Evening State Journal.

THURSDAY EVE'G, MARCH. 9, 1871.

The River Path.

BY JOHN G. WHITTIER.

No bird song floated down the hill,
The tangled bank below was still.

No rustle from the birchen stem,
No ripple from the water's hem.

The dusk of twilight round us grew.
We felt the falling of the dew;

For, from us, ere the day was done,
The wooded hills shut out the sun.

But on the river's farther side
We saw the hill-tops glorified,—

A tender glow, exceeding fair,
A dream of day without its glare.

With us the damp, the chill, gloom;
With them the sunset's rosy bloom;

While dark, through willowy vistas seen,
The river rode in shade between.

From out the darkness where we trod
We gazed upon those hills of God,

Whose light seemed not of moon nor sun,
We spake not, but our thought was one.

We paused, as if from that bright shore
Beckoned our dear ones gone before;

And stilled our beating hearts to hear
The voices lost to mortal ear!

Sudden our pathway turned from night;
The hills swung open to the light.

Through their green gates the sunshine showed,
A long, slant splendor downward flowed.

Down glade and glen and bank it rolled;
It bridged the shaded stream with gold;

And, borne on piers of mist, allied
The shadowy with the sunlit side?

"So," prayed we, "when our feet draw near
The river, dark with mortal fear,

And the night cometh chill with dew,
O, father!—let thy light break through!

So let the hills of doubt divide,
So bridge with faith the soureless tide?

So let the eyes that fall on earth
On thy eternal hills look forth;

And in thy beckoning angels know
The dear ones whom we loved below?"

Shoddy.

BY E. P. WHIPPLE.

Those who watched the surface of our "society" during the progress of the late civil war, were wont to make themselves mad or merry over the sudden rush into social eminence of new millionaires. The old aristocracy of wealth tried to distinguish itself from these *parvenus* of Plutus, these mushrooms of Mammon, by fixing on them the nickname of the aristocracy of shoddy, refusing to be softened by the glint of its satin or the dazzle of its diamonds. Fashion, as the supercilious custodian of manners and civilization, lifted its eye-glass to survey these bold intruders from unknown depths in the social scale, and pronounced them barbaric, though in broadcloth, and savage, though in silks. It is well, perhaps, to receive with caution this verdict of dandyism; for of all adepts in impertinence the most accomplished are the nominal professors of politeness. We all originally came from the woods; it is hard to eradicate from any of us the old taste for the tattoo or the war-paint; and the moment money gets into our pockets, it somehow or another breaks out in ornaments on our persons, without always giving refinement to our manners. Hence the prodigies of vulgar ostentation which accompanied and followed the horrors of our battle-fields, and the fierce scramble for wealth which threw into stronger contrast, the sacrifices of our patriotism. The larger portion of this new wealth, however, has been the production of individual genius and enterprise; and has not only more than offset the waste of war, but it supplied war with one of her two main sinews of "iron and gold." The true shoddy wealth is that which has been acquired by dishonest practices and reckless speculations, and which, though it has transferred money from one individual to another, and generally from the honest man to the trickster, has not added a dollar to the wealth of the nation. The actors in some of these so-called "enterprises" bring to mind the anecdote of the man who professed his intention to go West and open a jeweller's shop. "What is your capital?" he was asked. "A crowbar," was his reply; "can't I open a jeweller's shop with that?"

But a great many of the sudden fortunes made by the war were the results of the development of new sources of national wealth. Petroleum, for instance, in spite of all the rascalities connected with it, has grown, since the war began, from comparatively nothing to an annual product of some thirty millions; and to the future historian of our society no story will be more significant than that told of the young woman, who, being reproved by a despairing lover for rejecting him three days after she had pledged to him her heart and hand, answered loftily, "Why, since I accepted you, dad's struck ile!" Now the "dads" that strike "ile" are infinitely of more importance to the country than the dandies who set fashions. There is a wretched cant current in certain circles, which professes a kind of sentimental horror of the material advancement of the nation at the expense of its intellectual progress; but it will be generally found that this genteel contempt of wealth is one of the luxuries of the rich, and is drawled out by *blases* in purple, not by workers in homespun. Seneca, with two millions out at usury, can afford to chant the praises of poverty; but for our own part, we prefer the fine extravagance of that philosopher, who declared "that no man was as rich as all men ought to be." For what does competency, in the long run, mean? It means, to all reasonable beings, cleanliness of person, decency of dress, courtesy of manners, opportunities for education, the delights of leisure, and the bless of giving.

