. 2654 From Russell Hill to Keiserville (no office), 2%
- miles and back, once a week, by a schedule satisfactory to the postmaster.
- From Phoenixville, by Pickering and West Pikeland, to Cnester 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.;

- Arrive at chester springs oy 2 r. M.; Leave Chester Springs Tuesday, Thursday, and Saturday at 6:30 A. M.; Arrive at Phoenixville by S:30 A. M. From Cochransville to Londonderry, 2% miles and back, three times a week, by a schedule satisfactory to the Postmaster at London-
- 2657 From Lanark to Alientown, 4 miles and back,
- 2657 From Lansrk to Aligntowb, 4 miles and back, three times a week, by a schedule satisfactory to the Postmaster at Lanark.
 2658 From Truckeyville to Fagundus Forest (no office), 1 mile and back, three times a week, by a schedule satisfactory to the Postmister.
 2659 From Carrolltown, by Nicktown and Kim-mell's, to Pine Fiats, 13 miles and back, once a week
- a week.
- Leave Carrolltown Saturday at 8 A. M.;
- Leave Carrolitown Saturday at S.A. M.; Arrive at Pine Flats by 12 M.; Leave Pine Flats Saturday at 1 P. M.; Arrive at Carrolitown by 5 P. M. From Central office, in Philadelphia, to the fol-lowing named sub-offices, from October 1, 1871, to June 30, 1872, viz.; Somerton, By-berry, Holmesburg, Olney, Tacony, Bustle-ton, Fox Chase, Milestown, Oxford Church, Torresdale, Verree's Mill, and Wheat Sheaf, twice daily, excent Sunday, in each direction. twice daily, except Sunday, in each direction, or oftener if required, by a schedule satisfac-

PROPOSALS. A RMY BUILDING, CORNER OF HOUSTON AND GREENE STREETS, as folows :--

boo barrels of Fine Meas Fork, containing 200 pounds net, liron-hoop on each end
boo barrels of Flour, round hoops, full kead-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 head-lined.

lined. 16,000 pounds of "Prime Med." Beans, in barrels,

full head-lined, 20,060 pounds of Brown Sugar, in barrels, full headlined.

5,000 pounds of Crushed Sugar, in barrels, full head Hned.

5,000 pounds of Granulated Sugar, in barrels, full

head-lined. 5,000 rounds of Cut Loaf Sugar, in barrels, full head

lined. 5,000 pounds of Carolina Rice, in oak barreis, full head lin

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

20,000 pounds of family S vap, 2-pound bars, 80-pound boxes, net, strapped. 5,000 pounds of "Ada," Clandles, 6's, full weights,

40-pounds of Pure Ground Black Pepper, 3(-pound

packages, in 25-pound boxes, strapped, bounds of Breakfast Bacon, in 100-pound boxes,

1,000 po 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

1,660 gallons of Syrup, in ½ and whole barrels. 1,660 gallons of Syrup, in ½ and whole barrels. 1,000 gallons of Molasses, in ½ and whole barrels. 1,000 dozen of Tollet Soaps, assorted.

600 boxes of Table Sal, in boxes containing 60 boxes each, 25 pounds of Cayenne Pepper, ground, in ¥

pound packages, packed in boxes of

pounds.
25 pounds of Cinnamon, ground, in M-pound packages, packed in boxes of 25 pounds.
25 pounds of Giager, ground, in M-pound packages, packed in boxes of 25 pounds.
25 pounds of Allspice, ground, in M-pound packages, packed in boxes of 25 pounds.

ages, packed in boxes of 25 pounds. 100 pounds of Mustard, ground, in ½-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. 250 boxes of Dessicated Codfish, 1-pound boxes

packed 24 in a case. 100 boxes of Smoted Herring.

