THE SETTLEMENT OF THE AMERICAN DIFFICULTY.

From the Pall Mall Gazette.

The latest telegraphic intelligence from Washington clears up a point in the proposed settlement of the Alabama difficulty which was left in the greatest obscurity, but which was of such importance that, till the mode of settling it was known, it was impossible to have a confident opinion on the proceedings of the High Joint Commission. It had been pretty well ascertained that the two contracting Powers had agreed upon a new principle to be engrafted by treaty (so far as their efforts could secure the end) on International Law, and that the British Government had consented to the retrospective application of this principle to the case of the Alabama. But though it was stated that neutral governments were to be responsible for the depredations of belligerent cruisers fitted out in their ports, nothing was said of the measure and test of responsibility. The accounts of the arrangements which were published implied, indeed, that an absolute and unqualified responsibility was to attach in the given case to the neutral, and that no amount of care and caution would be an answer to a demand to be reimbursed by losses occasioned by an escaping cruiser or privateer. Such a rule would have been an intolerable burden to neutrals, who up to this time have had no duty whatever of the sort cast on them by the law of nations, and all that could have been said for it was that it was sure in the long run to throw far heavier obligations on the United States than on this country. But the last telegrams convey the very probably correct intelligence that the new responsibility is to arise when the neutral has failed to employ "the utmost possible diligence and precaution." In the old legal phrase, he will be bound to the "extreme of diligence" in watching his own yards and ports, and he will be correspondingly liable for "slight negligence." Even thus the new obligation is extremely onerous, but it is qualified by a well-ascertained legal limitation, and it must be remembered that no less burdensome rule would have contributed to the settlement of the Alabama question. No reader of Mr. Bernard's treatise on "British Neutrality" can help suspecting that if the English Government during the American war is to be considered as having been bound by any slighter measure of responsibility than this—if, for example, it had merely been obliged to show that it had used "reasonable" diligence—it is very doubtful whether the Americans could have recovered a dollar of compensation. Having committed themselves to an extreme complaint, they can only receive satisfaction through a decision under an extreme rule.

The mode of settlement, based, as it seems to be, upon a new rule combined with a sort of fiction under which the rule is supposed to have always existed, has not a little about it that is curious; and the cynical British critic might perhaps observe that it contains an implied admission on the part of the Americans that, ever since the Confederate war, they have been preferring an unjust claim against the British Government. But this sort of illogicality has always, as we before explained, characterized the growth of international laws. A sentiment grows up that a rule ought to exist; then somebody of authority asserts that it does exist; then everybody agrees to argue as if it had always existed. Now that the new rule is to form part of the international system—certainly as regards the United States and this country, probably as regards the whole civilized world—we need not hesitate to say that Great Britain has, on the whole, more to gain than to lose by it; and a heavy cloud which overhung the fortunes both of the English and the American people is probably on the point of being dispersed. It cannot be too often repeated that the danger of collision with the United States arises from different causes, and exists under different conditions, from any peril with which we may be threatened of armed strife on our own side of the Atlantic. The chances against the perpetuity of peace in Europe grow out of our still intricate relations with various Continental powers, out of our generally imperfect state of military preparation, and out of the incurable contagiousness of war. We are necessarily, through the obligations we have contracted or inherited, an obstacle at all times to somebody's ambition, and we are too often so weak, and always so close at hand, that the very perfection of their military resources, contrasted with the poverty of ours, may furnish our neighbors with an irresistible temptation to sudden attack. But our relations with the United States are wholly different. We are separated from them not by a silver streak of sea, but by a wide and stormy ocean; and, whatever at any given moment be the condition of our own army and navy, we may be pretty sure that the condition of the American army and navy will at the same moment be worse. The Americans are not tempted to attack us by any palpable contrast between their strength and our weakness, between their preparation and our unreadiness. The danger of quarrel comes from another source, and has its origin in the great knowledge which the people of the two countries have of one another, through community of language and race, but which they combine with great ignorance of one another on certain points, attributable probably to geographical distance. We know the Americans well enough to understand a slight which they may put upon us far better than if it came from Frenchmen, Germans, or Prussians; they do not know us well enough to comprehend our peculiar susceptibility to affront. We have frequently stated our opinion that, if war broke out between the United States and Great Britain, the declaration would probably come from the English Government, and would be a surprise for the American Government and people. Habit and history have gradually made the Americans regard hard language about this country as innocent commonplace, and diplomatic rebuffs of the British Government as the justifiable expedients of a necessarily partisan administration. The fear lay in the chance that this frame of mind, consciously or unconsciously shared by the great majority of Americans, would one day produce some "light-hearted" stroke of diplomacy which would set England in flames. The true policy to follow, therefore, in the interest of both countries was, not (as was once contended) to let the Alabama and fishery difficulties sleep until better days, but to get rid of them with the utmost promptitude. These two great communities will be sure of peace in proportion to the fewness of decent pretexts for quarrelling, and the permanent causes of differences between them are happily very few.