A DANGEROUS INNOVATION.—A servant girl in Easton, Pa., read a story in the papers which told how the hunters of Siberia, when they are hungry and have no food, lie down, place a board over the stomach, and get their companions to sit on it. If we are to believe the narrative, the Siberian hunter immediately rises like a giant refreshed with wine, feeling just as good as if he had eaten a hearty Christmas dinner. Now, this domestic, upon turning the matter over within the darkened recesses of her intellect, could not perceive why the principle would not apply as well to an American babe as to a wild rover in Siberia. So when next the offspring of her employer cried with hunger, this woman, instead of giving it sustenance immediately from a glass bottle with a gum thing on the nozzle, went and got the pieboard, spread it over that unsuspecting child, and sat on it a quarter of an hour. Like King Henry, "it never smiled again," and the hired girl told the man who has charge of the jail that there certainly must be something wrong about that Siberian-hunter system, or else the newspapers did net explain it properly.

A Scranton, Pa., temperance society pays for all the liquor ten men can drink if they will inform on the man who sells it to them. The society is overrun with applications for situations.

A Covington woman asks a ferry company to pay her $20,000 for drowning her husband. They offer to furnish her three new ones, or give her five hundred dollars.

FREE DISCUSSION.

[Brief pointed letters upon all subjects of public interest will be welcome here, if written plainly, on one side of the sheet.]

Letter from Norfolk.

To the Editor of the State Journal:

NORFOLK, VA., March 7, 1871

I have noticed for several days past, you have omitted the "Spirit of the Morning Press" in your daily.

As one of your subscribers, let me urge you not to discontinue it on any account. In the first place it gives us, who cannot readily obtain the other Richmond "dailies," a very satisfactory idea of their position on topics of leading interest; and, besides, the review affords you, sir, an excellent opportunity to deal heavy blows against Conservative, Democratic, old fogyism on the one hand; and on the other, to bestow a word of well-merited commendation and endorsement to those papers that, like the *Enquirer*, have taken just, liberal and advanced views of things; and have made a bold, brave stand in behalf of the best interests of the State.

And, if you will permit me a word further, it is this class of papers, sir, that the people will sustain. We are too much in earnest, and altogether too hopeful for the future of Virginia, just awakening, as it is, to a proper sense of the powerful energies required in order to the development of its vast resources, to listen longer with patience to the "mad-dog" cries to which certain papers resort when arguments fail. "Radicalism," and such like epithets, will neither turn us aside from our course, nor check us in it. We have lived long enough to know that there are honest men in every political party, and we will stand by those men who, ignoring self, class, and corporation interests, stand by the people and demand "the greatest good for the greatest number."

This is, in fact, Republicanism; and we may well rejoice that the logic of events is so amply vindicating those principles which have been so long commended to the favorable consideration of the good people of this State. ALPHA.

Letter from Nansemond.

NANSEMOND COUNTY, March 7.

To the Editor of the State Journal.

I expressed my fears, in a recent letter, that the management of public schools would not give general satisfaction. Those fears have been fully realized in this county. In the first place, the schools are placed in remote neighborhoods, inconvenient to the masses of the children, so that Miss A. or Mr. B., favorites of the trustees, can have the schools. In many cases these favorites are utterly devoid of proper qualifications, and could not stand an examination if brought up before an examining board. In fact, all the business done in this county, officially, is one-sided.

I am fully convinced that our public schools will not amount to anything, unless we have a change. The general government ought to establish at once an educational bureau, with agencies in each county, with power to control the schools.