1,000 nalf-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

phekage. 100 half boxes of Raisins, strapped 10 in a pack-

age. 100 whole boxes of Raisins, strapped 10 in

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 Ovsters, in 2-pound cans, 600 caps 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 Freserved Pineapples, in 2-pound cans, 249 cans of Preserved Damsons, in 2-pound cans, 240 cans of Fresh Pineapples, in 2-pound caus. 240 cans of Cranberry Sauce, in 2-pound cans. 240 bottles of Wore stershire 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 Cendensed Milk, 1-pound cans, "Eagle" brand. 400 bottles of Arsorted Pickles, consisting of Eng-

lish Chow-chow and Gherkins, and Domes-tic Cucumbers and Onions. 20 gross of Vanilla Extracts, 2 and 4-ounce visits. 20 gross of Lenion Extracts, 2 and 4-ounce visits.

pounds of corn Starch, in 1-pound package

RAILROAD LINES. DHILADELPHIA AND READING BALLROAD DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JANUARY 1, 1870. The trains of the Pennsylvanis Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot. Depot, THIRTEENTH and CALLOWHILL Streets. Until forther notice trains will Leave and Arrive

RAILROAD LINES

TRAINS LEAVE DEPOT.

Lock Haven and Elmira Express . 940 A. Paol: Accommodation, 1010 A.M.& 1'10 and 7'10P

Pacific Express 10.10 P. M. Pacific Express 10.10 P. M. Pacific Express 10.10 P. M. Pacific Express daily, running on Saturday night to Williamsport only. On Sun day night pas-sengers will leave Philadelphia at 10.10 P. M.

rives at Paoli at 740 P. M. Sunday Train No. 1 leaves Paoli at 650 A. M., arrives at Philadelphia at 810 A. M. Sunday Train No. 2 leaves Paoli at 450 P. M.; arrives at Philadelphia at 620.

Paoli Accommodat'n, 8 20 A. M. & 8 50 & 3 40 P

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. GASSATT, 429 General Superintendent, Altoona, Pa.

1870. -FOR NEW YORK-THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places.

to New York and way Places. PROM WALNUT STREET WHARF. At 7 A. M., Mail and Accommodation, vis Cam-den and Amboy, and at 3:30 P. M., Accommoda-

tion. via Camden and Jersey City. At2 and 6 P. M., for Ambey and intermediate sta-

At 7 A. M. and 3:30 P. M. for Freehold and Far-mingcale.

At 7 and 10 A. M., 12 M., 2, 3:30, and 6 P. M. for Trenton. 7 At 7 and 10 A. M., 12 M., 2, 3:30, and 6 P. M. for 7 At 7 and 10 A. M., 12 M., 2, 3:30, 5, 6, 7, and 11:80 P. M. for Bordentown, Florence, Burlington⁴ Edgewater, Heverly, Delanco, Riverside, River-ton and Pelmyra.

on, 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, 4:30, 6:45 and 12 P. M., New York Express Lines, and at 11:30 P. M.,

Line, via Jersov City. At 7:30 and 9:45 A. M., 1:20, 3:10, 5:39, 6:45, and 12 P. M. for Trenton.

At 9.46 A. M. 1.20, 6.45 and 13 P. M. for Bristol.

At 7:30 A. M., 2:80, and 5 P. M. for Morrisville

At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustle-

ton, Holmesburg, and Holmesburg Junction. At 7 and 9 50 A. M., 12 80, 2 30, 5 18, 6, and P. M. for Tacony, Wissinoming, Bridesburg,

VIA BELVIDERE DELAWARE RAILROAD.

FROM MARKET STREET FERRY (UPPER SIDE),

VIA NEW JERSEY SOUTHERN BAILEOAD At 11 A. M. for New York, Long Branch, and intermediate places.

VIA CAMDEN AND BURLINGTON COUNTY BAILBOAD.

abc Medford. At 6 45 and 11 A.M., 8 80, 5, and 6.80 P.M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

At 645 A. M., 1 and 8:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and

DHILADELPHIA AND ERIE RAILROAD.