The difficulties of completing the adjustment which the commissioners have embodied in the draft-treaty do not appear to us as great as they have been represented by some; the resolution of the House of Representatives, that if money has to be paid they must have a voice in the treaty, seems, for example, mere constitutional commonplace. A final arrangement may be regarded as, on the whole, so probable that congratulations on the subject are neither absurd nor premature. It would not be difficult to show that the opportunity has to some extent been furnished by accident. On the English side, both the great political parties had committed themselves to the expediency of a settlement, and the continental war had strengthened the general desire to leave no questions open with the United States. On the part of the Americans the President had quarrelled with the impracticable politician who had virtually declared against all arrangement, and had come to an understanding with the rest of the Republican party, who probably feel that an anti-British policy will always, in the long run, be profitable to their Democratic adversaries. But these casual advantages seem to have contributed but slightly to the result as compared with influences of which the proved existence and efficacy may be regarded with legitimate satisfaction in both countries. The repugnance to war manifestly felt by a high functionary who has seen more of it than most people, the essential reasonableness of the best men in both communities, the steadying and sobering effects of that strong legal spirit which is common to the educated classes in both of them, have helped a great deal more than accident to lay the basis of an understanding which, if it be completed, should form an epoch both in English and in American history.

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MORRIS, TASKER & CO.
Philadelphia, Jan. 22, 1870.

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RAILROAD LINES.

THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES.

On and after THURSDAY, June 1, 1871, TRAINS WILL LEAVE AS FOLLOWS:—

FROM WALNUT STREET WHARF.

At 6·15 a. m. Accommodation via Camden and Amboy, and at 3·30 p. m. Accommodation via Camden and Jersey City for New York.

At 2 and 6 p. m. for Amboy and intermediate stations.

At 6·15 a. m. and 3·30 p. m. for Freehold and Farmingdale.

At 6·15, 8, and 10 a. m., 12 m., 2, 3·30, and 5 p. m. for Trenton.

At 6·15, 8, and 10 a. m., 12 m., 2, 3·30, 5, 6, 7·30, and 11·30 p. m. for Bordentown, Florence, Burlington, Edgewater, Beverly, Delanco, and Riverton.

At 6·15 and 10 a. m., 12 m., 2, 3·30, 5, 6, 7·30, and 11·30 p. m. for Riverside, and Palmyra.

At 6·15 and 10 a. m., 12 m., 5, 6, 7·30, 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, 8·15, and 11 a. m., 1·20, 3, 5·30, 6·45, and 12 p. m., New York Express Lines, and 11·30 p. m. Emigrant Line, via Jersey City.

At 7, 8·15 and 11 a. m., 1·20, 3, 5·30, 6·45, and 12 p. m. for Trenton.

At 7, 8·15, and 11 a. m., 6·45 and 12 p. m. for Bristol.

At 12 p. m. (Night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torrisdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

Sunday Lines leave at 11 a. m., 6·45 p. m., and 12 night.

FROM KENSINGTON DEPOT.

At 7 and 9·30 a. m., 2·30, 3, and 5 p. m. for Trenton and Bristol. And at 6 p. m. for Bristol.

At 7 and 9·30 a. m., 2·30 and 5 p. m. for Morrisville and Tullytown.

At 7 and 9·30 a. m., 2·30, 5, and 6 p. m. for Schenck's, Eddington, Cornwells, Torrisdale, and Holmesburg Junction.

At 6·45 a. m., 12·30, 5·15, and 7·15 p. m. for Bustleton, Holmesburg, and Holmesburg Junction.

At 6·45 and 9·30 a. m., 12·30, 2·30, 5·15, 6, and 7·15 p. m. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD.