I fully agree with the Norfolk *Day Book* that the continuance of the Republican party in power, will redound both to the honor and salvation of the country, and that General Grant is the very man to have the execution of the laws of Congress for six years to come. CITIZEN.

Pulman's Palace Sleeping Cars,

To the Editor of the State Journal.

Having recently taken a trip to South Carolina via the Weldon and Wilmington, I availed myself of one of Pulman's palace sleeping cars, on the route from Weldon to Wilmington, and it is my undoubted opinion that a more elegant or comfortable institution was never gotten up for the benefit of "tired nature." My wife was so much pleased with it, that she wanted to take it along with her through our entire trip; but as the railroad officials had a limited supply on hand, they wouldn't consent to the proposition. Your townsman, the popular President of the Richmond and Petersburg railroad, is, I learn, the agent for this splendid car for the Southern Atlantic States.

THE LEGISLATURE.

RICHMOND, March 9.

Senate.

The Lieutenant-Governor in the chair.

SENATE BILLS REPORTED FROM COMMITTEES.

To amend the charter of the city of Lynchburg.

For the organization of the militia (with a recommendation that the Senate disagree to the substitute proposed by the House of Delegates).

Incorporating the town of Liberty, in the county of Bedford.

For the re-apportionment of the State for Senators and Delegates.

Incorporating the Staunton river navigation company.

To incorporate the Farmville, Charlottesville and Stanardsville narrow guage railroad company.

Incorporating the Culpeper, Madison and Stanardsville narrow guage railroad company.

Authorizing the Board of Visitors of the University of Virginia to issue bonds to pay off the floating debt and maturing obligations of the Institution.

Authorizing the Orange, Alexandria and Manassas railroad company to connect the centre portion of their road with the southwestern extension from Charlottesville to Lynchburg.

BILLS REFERRED.

By Mr. Massey—To incorporate the Atlantic Milling, Manufacturing, Warehousing and Guaranty company.

By Mr. Herndon—To amend 10th section, chapter 188 of code, in relation to rates of real estate, conveyed to certain officers, &c.

By Mr. Lewis—To amend and re-enact section 13, of chapter 95 of the code of Virginia, as amended by an act of Assembly, passed February 16, 1867, in relation to harbor-masters and their duties.

By Mr. Taylor, of Norfolk—To amend and re-enact the 1st and 4th sections of an act entitled "an act to authorize the city of Norfolk to construct water-works for the use of the people of said city."

By same—To confirm the act of courts held at improper times in certain cases.

By Mr. Fitzpatrick—To incorporate the town of Lovingston in the county of Nelson.

By Mr. Taylor, of Norfolk—To amend and re-enact an act entitled an act to amend and re-enact section 2 of an act approved April 2d, 1870, in relation to the terms of county courts, approved July 11, 1870.

By same—To amend and re-enact the 4th and 12th sections of chapter 95 of the code of 1860, concerning harbor-masters and dock-masters, as amended by act passed February 16, 1867.

House of Delegates.

House met at 10 A. M., Speaker Turner in the chair. Prayer by the Rev. H. L. Burrows.

A number of Senate bills were placed on the calendar under a suspension of the rules, and several bills were reported from committees.

ANOTHER INVESTIGATION DESIRED.

Mr. Thurman offered the following resolution:

Resolved, That the committee of roads and internal navigation be instructed to investigate and ascertain who are the real parties proposing to purchase the State's interest in the Richmond and Petersburg railroad; by whom the money for said purchase is to be furnished; who is to hold the stock when so purchased, and by what corporation or company, said company is to be operated, when said purchase shall have been made; the true object and intention of said proposed purchasers, and make report thereof to this House; and for this purpose said committee shall have power to send for persons and papers, and to examine witnesses.

The rule requiring its reference to a committee was suspended.

Mr. Guy moved to amend by including in the investigation, the proposed purchase by the Atlantic, Mississippi and Ohio railroad company, or any other propositions now made, or that may be made.