The trains on the Philadeiphia and Erie Rail-road will run as follows from the Pennsylvania Rail-

WESTWARD.

EASTWARD,

arrives at Philadelphia....

arrives at Philadelphia, 5:30 I

BUFFALO EXP. leaves Williamsport.... 12:35 A Sanbary 2:30 A

Express, Mail, and Accommodation, east and West, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Cil Creek and Allegheny River Ralicoad. WM. A. BALDWIN, General Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD, CHANGE OF HOURS, On and after MONDAY, October 8, 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., 4:50 P. M., and 7 P. M. For Oxford Wedbesdays and Saturdays only at

For Chadd's Ford and Chester Creek Railroad at

For Chadd's Ford and Chester Creek Rallroad at 7 A. M., 10 A. M., 430 P. M., and T.P. M. Wednes days and Saturdays only 250 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 430 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Ballroad. Trains for Philadelphia toave Port Deposit at 925 A. M. and 458 P. M. on arrival of trains from Balti-

A. M. and 4.25 P. M., on arrival of trains from Balti

more.
 Oxford at 6465 A. M., 1025 A. M. and 530 P. M.
 Sundave at 530 P. M. only.
 Chado's Ford(at 726 A. M., 1156 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 be responsible for an amount exceeding one

case be responsible for an an under the state for hundred dollars, unless special contract is made for

HENRY WOOD,

General Superintendent.

avenue:-

the same.

10.3

road Depot, West Philadelphia:-

MAIL TRAIN leaves Philadelphia

WM. H. GATZMER, Agent.

9.40 P.

6 50

9 00 I

8-25 A

At 6.46 A. M., 2.30 and 6.30 P. M. for Lumberton

12-11 A. 1

,12-40 F

12.40 8 3-80 P 4-10 P

6.80

9-50 F

9.00 A 9.50 A

5.45 5-45 F

3.25 F

6-40 P

. 10 50 P. M

. 12 20 F

.

Ticket Agent at the Depot

Pittsburg Express

epot.

Mall Train

Erie Matl

tions.

Bristol.

Frankford

stations.

Pemberten.

Hightstown.

Dec. 12, 1870.

AUD FION BALES.

M THOMAS & SONS, AUGTIONBERS, :NOS.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Cheg-NUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 1110 Chesnut street, HANDSOME WALNUT PARLOR, LIBRARY, Chamber and Dining-room Furniture: Flue Vel-vet, Brussels, and Ingrain Carpets: 2 Rosewood Plano Fortes, Rosewood Parlor Organ, Mantel and Pier Glasses, Bookcases, Office and Library Tables, Spring, Hair, and Hust Mattresses; China Tollet Sets, Clothes Hampers, Involce of Fine Plated Ware, Involce of Wines and Liquors, In-volce of Fine Furs, Portable Printing Press and Type, Stoves, Kitchen Furniture, etc. On Friday Morning. At 9 o'clock, at the auction store, No. 1119 Chesnut street, will te sold by catalogue, a large and elegant assoriment of New and Secondhand Furniture, Car-pets, etc., of every description.

ARTICLES TO BE SOLD AT 1 O'CLOCK,

Bank street. Successors to John B. Myers & Co.

FIRST SPRING SALE OF CARPETINGS, OIL,

FIRST SPRING SALE OF CARPETINGS, OIL, CLOTHS, ETC. On Friday Morning, February 10, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, oot-tage, and iag carpetings; oil cloths, rugs, etc. 22: 500 ALL-WOOL CRUMB CLOTHS oil the best quality and choice patterns

An invoice of superior fancy colored matting.

SALE OF 2000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, ETC.

On Tuesday Morning, Feb. 14, at 10 o'clock, on four months' credit. [985t

BY HENRY W. & B. SCOTT, JR. AUCTION. BERS AND COMMISSION MERCHANTS, (temporarily) No. 841 CHESNUT Street, under the Girard House.