At 7 a. m. and 3 p. m. for Niagara Falls, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Scranton, Wilkesbarre, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc., and 7 a. m. for Schooley's Mountain.

At 9·30 a. m. and 5 p. m. for Pennington, Lambertville, and intermediate stations, and at 5 p. m. for Easton.

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 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, Hainsport, and Mount Holly.

At 6 a. m., 2·30 and 6·30 p. m. for Lumberton and Medford.

At 6 and 11 a. m., 3·30, 5, and 6·30 p. m. for Smithville, Rwansville, Vincentown, Birmingham, and Pemberton.

At 6 a. m., 1 and 3·30 p. m., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown. WM. H. GATZMER, Agent.
May 29, 1871.

NORTH PENNSYLVANIA RAILROAD—The short Middle Route to the Lehigh and Wyoming Valleys, Northern Pennsylvania, Southern and Interior New York, Buffalo, Auburn, Rochester, the great Lakes, and the Dominion of Canada.

SUMMER ARRANGEMENT,
Takes effect May 15, 1871.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 a. m. (accommodation), for Fort Washington.

7·35 a. m. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverly, Auburn, 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, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 a. m. (Accommodation) for Fort Washington.

1·30 and 5·30 p. m. for Abington.

2 p. m. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2·30 p. m. (Accommodation) for Doylestown.

At 3·20 p. m. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton.

At 4 p. m. (Accommodation) for Bethlehem.

4·30 p. m. (Mail) for Doylestown.

5·15 p. m. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6·30 p. m. (Accommodation) for Lansdale.

8·10 and 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, 5·20, 8·15, and 10·20 p. m.

Doylestown at 8·25 a. m., 4·45 and 6·45 p. m.

Lansdale at 7·30 a. m.

Fort Washington at 9·20 and 11·20 a. m., 3·05 and 10·00 p. m.

Abington at 2·45 and 7·00 p. m.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 a. m.

Philadelphia for Doylestown at 2·00 p. m.

Philadelphia for Fort Washington at 9·00 a m. and 6·45 p. m.

Doylestown for Philadelphia at 6·45 p. m.

Bethlehem for Philadelphia at 4·00 p. m.

Fort Washington for Philadelphia at 10·00 a. m. and 8·00 p. m.

Tickets sold and baggage checked through to all principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.
May 15, 1871. ELLIS CLARK, Agent.

PHILADELPHIA AND ERIE RAILROAD.—SUMMER TIME TABLE.

On and after MONDAY, May 15, 1871, the trains on the Philadelphia and Erie Railroad will run as follows from the Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia	7·10 P. M.
" " Williamsport	4·15 A. M.
" arrives at Erie	3·50 P. M.
ERIE EXPRESS leaves Philadelphia	12·30 P. 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	11·20 A. M.
" " Williamsport	10·00 P. M.
" arrives at Philadelphia	6·30 A. M.
ERIE EXPRESS leaves Erie	9·00 P. M.
" " Williamsport	8·25 A. M.
" arrives at Philadelphia	5·20 P. M.
ELMIRA MAIL leaves Lock Haven	8·00 A. M.
" " Williamsport	9·15 A. M.
" arrives at Philadelphia	5·30 P. M.
BUFFALO EXP. leaves Williamsport	1·25 A. M.
" " Sunbury	1·25 A. M.
" arrives at Philadelphia	9·40 A. M.

Mail East connects east and west at Erie with L. S. & M. S. R. W. and at Corry and Irvineton with Oil Creek and Allegheny R. R. W.

Mail west with west-bound trains on L. S. & M. S. R. W. and at Corry and Irvineton with Oil Creek and Allegheny R. R. W.

Warren Accommodation east and west with trains on L. S. and M. S. R. W. east and west and at Corry with O. C. and A. R. R. W.

Erie Accommodation east at Corry and west at Corry and Irvinetown with O. C. and A. R. R. W.

Elmira Mail and Buffalo Express make close connection at Williamsport with the N. C. R. W. trains, north and south.

Catawissa passenger trains will be run east from Williamsport on Erie Express, and west to Williamsport on Elmira Mail.

WM. A. BALDWIN, General Superintendent.

CAMDEN AND ATLANTIC RAILROAD.

SPRING ARRANGEMENT.