The committee on roads, &c., presented the following resolution, which was adopted as a substitute for Mr. Thurman's resolution:

Resolved, That the committee on roads, &c., be, and are hereby, empowered to send for persons and papers, and to make a thorough examination in reference to all matters and things connected with Senate bill No. 3, (disposing of the State's interest in the Orange, Alexandria and Manassas railroad, with substitutes therefor).

Mr. Thurman's resolution as amended by the substitute was then agreed to—yeas, 67; nays, 40.

PROPOSED AMENDMENTS TO THE CONSTITUTION.

House joint resolution proposing amendments by way of substitute for section 21 of article 10 of the constitution; also, as to usury, came up as the special order. After some discussion, it was passed by.

THE CHESAPEAKE AND OHIO RAILROAD.

Senate bill to extend and complete the Chesapeake and Ohio railroad was under discussion as we closed.

THE LEGISLATURE OF VIRGINIA

Senate—Session of 1870-71.

Abner Anderson—Pittsylvania.
William A Anderson—Rockbridge, Bath and Alleghany.
W. P. Austin—Lunenburg and Brunswick
Robert S Beazley—Albemarle and Greene.
Charles Campbell—Richmond City and Henrico.
David G Carr—Greensville, Dinwiddie and Sussex.
Alfred R Courtney—Richmond City and Henrico.
Alexander M Davis—Grayson, Carrol. and Wythe.
Thomas P Fitzpatrick—Nelson and Amherst
James M French—Pulaski, Bland, Tazewell and Russell.
Roscoe G Greene—City of Petersburg.
James S Greever—Washington and Smythe.
Daniel A Grimsley—Orange, Culpeper and Madison.
John T Hamlett—Charlotte and Prince Edward.
Marcus A Harris—Halifax.
Charles Herndon—Stafford, Spotsylvania and Louisa.
Abel T Johnson—Accomac and Northampton.
George H Kendrick—Lee, Scott, Wise and Buchanan.
Thomas N Latham—Fauquier, Rappahannock and Prince William.
Albert P Lathrop—Mecklenburg.
Meriwether Lewis—King George, Westmoreland, Richmond, Northumberland and Lancaster,
Isaiah L Lyons—Surry, York, Warwick and Elizabeth City.
William T Martin—Chesterfield and Prince George.
Edmund W Massey—Caroline, Essex and King William.
William P Moseley—Fluvanna, Goochland and Powhatan.
Frank Moss—Buckingham and Appomattox
Robert L Owen—Campbell.
James Patterson—Franklin and Henry.
Edmund Pendleton—Botetourt, Roanoke, Craig and Giles.
William K Perrin—Gloucester, Middlesex, Matthews and King and Queen.
John E Penn—Montgomery, Floyd and Patrick.
Washington L Riddick—Nansemond, Southampton and Isle of Wight.
John Robinson—Cumberland, Amelia and Nottoway.
John E Roller—Page, Warren and Rockingham.
J Ambler Smith—Hanover, New Kent, Charles City and James City.
Normand Smith—Richmond City and Henrico.
William B Smith—Frederick, Clarke and Shenandoah.
Edgar Snowden, Jr—Alexandria, Fairfax and Loudoun.
Thomas E Taylor—Alexandria, Fairfax and Loudoun.
Walter H Taylor—Norfolk City and Princess Anne county.
George Teamoh—Norfolk County and City of Portsmouth.
William R Terry—Bedford.
Joseph A Waddell—Highland and Augusta.