LARGE AND IMPORTANT SALE OF HIGH CLASS MODERN PICTURES, By foreign and American artists, consigned by W. H. Fabning, Esq., of Fanning's Art Rooms, New York, and to be sold on 'THURSDAY AND FRIDAY EVENINGS, 9th and 19th Inst, at 714 O'clock, at SCOTT'S ART GALLERY, NO. 841 CHESNUT Street, under the Giratd House.

Robbe, Charles Chaplin, Rebout. Backol witz, De Noter, Van Dicgham, Maes, Van Leemputten, New-

huysen, etc. ; together with many other fine speci-

On view, with catalogue, Tuesday, day and eve-

SALES ON PREMISES receive prompt and per-

HENRY MOLTEN, AUCTIONEER. BY HENRY MOLTEN & CO., Sulesroom, Nos. 21 and 23 MEROER Street, New York.

REGULAR TRADE SALE

FUR AND WOOL BATS.

EUR AND WOOL HAIS, LADIES' AND GENTS' READY-MADE FURS, STRAW, FELT, AND VELVET GOODS, Every THURSDAY during the season. Cash advances made on consignments without

MAGILL, FARREL & CO AUCTIONEERS, No. 318 MARKST Street.

NONCERT BALL AUCTION ROOMS, No. 1219

Personal attention given to sales of household fur-

niture 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

MARTIN BROTHERS, AUCTIONEERS,-No. 704 Chesnut street.

DY BARRITT & CO., AUCTIONEERS,

No. 200 MARKET Street, corner of Bank street. Cash advanced on consignments without extra

11 245

Auditor

CASH AUCTION HOUSE

LEGAL NOTICES.

No. 104 SOUTH FIFTH STREET.

DEPARTMENT OF HIGH WAYS. -OFFICE OF CHIEF COMMISSIONER,

NOTICE.

In accordance with the provisions of an Ordi-

nance of Councils, approved April 24, 1868, no-

tice is hereby given that the final estimate for the construction of the sewer on North College

avenue will be paid MARCH 6, 1871. All per-

sons having claims for labor done or materials

furnished for said sewer are requested to pre-

sent the same for payment on or before 12 o'clock M. of MARCH 6, 1871.

28 wmfM5 Chief Com'r of Highways.

IN THE DISTRICT COURT FOR THE CITY AND COUNTY OF FHILADELPHIA. PEHLIP SPAEDER VS. GEORGE HAMBRECHT. f. fa.: VIRTUE C. SWEATMAN VS. GEORGE HAMBRECHT, f. fa. September Term, 1870,

Nos. 57 and 95. The Auditor appointed by the Court to report dis-tribution of the fund in court, arising from the Sherin's sale under the above writs of *heri facias* of the personal estate of the said GEORGE HAM-

BRECHT, will meet the parties interested for the purposes of his appointment at his Office, No. 518 WALNUT Street, Room No. 10, in the city of Phila-delphia, on WEDNESDAY, February 15, 1871, at 3 o'clock P. M., when and where all persons are re-

nired to make their claims before such Auditor or

ENGINES. MACHINERY, ETC.

ENCINES. MACMINERY, ETC. PENN STEAM ENGINE AND BOILING WORKS.—NEAFIE & LEVY, PRACTI-OAL AND THEORETICAL ENGINEERS, MA-CHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Bollers, 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 pre-pared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fins Tubniar and Cyinder Bollers of the best Pennsylvania Charcoal tron. Forgings of all size and kinds. fron and Brass Castings of all descriptions. Roll Turning, porew Cutting, and all other work connected with the above business. Drawings and specifications for all work done

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

The subscribers have ample wharf dock-toom for

The subscribers have ample what dock-toom for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising beavy or light weights. JACOB C. NEAFIE, JOHN P. LEVY, 8 15: BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,

PHILADELPHIA, PA.,

Manufacture Plain and Galvanized

WROUGHT-IRON PIPE and Sundries for Gas and Steam Fitters, Plumbers,

Machinizis, Railing Makers, Oli Reiners, etc. WORES, TWENTY-THIRD AND FILBERT STREETS. OFFICE AND WAREHOUSE, \$1 NO. 42 N. FIFTH STREET.