On and after MONDAY, May 15, 1871, trains will leave VINE Street Ferry as follows:—

Freight (with passenger car)	7·00 A. M.
Mail	8·00 A. M.
Atlantic Accommodation	3·45 P. M.
Returning, leave Atlantic:—	
Freight	12·45 P. M.
Mail	4·00 P. M.
Atlantic Accommodation	6·15 A. M.

LOCAL TRAINS LEAVE:—

For Haddonfield, 9 and 10·15 A. M., 2 and 4·15 P. M.
For Atco and intermediate stations 10·15 A. M.
For Hammonton and intermediate stations 6·00 P. M.

RETURNING, LEAVE:—

Haddonfield, 6 and 11 A. M., and 1, 3·15, and 10 P. M.

Atco, 12·15 P. M.; Hammonton 6 A. M.

Night line for Haddonfield leaves Camden 11·30 P. M.

Freight must be delivered at Vine street wharf by 4 P. M. to insure its transportation next day.
5 12 D. H. MUNDY Agent.

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD.

June 5, 1871.

Depot—THIRTEENTH and CALLOWHILL Streets.

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

TRAINS LEAVE.

Reading and Allentown Way	7·30 a. m.
Harrisburg and Pottsville Express	8·30 a. m
Philadelphia and Pottsville W. Tr'n	12·30 p. m
Harrisburg and Pottsville Express	3·30 p. m.
Pottstown Accommodation	4·30 p. m.
Reading and Pottsville Accommodation	5·15 p. m.

ON SUNDAYS.

To Reading	8·00 a m
To Pottsville	3.15 p. m.

TRAINS ARRIVE.

Pottstown Accommodation	8·45 a. m.
Reading and Pottsville Accommodation	10·20 a. m.
Harrisburg and Pottsville Express	1·00 p. m.
Philadelphia and Pottsville W. Tr'n	4·30 p. m.
Harrisburg and Pottsville Express	6·15 p. m.
Harrisburg, Pottsville, and Allentown Accommodation	9·10 p. m.

ON SUNDAYS.

From Pottsville	12·35 a. m.
From Reading	7·15 p. m.

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 and 4·30 p. m.

For Schwenksville and points on Perkiomen Railroad take 7·30 a. m., 12·30 and 4·30 p. m.

For Mt. Pleasant and points on Colebrookdale Railroad take 7·30 a. m. and 4·30 p. m.

PARK ACCOMMODATION TRAINS, DAILY EXCEPT SUNDAY,

Leave depot, Thirteenth and Callowhill streets, For West Manayunk at 8·45 a. m. and 6·30 p. m.

Leave West Manayunk, 6·10 and 10·10 a. m.

For Belmont at 8·45 and 11·30 a. m., and 2, 4, and 6·30 P. M.

Leave Belmont at 6·24 and 10·26 a. m., 12·14 noon, 2·45 and 5·30 p. m.

SUNDAYS.

Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10, 11 a. m., 1, 2, 3, 4, 4·50, 5·40, and 6·40 P. M.

Leave Belmont, 9·25, 10·25, 11·25 a. m., 1·25, 2·25, 3·25, 4·25, 5·15 6·15, and 7·05 p. m.

Exchange Tickets to and from Belmont are sold by conductors of Park train of this Company, and Thirteenth and Fifteenth, Seventeenth and Nineteenth, add Green and Coates street cars, good on lines mentioned.

New York Express for Pittsburg and West.

Trains leave New York at 9 a. m. and 5 p. m., passing Reading at 1·55 and 9·50 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 Chicago without change.

Trains for New York leave Harrisburg at 40·5 and 8·10 a. m., and 2 p. m.

Additional train leaves New York for Harrisburg at 12·30 noon.

For particulars see Guide Books, which can be obtained at S. E. corner of Ninth and Chesnut streets, under Continental Hotel, 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 South Fourth street, Philadelphia, or J. E. Wooten, Assistant 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. 213 S. Fourth street.

Through tickets and baggage checks to all principal points in Oil Regions, New York State, Canada, West, and Northwest, may be obtained at the new Union Ticket Office, southeast corner of Ninth and Chesnut streets, under the Continental Hotel, or at No. 811 Chesnut street. Tickets to principal local points on sale at above offices. Baggage checked from hotels and residences by the Union Transfer Co.

GERMANTOWN AND NORRISTOWN BRANCH.

Depot, Ninth and Green.

ON AND AFTER MAY 8.