Members of the House of Delegates and their Postoffices,

Z Turner, Speaker—Woodville.
J Bell Bigger, Clerk—Richmond.
C T Crittenden, Sergeant-at-Arms—Culpeper.
Accomac—Edmund R Bagwell, Onancock; John R Read, Pungoteague
Albemarle—S V Southall, Charlottesville; J C Hill, Scottsville; James D Jones, Charlottesville.
Alexandria—G L Seaton, Alexandria; Reuben Johnston, do.
Amelia—John R Moss, Amelia C H.
Amherst—Hazzel Williams, Salt Creek; J H Fluvanna—John Henson, Fork Union.
Frederick—John F Wall, Winchester.
Giles—F W Mahood, Pearisburg.
Goochland—J B Miller, Jr, Dover Mines.
Greenesville—P K Jones, Hicksford.
Greene—Thos M Shearman, Stanardsville.
Gloucester—J N Stubbs, Gloucester C H.
Grayson—L H Bryant—Independence.
Halifax—Alexander Owen, Black Walnut; I Edmundson, Halifax C H; W W Good, do.
Hanover—W R Winn, Ashland; C E Thompson Beaver Dam.
Henrico and City of Richmond—A Badoker, Richmond city; John H Guy, do; L H Fraysar, do; Wm Lovenstein, do; Geo K Gilmer, do; Stephen Mason, do; J S Atlee, Henrico; J B Crenshaw, do.
Henry—C Y Thomas, Martinsville.
Isle of Wight—John W Lawson, Smithfield.
James City and City of Williamsburg—F S Norton Williamsburg.
King and Queen—J W Bulman, Little Plymouth.
King William—B F Jones, Ayletts.
King George—W A Potts, KingGeorge C H.
Lancaster—John S Chewning, Lancaster C H.
Lee—Wm McDonald, Beech Spring.
Louisa—F M Perkins, Trevillian's Depot; B McCracken, Louisa C H.
Lunenburg—Stith Bolling, New Plymouth.
Loudoun—I D Budd, Middleburg; William Matthew, Hillsboro.
Matthews—Henry Ball, Matthews C H.
Madison—J W Walker, Jr, Orange C H.
Mecklenburg—George W Young, Clarkesville.
Ross Hamilton, Boydton.
Middlesex—L C Bristow, Saluda.
Montgomery—R A Miller, Christiansburg.
Nansemond—David Thayer, Suffolk.
New Kent—W H Brisby, Tunstall's Station.
Norfolk City—H M Bowden, Norfolk city; A S Segar, do.
Norfolk County and City of Portsmouth—S B Holloman, Portsmouth; A L Woodworth, do; C E Hodges, Lake Drummond.
Nelson—W L Williams, Afton Depot.
Nottoway—George H Southall, Nottoway C H.
Northampton—J C Tey, Johnsontown.
Northumberland—B G Haynie, Heathsville.
Orange—David Pannill, Raccoon Ford.
Patrick—W F B Taylor, Blamsville.
Page—Henry M Keyser, Alma.
Pittsylvania—M H Clark, Danville; W J Fulton, Whitmell; Walter Coles, Pittsylvania C H; T R Gosney, Hill Grove.
Petersburg—Peter G Morgan, Petersburg; George Fayerman, do.
Prince Edward—T P Jackson, Farmville.
Prince George—A N Fretz, City Point
Prince William—W A Bryant, Nokesville.
Pulaski—W J Wall, Newbern.
Princess Anne—John Q Hodges, Princess Anne C H.
Rappahannock—Zeph Turner, Woodville.
Richmond—L R Stewart, Warsaw.
Rockingham—Philo Bradley, Harrisonburg; H B Harnsberger, Port Republic.
Rockbridge—James T Patton, Fairfield; Arch'd Graham, Lexington.
Roanoke—J A McCauli, Salem.
Russell—J H A Smith, Lebanon.
Shenandoah—J L Campbell, Woodstock.
Smyth—Jas L Buchanan, Chatham Hill.
Southampton—R U Burgess, Berlin.
Scott—J H Horton, Pattonsville.
Surry—W H Andrews, Surry C H.
Stafford—J C Shelton, Fredericksburg.
Sussex—W N Stevens, Stony Creek.
Spotsylvania—J H Kelly, Fredericksburg.
Tazewell—Henry Bowden, Knob.
Washington—George Graham, Abingdon; John F Terry, Br stol.
Warren—Smith S. Turner, Front Royal.
Westmoreland—George Walker, Oldham's Cross-Roads.
Wythe—Jos J Graham, Max Meadows.
York—Robert Norton, Yorktown.