Corn Exchange Bag Manufactory.

JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sta.

ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bon-

Dust, Etc. Large and small GUNNY BAGS constantly on and. Also, WOOL SACKS

T OOLS FOR MACHINISTS, LATHES, Being Scient and Con Couling To, LATHES,

T Bering, Screw and Cog-Cutting, Planing, Slotsing and Pouching Machines. Heavy, and of the best mate-rial and work. 59% No. 17 South EIGHTRENTH Street.

be debarred from coming in upon said fund, E. C. MITCHELL,

MAHLON H. DICKINSON,

PHILADELPHIA, Feb. 6, 1871.

CHESNUT Street. T. A. MCOLELLAND, AUCTIONEER.

neps of Foreign and American art.

ning, until sale.

onal attention.

dditional charges.

charge.

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81

[24 2t

Rosewood planos and organs. Portable printing press and type.

Invoice of fine furs.

avoice of fine wines and liquors.

of the best quality and choice patterns, CANTON MATTING.

To Pottsville..... 3.15 P. M.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders lett at No. 901 Chesnut street, or No. 118 Market street, will receive attention. Paol: Accommodation, 10 10 A.M.& 110 a Fast Line Eric Express Harrisburg Accommodation Lancaster Accommodation Parkesburg Train Cincinnati Express Eric Mail and Buffalo Express.

N. 1. EATRINS FOR FITTSBURG AND WEST. Trains leave New York at 900 a.m. and 500 p. m., passing Reading at 1.55 and 10.05 p. m., connect-ing at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg,

Baitimore, Williamsport, etc. Sleeping cars accompany these trains through be-tween Jersey City and Pittsburg without change. Trains for New York leave Harrisburg at 310, 810, and 11:45 a. m., and 2:50 p. m. Additional train leaves New York for Harrisburg

Cincinnati and Pacific Express leaves daily. All other trains daily except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered by § P. M. at No. 116 For particulars see Guide Books, which can be ob-Market street. Sunday Train No. 1 leaves Philadelphia at 8:49 tained at No. 811 Chesnut street, and at all stations, without charge. Season, School, Mileage, and Commutation Tickets A. M.; airives at Paoli at 948 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; ar-

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 Bag-gage Express. Orders left at Depot, or at No. 225 S.

connection with the trains for New York at Inter-

Section Station. CHESNUT HILL RAILROAD.-Leave at 6, 8, 10, 12

CHESNUT HILL RAILROAD.—Leave at 6, 8, 10, 12 a. m.; 230, 345, 545, 7, 9 and 11 p. m. Leave Ches-nut Hill at 710, 8, 910, 1140 a. m.; 140, 340, 540, 640, 840, 1040 p. m. On Sundays, leave 916 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, 750, 9, 1105 a. m.; 130, 3, 4, 5, 530, 615, 805, 10, 1145 p. m. Leave Norristown at 530, 625, 7, 745, 850, 11 a. m.; 130, 3, 430, 615, 8, 930 p. m. On Nun-days, leave at 9 a. m.; 2:30, 4, 730 p. m. Leave Nor-ristown at 7 a. m.; 1, 530, 9 p. m. FOR MANAYUNK.—Leave at 6, 750, 9, 1105 a. m.; 140, 5, 4, 5, 530, 615, 8, 95, 10, 1145 p. m. Leave

1:80, 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.; 1:20, 6:11, 9:20 p. m.

1'30, 6'15, 9 30 p. m. FOR PLYMOUTH.-Leave at 6 a. m. and 5 p. m.