TO GERMANTOWN—6, 7, 7·15, 7·35, 8·30, 9·05, 10, 11 a. m.; 12, noon; 1, 2, 2·30, 3·15, 3·45, 4·05, 4·30, 5·05, 5·10, 5·45, 6, 6·30, 7, 8, 8·15, 9, 10·15, 11, 11·40, 12·30, night.

SUNDAY—7·45, 9·05 a. m.; 12·45, noon; 2·15, 4·05, 5·40, 7, 8·45, and 11·25 p. m.

FROM GERMANTOWN—6, 6·25, 6·50, 7·25, 8·05, 8·10, 8·45, 9, 9·35, 10, 11·05, 11·55 a. m.; 1, 1·55, 3, 3·30, 3·55, 4·45, 5, 5·30, 6, 6·10, 6·40, 7·10, 8, 9·05, 10, 10·30, 11·25 p. m.

SUNDAY—8·10, 9·05 a. m.; 1·05, 2·35, 3, 5·55, 6, 8·20, and 10·20 p. m.

The 8·05 and 9·25 a. m. down trains, and 2·30, 3·45, 5·05, and 5·45 up trains, will not stop on the Germantown Branch.

Passengers taking the 6·50, 7·25, 10, a m. and 5·30 and 6·40 p. m. trains from Germantown will make close connections with the trains for New York at Intersection Station.

TO CHESNUT HILL—6, 7, 7·35, 9·05, 10, 12 a. m., 2·30, 3·45, 5·05, 5·45, 7, 8, 9, 11, 11·40 p. m.

SUNDAY—7·45, 9·05 a. m., 12·45 noon, 2·15, 5·40, 7, 8·45, p. m.

FROM CHESNUT HILL—6·10, 7·10, 7·50, 8·30, 9·10, 10·50, 11·40 a. m., 1·40, 3·40, 5·45, 6·25, 6·55, 8·50, 10·15, 11·10 p. m.

Sunday—7·50, 8·45 a. m., 12·45, noon, 2·15, 5·40, 8, 10 p. m.

TO CONSHOHOCKEN AND NORRISTOWN—6·05, 7·30, 9, and 11·05 a.m., 12·05, m., 1·30, 3, 4, 4·40, 5, 5·30, 6·25, 8·05, 10·20, and 11·45 p. m.

Sunday—7·30, 9 a. m., 1·30, 3, 7·15, and 9·30 p. m.

FROM NORRISTOWN—5·30, 6·30, 7, 7·40, 8, 8·50, 11 a. m., 1, 2·30, 3·30, 4·30, 6, 6·15, 8, 10 p. m.

Sunday—7, 9 a. m., 1·15, 5, 7, 9·30 p. m.

TO MANAYUNK—6·05, 7·30, 9, 10·05, 11·05 a. m. 12·05 noon, 12·45, 1·30, 3, 4, 4·40, 5, 5·30, 6·25, 7·05, 8·05, 9·05, 10·20, 11·45 p. m.

Sunday—7·30, 8, 9, 10 a. m., 12·40 noon, 1·30, 2·10, 3, 4·45, 7·15, 9·30 p. m.

FROM MANAYUNK—6, 6·38, 7·34, 8·05, 8·22, 9·20, 10·45, 11·30 a. m., 1·28, 2·15, 3, 3·58, 5, 6·25, 6·45, 7·45, 8·30, 9·45, 10·30 p. m.

Sunday—7·30, 9, 9·30, 10·50 a m., 30, 1·45, 3·10, 5·30, 6, 7·30, 10 p. m.

PLYMOUTH BRANCH.—Leave Philadelphia at 7·30, 11·05 a. m. and 5 p. m. Leave Oreland at 6·15, 10 a. m., and 3·30 p. m.

Sunday—Leave Philadelphia at 9 a. m. and 7·15 p. m.

Sunday—Leave Oreland at 6·30 a m. and 6·30 p. m.

The 7·40 a. m. train from Norristown does not stop at Magee's, Pott's Landing, Springfield or Schurrs' Lane.

The 8 a. m. train from Norristown stops at Conshohocken and Manayunk only.

The 5·30 and 7 a. m., and 4·30 and 6·15 p. m. down trains, and the 9 a. m. and 4, 5·30, and 6·25 p. m. up trains are the only trains that stop at Springfield.