Committees of the Senate.

Committee of Privileges and Elections—Messrs. Penn, Harris, Fitzpatrick, Lewis, Greene, French Davis and Moss.

Courts of Justice—Messrs. Herndon, Riddick, Anderson of Rockbridge, Courtney, French, Penn, Pendleton, Smith of New Kent, Hamlett, Roller and Johnson.

General Laws—Messrs. Riddick, Grimsley, Fitzpatrick, Patterson, Taylor of Loudoun, Perrin, Austin, Davis and Smith of Henrico.

Roads and Internal Navigation—Messrs Taylor of Norfolk, Snowden, Terry, Roller, Owen, Courtney, Greever, Herndon and Carr.

Finance—Messrs. Waddell, Anderson of Pittsylvania, Campbell, Smith of Clarke, Latham, Johnson. Harris, Greene and Carr.

Banks—Messrs. Courtney, Owen, Davis, Snowden, Beazley, Kendrick, Lewis, Martin and Moseley.

Federal Relations—Messrs. Davis, Roller, Anderson of Pittsylvania, Grimsley, Terry, Taylor of Norfolk, Carr, Smith of New Kent, and Teamoh.

Public Institutions—Messrs. Pendleton, Beazley Taylor of Loudoun, Anderson of Rockbridge, Smith of Clarke, Terry, Smith of Henrico, Perrin, Lathrop and Martin.

Enrolled Bills—Messrs. French, Anderson of Pittsylvania, Snowden, Campbell, Lathrop, Perry, Smith of Henrico, and Hamlett.

To Examine the Clerk's Office—Messrs. Courtney, Fitzpatrick and Taylor of Loudoun.

Immigration—Messrs. Anderson of Rockbridge, Herndon, French, Smith of Clarke, Terry, Smith of Henrico, Perrin, Lathrop and Martin.

County, City and Town Organizations—Messrs. Grimsley, Roller, Davis, Campbell, Lewis, Taylor of Norfolk, Greever, Austin, Moss, Fitzpatrick, and Smith of Henrico.

JOINT COMMITTEES.

Executive Expenditures—Messrs. Harris, Smith of Clarke, and Austin.

Library—Messrs. Johnson, Anderson of Pittsylvania, and Smith of New Kent.

To Examine the Auditor's Office—Messrs. Waddell Penn and Massey.

To Examine the Second Auditor's Office—Messrs' Campbell, Greever and Greene.

To Examine the Register's Office—Messrs. Patterson, Kendrick and Martin.

To Examine the Treasurer's Office—Messrs. Latham, Owen and Carr.

To Examine the Bonds of Public Officers—Messrs. Pendleton, French and Smith of Henrico.

On Public Printing—Messrs. Anderson of Pittsylvania and Smith of New Kent.

KNIGHTS OF PYTHIAS.

GRAND LODGE.

W. H. Wade, Grand Chancellor; Lingan B. Allen, Vice Grand Chancellor; H. C. G. Hartman, G. R. and C. S; J. B. Vaughan, G. Banker. Representatives to the Supreme Lodge—W. H. Wade, D. W. Bohanon, William J. Tyson.

SUBORDINATE LODGES.

Virginia Lodge, No. 2, meets every Monday night in Covenant hall. W. V. Glazebrook, W. C.

Old Dominion Lodge, No. 4, meets every Tuesday night in Covenant hall. C. E. Wingo, W. C.; G. W. Macfarlane, R. S.

Syracuse Lodge, No. 5, meets every Friday night in Marshall block. J. McCarthy, W. C.

Damon Lodge, No. 7, meets every Friday night, at Mason's hall, Twenty fifth street. G. Watt Tayler, W. C.; T. Wiley Davis, R. S.

Marshall Lodge, No. 12, meets every Thursday night, at their hall corner Second and Broad streets. Charles Epps, W. C.

Richmond Lodge, No. 12, meets every Wednesday night in Covenant hall. M. P. Handy, W. C.