The 745 a.m. train (700 A.m. and 230 p. M. The 745 a.m. train (701 Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane. Passengers taking the 742, 9405 a.m., and 6430 p. m. trains from Ninth and Green streets will

p. m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station. The 8:30 a. m., 12:30 and 5 p. m. trains from New Yo:k stop at Intersection Station.

PHILABELPHIA, WILMINGTON. AND BAL-TIMORE RAILROAD.-TIME TABLE. OOMMENCING MONDAY. NOVEMBER 21, 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

Leave Plymouth at 6.2" a. m. and 2.30 p. M.

Fourth street, GERMANTOWN AND NORRISTOWN BRANCH. Depot. Niuth and Green. Trains leave for Germantown at 6, 7, 8, 8%, 9:05,

Parkesburg Train Fast Line and Buffalo,Express 10, 11, 12 A. M.; 1, 2, 230, 315, 345, 405, 430, 505, 545, 55, 55, 55, 545, 6, 630, 7, 8, 9, 1005, 11, 12 p. m. Leave Ger-mantown, 6, 655, 730, 8, 820, 9, 95, 10, 11, 12 a. M.; 1, 2, 3, 350, 4, 445, 5, 550, 6, 630, 7, 8, 9, 10, 11 p. m. The 820 and 930 down trains, 230, 345, and 545 Lancaster Train . . . Erie Express . Lock Haven and Eimira Express up trains, will not stop on the Germantown branch. On Sundays, leave at 915 a. m.; 2, 405. 7, 1045 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

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 fol-lowing routes in the State of Pennsylvania, will be received at the contract Office of the Department until 8 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,

22 miles and back, three times a week. Leave Butler Monday, Wednesday, and Friday, at 7.30 A. M. : Arrive at Lawrencebnrg 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 S 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.

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

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.

West Bingham Tuesday and Saturday at 8 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. 2036 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

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 exist-ing service, and, if so, will not be let. 2638 Frem Horton's, by Rochester's Mills (uo office), to Brady, 12 miles and back, once a week, Leave Horton's Saturday at S 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

Arrive at Smith's Mills by 12 M.; Leave Smith's Milis 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 19 M. ; Leave Tryonville Saturday at 1 P. M.; Arrive at Troy Centre by 3 P. M. Pronosals invited for service twice a week, on

Wednesday and Saturday. 2642 From Flicksville (no onlee) to Penargil (no

Bidders will state distance and proposed sche-

dule of arrivals and departure. 2643 From Coopersburg, by Lanark, Limeport, Stinesbarg, and Zion Hill (no office), to Coopersburg, 18 miles, three times a week, equal to 9 miles and back, three times a

Leave Cooperaburg Tuesday, Thursday, and Saturday at 12 M.

Arrive at Coopersburg by 6 P. M. 2044 From Dixon, by East Lemon (no office), to Pierceville, 6 miles and back, three times a

Leave Dixon Tuesday, Thursday, and Satur-

day at 7 A. M. Arrive at Pierceville by 9 A. M.

tory 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 "cels-rity, certainty, and security," using the terms of the

law, and they must be guaranteed by two respon-sible persons, certified to as such by a postmaster or judge of a court of record.

or judge of a court of record. No pay will be made for trips not performed, and for each of such omissions not satisfactorily ex-plained three times the pay of the trip may be dedwcted. 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 delingency be satisfactorily 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, 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 anual 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 prorate 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 provide compensation for the service dispensed with, and a provide 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 angle 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 post offices. JOHN A. J. CRESWELL, 19 cod tM1 Postmaster-General.

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 Foundrie

will be received at this office until MONDAY the 18th 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 accept-

ance. 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 Lightes." J. C. WOODRUFF, Licut.-Colonel of Engineers, U. S. A houses.

1 2012 13 Lighthouse Engineer Third District

OUARTERMASTER'S OFFICE.