Chester Valley Railroad—Leave Philadelphia at 4·40 p. m. Leave Downingtown at 6·40 a m.

Phœnixville Train—Leaves Philadelphia at 9 a. m. and 1·30 p. m. Leaves Phœnixville at 12·25 and 5·20 p. m.

For points on Perkiomen Railroad leave Ninth and Green at 1·30 p. m. Returning, leave Schwenksville at 4·45 p. m., arriving at Ninth and Green at 6·50 p. m.

Passengers by 1·30 p. m. train connect at Phœnixville with train for Pottstown and Reading.

Passengers taking the 7, 7·35, and 11 a. m. and 5·30 and 6·30 p. m. trains from Ninth and Green streets will make close connection with trains for New York at Intersection.

The 9·30 a. m., 12·30, 5, and 7 p. m. trains from New York stop at Intersection. G. A. NICOLLS, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after MONDAY, April 24.

Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

FROM PHILADELPHIA

For West Chester at 7·25 and 10 A. M., 2·30, 7·10, and 11·20 P. M. Stops at all stations.

For West Chester at 4·45 P. M. This train stops at stations west of Media (Greenwood excepted).

For B. C. Junction, 6·30, 8·50 A. M., 12 M., and 4 and 5·30 P. M. Stops at all stations. The 5·30 P. M. will run to West Chester on Saturdays.

FOR PHILADELPHIA

From West Chester at 6·30 and 10 A. M., 2, 5, and 6·55 P. M. Stops at all stations.

From West Chester at 7·35 A. M. Stops at stations west of Media (Greenwood excepted).

From B. C. Junction at 5·25, 8·10 A. M., 12 M., 4 and 6 P. M. Stops at all stations.

A train will leave West Chester for Philadelphia at 5 A. M. every Monday.

ON SUNDAY

Leave Philadelphia at 9 A. M. 2·30, and 6·45 P. M.
Leave West Chester at 7 A. M., 4 and 5 P. M.
H. K. SMITH, Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD

EXTRA SUNDAY TRAINS.

On and after June 4, 1871, an Extra Passenger Train will leave West Chester at 4 P. M. for Philadelphia.

Returning, will leave Philadelphia at 6¾ P. M. for West Chester. These trains stop at all stations.
May 29, 1871. H. K. SMITH, Superintendent.

WEST JERSEY RAILROADS.

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

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

11·45 A. M., Woodbury Accommodation.

3·15 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.

3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.

5·45 P. M., Accommodation for Woodbury, Glassboro, Clayton, Swedesboro, and intermediate stations.

Freight Train leaves Camden daily, at 12 M.
WILLIAM J. SEWELL, Superintendent

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JUNE 4, 1871

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

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

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

TRAINS LEAVE DEPOT.

Bryn Mawr Accommodation	6·30 A. M.
Mail Train	8·00 A. M.
Lock Haven and Elmira Express	9·40 A. M.
Paoli Accommodation, 10·10 A. M. & 1·10 and 7·30 P. M.	
Fast Line	12·40 P. M.
Erie Express	12·40 P. M.
Harrisburg Accommodation	3·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	7·20 P. M.
Erie Mail and Buffalo Express	7·20 P. M.
First Pacific Express	9·45 P. M.
Way Passenger Train	11·20 P. M.

Cincinnati Express, Pacific Express, and Erie Mail and Buffalo Express leave 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 3 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·46 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·39 P. M.

Sunday Train No. 1 leaves Paoli at 7·10 A. M.; arrives at Philadelphia at 8·23 A. M. Sunday Train No. 2 leaves Paoli at 5·00 P. M.; arrives at Philadelphia at 6·20.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	7·40 A. M.
Erie Mail	7·40 A. M.
Bryn Mawr Accommodation	8·40 A. M.
Paoli Accommodat'n, 8·30 A. M. & 3·50 & 6·40 P. M.	
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	11·15 A. M.
Lancaster Train	12·40 P. M.
Erie Express	6·00 P. M.
Lock Haven and Elmira Express	6·00 P. M.
Pacific Express	3·15 P. M.
Harrisburg Accommodation	9·45 P. M.

For further information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

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

A. J. CASSATT,
General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.

COMMENCING MONDAY, NOVEMBER 21, 1870.

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

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

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

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

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Milford and intermediate stations.

Leave Wilmington 8·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P