Germania Lodge, No. 15, meets every Tuesday night in Marshall block. Charles Ducker, W. C.; Charles E. Lohr, R. S.

Hines Lodge, No. 17, meets every Saturday night in Covenant hall. W. C. Carrington, W. C.; G. Powell Hill, R. S.

Friendship Lodge, No. 20, (Manchester), meets in Engine House every Thursday night. E. S. Cardoza, W. C.; W. R. Gary, R. S.

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NOTICE TO HEIRS AT LAW.—A family named GUIDOT came from Switzerland about thirty years ago and settled in Virginia. The last one of the name, a young lady, it is supposed, died about nine years ago. It is important to ascertain in wha part of Virginia the said family lived and died, and whether they left any HEIRS AT LAW. Any person who will furnish the subscriber with the necessary information as to the residence and deaths of the Guidot family will be suitably rewarded.

CHARLES L. LUDWIG, Vice-Consul for Sweden and Norway at Richmond, Va.

All newspapers in Virginia copying this notice and sending the paper to me will be entitled to double their advertising rates on my receiving the information necessary. fe 7—3m

RAILROADS AND STEAMBOATS.

PENNSYLVANIA CENTRAL RAILROAD.

After 8 P. M., SUNDAY, Dec. 4, 1870, 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 Chestnut and Walnut street cars run within one square of the Depot.

Sleeping Car Tickets can be had on application at the Ticket Office, northwest corner of Ninth and Chestnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 201 Chestnut street or 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:

Pittsburg Express.....12:11 A. M.
Lock Haven and Elmira Express.....9:40 "
Paoli Accom.....10:10 A. M. and 1:10 and 7:10 P. M.
Fast Line.....12:40 "
Erie Express.....12:40 "
Harrisburg Accommodation.....2:50 "
Lancaster Accommodation.....4:10 "
Parkersburg Train.....5:50 "
Cincinnati Express.....8:00 "
Erie Mail and Buffalo Express.....9:50 "
Pacific Express.....10:00 "
Way Passenger.....10:30 "

Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 10:10 P. M.

Cincinnati and Pacific Express leaves 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 5 P. M., at 116 Market street.

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

Sunday Train No. 1 leaves Paoli at 6:50 A. M; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:20 P. M.

TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnati Express.....3:10 A. M.
Philadelphia Express.....7:00 "
Erie Mail.....7:00 "
Paoli Accom.....8:20 A. M., 3:50 and 6:40 P. M.
Parkersburg Train.....9:00 A. M.
Fast Line, Buffalo Express.....9:50 "
Lancaster Train.....12:00 noon.
Erie Express.....5:45 P. M.
Lock Haven and Elmira Express.....5:45 "
Pacific Express.....3:25 "
Southern Express.....5:45 "
Harrisonburg Accommodation.....9:40 "

For further information, apply to

JOHN F. VANLEER, Jr., Ticket Agent, 901 Chestnut street.
FRANCIS FUNK, Ticket Agent, 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. CASSAT, General Superintendent, Altoona, Pa.

THE BALTIMORE AND OHIO RAILROAD.

On and after Sunday, 12th June, 1870, THREE DAILY TRAINS will be run between Baltimore and Wheeling and Parkersburg, as follows:

The 5 AM TRAIN, for all way points, east of Piedmont, will leave Baltimore daily (except Sundays) at 8:00 A. M.; returning will arrive at Baltimore at 5:05 P. M.

The 8 A. M. Train connects with Strasburg and Harrisonburg via Manassas Gap Railroad.

The FAST LINE will leave daily at 4 P. M.; returning, will arrive at Baltimore at 8:20 A. M.

The CINCINNATI EXPRESS will leave Baltimore daily at 8:15 P. M.; returning will arrive at Baltimore at 8:50 P. M.

The WINCHESTER AND STRASBURG ACOMMODATION TRAIN will leave Baltimore daily (except Sundays) at 4:05 P. M.; returning will arrive at 10:40 A. M.