PHILADELPHIA, Feb. 3, 1871. FHILADELFHIA, Feb. 3, 1871. Sealed Proposals, in triplicate, will be received at this office until 12 o'clock M. on TUESDAY, March 7, 1871, for building a Superintendent's Lodge, of stone, at each of the following-named National Cemeteries, viz.:-City Point, Cold Harbor, and Fredericksburg, Va, according to plans and specifi-cations which will be furnished from this office on

Separate bids for building this Lodge of brick are Separate bids for building this Lodge of offick are also invited, plans and specifications for which will also be furnished from this office on application. Biank forms for bids, details, and requirements furnished by the undersigned—a copy of the latter, with this advertisement, to be attached to each pro-posal offered. HENRY C. HODGES, 28tM7 1 Major and Quartermaster U. S. Army.

40-pound boxes. 720 pounds of Laundry Starch, in 1-pound paca-

ages, 36-pound boxes. 108 pounds Tapicca, in 1-pound packages, 25 pound boxes.

200 ounds of Chocolate, in 1-pound packages, 25 pounds each.

360 pounds of Vermicelli, in 1-pound packages, 25-pound boxes.

300 pounds of Maccaroni, in 1-pound packages, 25-pound boxes, 200 pounds of Carbonate Soda, in 1-pound pack-

ages, 36 pounds each. 250 pounds of Cream Tartar, in 1-pound packages,

25 pounds each. 8,000 pout nds 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 blds, requirements of bidders, the same as previous advertise neats from this office. These stores are required for immediate office.

shipment, and in quantities more or less at the option of the Government. By order of Major W. W. BURNS,

Chief C.'S. Department of East. 27 tm 4†

RAILROAD LINES.

N ORTH PENNSYLVANIA RAILROAD-THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. WINTER ARRANGEMENT. Takes effect December 19, 1870. Fifteen Daily Trains leave Passaurer Depol.

Fifteen Dally Trains leave Passenger Depot,

corner of Berks and American streets (Sundays excepted), as follows:-7:00 A. M. (Accommodation) for Fort Washing-

ten. At 7:36 A.M. (Express), for Bethlehem, Easton, Al-lentown, Maueh Chunk, Wilkesbarre, Williams-port, Mahanoy City, Hazleton, Pittston, Towanda, Waverley Elmira, and in connection with the ERIE HALL WAY 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, Al-lentown, Mauen Chunk, Williamsport, Mahanoy City, Wilkesparre, Pittston, Scranton, Hacketts-town, Schooley's Mountain, and N. J. Central and Morris and Esser Rattroads.

7:00 A. M. and 4:20 P. M. trains for Baltimore Cenral Rairoad.
From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Maii; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.
SUNDAY TEAIN 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 Philadelphis for West Grove and Intermediate stations at 8:00 A. M.; returning, left West Grove at 3:25 P. M.
Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, ander 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 Unier Transfer Company. H. F. KENNEY, Superintendent. LA. M. (Accommodation) for Fort Washington 1'16 and 5'20 and 8 18 P. M., for Abington. 145 P. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Mahanoy City, Wilkes-barre, Pitteton, and Hazleton.

2.80 P. M. (Accommodation) for Doylestown.

At 3:20 F. M. (Accommodation) for Doylectown. At 3:20 F. M. (Bethlehem Accommodation) for Bethlehem, Easton. Allentown, and Coplay. 4:15 F. M. (Mail) for Doylectown. 6:00 F. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. 6:20 F. M. (Accommodation) for Lansdale.

11:30 P. M. (Accommodation) for Fort Washing

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

TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 56, and 10.85 A. M.; 2.16, 5.05, and 8.25 P. M.

Doylestown at 825 A. M., 440 and 635 P. M. Lansdale at 730 A. M. Fort Washington at 920 and 11-20 A. M., 840 P.M.

Abington at 2'86, 6 56, and 9 38 P. M. ON SUNDAYS. Philadelphia for Bathlehem at 930 A. Philadelphia for Devicesowa at 930 A. M. Doylestown for Philadelphia at 7 A. M. Beiblean 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 Pennsylvan's Baggage Express Office, No. 105 S. Fifth street. Dec. 19, 1870. ELLIS CLARK, Agent.

WEST JERSEY RAILROADS.

FALL AND WINTER ARRANGEMENA FALL AND WINTER ARRANGEMENA: COMMENCING MONDAY, SEPTEMBEZ '9, 1870. Trains will leave Philadelphia as follows:--From foot of Market street (upper ferry), 8:15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vinelape', millville, and way stations 11:46 A. M., Woodbury Accommodation. 3:16 P. M., Passenger for Cape May, Millville, and way stations below Glassboro Scae P. M., Passenger for Bridgeton, Salem,

8'30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations. 5:30 P. M., Accommodation for Woodbury, Glass-

oro, Clayton, and intermediate stations. Freight Train leaves Camden daily, at 12 M. WII-LIAM J. SEWELL, Superintend

and Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-At 12 P. M. (night) for Morrisville, fullytown, Schenck's, Eddington, Cornwells, Torresdale, Bolmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad

Sunday Lines leave at 946 A. M., 6 45 P. M., and 12 hisht. EROM KENSINGTON DEPOT. At 7-80 A. M., 2:30, 8:30, and 5 P. M. for Trenton and Eristol, and at 9:30 A. M. and 6 P. M. for

road. Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmington, with train for New Castle. Express Train at 4 P. M. Studays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-nort Stanton, Newsch Eliston North Fast At 7 30 and 9 30 A. M., 9 30, 6, and 6 P. M. for Schenck's Eddington, Cornwells, Torresdale, and Holmesburg Junction.

Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Eikton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolis, Chase's and Stemmer's Run. Night Express at 11:30 P. M. (Daily), for Balti-more and Washington, stopping at Chester, adm-wood, Clayment, Wilmington, Newark, Eikton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 11:45 A. M. train.

take the 1145 A. M. train. WILMINGTON TRAINS.

Trains leaving Willington at 645 A. M. and 400 P. M. will connect at Lamokin Junction with the

7.00 A. M. and 4.20 P. M. trains for Baltimore Cen-

THE PHILADELPHIA AND BALTIMORE CEN-

On and after MONDAY, October 3, 1870, trains

nue:-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 Wilmington and Reading Railroad.

Trains for Philadelphia:-Lave Port Deposit at 9'25 A. M. and 4'25 P. M., n arrival of trains from Baltimore, Oxford at 6 '05 and 10'35 A. M. and 5'50 P. M. Sun-

days at 5 '50 P. M. only. Chadd's Ford at 726 A. M. 11 '58 A. M., 2 '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, Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:--FROM PHILADELPHIA For West Chester at 7:45 and 11:50 A. M., 2:30, 6:15, and 11:50 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-tions.

FOR PHILADELPHIA

From West Chester at 630 and 1045 A. M., 155, 455, and 656 P. M. Stata all stations. From West Chester 175 A. M. This train stops only at stations in the West Chester and Media

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. WHERLER Superiotendant

W. C. WHEELER, Superintendent,

N ROAD COMPANY. ON AND AFTER MONDAY, October 17, 1870

TRAL RAILROAD. CHANGE OF HOURS.

lmington and Reading Railroad.

lions.

(Greenwood ex

1014

monodation trains Sundays excepted

ral Raliroad.

VIA BELVIDERE DELAWARE BAILBOAD. At 7:89 A. M. for Niagara Falls, Buffalo, Fun-kirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc. At 7:80 A. M. and 8:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. At 5 F. M. for Lambertville and intermediate Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11:09 A. M., 2:80, 5:00, ant 7:06 P. M. Thes:00 P. M. train connects with Dela-ware Kallroad 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 ac-