The MOUNT AIRY ACCOMMODATION TRAIN will leave daily (except Sundays) at 5:00 P. M.; returning, will leave Mount Airy at 6:15 A. M., and arrive at Baltimore at 8:40 A. M.

The ELLICOTT'S MILLS TRAIN will leave at 1:20 P. M. daily (except Sundays); returning, will arrive at Baltimore at 3:20 P. M.

FOR HAGERSTOWN AND FREDERICK.

Leave at 8:00 a. m. and 4 and 4:05 p. m.; returning, will arrive at 8:20 and 10:40 a. m. and 5:05 p. m.

FOR WINCHESTER AND STRASBURG.

Leave Baltimore at 8:00 a. m. and 4:00 p. m.; returning, will arrive at 10:40 a. m. and 5:05 p. m.

FOR WASHINGTON.

Leave Baltimore at 4:20, 5:08, 7, 8:10 and 11:50 a. m., and 2, 3:50, 4:45 and 8:30 p. m.

FROM WASHINGTON.

Trains leave at 6:45, 8:00 and 9:25 a. m. and 12:45, 2:50, 4:10, 5:40, 7:45 and 9 p. m.

FOR ANNAPOLIS.

Leave Baltimore at 7 and 11:30 a. m. and 4:45 p. m.; leave Washington at 6:45 and 9:25 a. m. and 4:10 p. m

SUNDAY TRAIN—WASHINGTON DIVISION.

Leave Baltimore at 4:20, 5:08 and 8:10 a. m and 4:45 and 8:00 p. m.

Leave Washington at 7:25 a. m. and 2:50, 5:40, 7:45 and 9 p. m.

Tickets can be purchased at the Office, No. 149 West Baltimore street, corner of Calvert, where orders can be left for baggage to be called for, and which will be checked at person's residence.

For further information, Tickets of every kind, &c., apply to J. T. Ingland, Agent, Camden Station, or at the Ticket Office.

JOHN L. WILSON, Master of Transportation.
L. M. COLE, General Ticket Agent.

PHILADELPHIA AND ERIE RAILROAD.

WINTER TIME-TABLE.

On and after MONDAY, December 5, 1870, the trains on the Philadelphia and Erie Railroad will run as follows:

WESTWARD.

Mail Train leaves Philadelphia.....9.40 P. M.
" " " Williamsport.....7.25 A. M.
" " arrive at Erie.....7.40 P. M.
Erie Express leaves Philadelphia.....12.40 P. M.
" " Williamsport.....8.50 P. M.
" " arrive at Erie.....7.40 A. M.
Elmira Mail leaves Philadelphia.....9.30 A. M.
" " " Williamsport.....6.35 P. M.
" " arrive at Lock Haven.....7.50 P. M.

EASTWARD.

Mail Train leaves Erie.....9.00 A. M.
" " " Williamsport.....10 05 P. M.
" " arrive at Philadelphia.....6.50 A. M.
Erie Express leaves Erie.....9.00 P. M.
" " " Williamsport.....8.25 A. M.
" " arrive at Philadelphia.....5.30 P. M.
Elmira Mail leaves Lock Haven.....8.00 A. M.
" " " Williamsport.....9.25 A. M.
" " arrive at Philadelphia.....5.30 P. M.
Buffalo Express leaves Williamsport.....12.35 A. M.
" " " Milton.....1.50 A. M.
" " arrive 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 Irvington with Oil Creek and Alleghany River Railroad.

WILLIAM A. BALDWIN, General Superintendent.

NORTH PENNSYLVANIA RAILROAD.

THE SHORT MIDDLE ROUTE to the Lehigh and Wyoming Valleys, Northern Pennsylvania, Southern and Interior New York, Elmira, Buffalo, Corry, Rochester, the Great Lakes and the Dominion of Canada.

WINTER ARRANGEMENT. Takes effect November 21, 1870.

Fifteen Daily Trains leaves Passenger Depot, corner Berks and American streets, (Sundays excepted) as follows:

7:00 a. m. (Accommodation) for Fort Washington.

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

11:00 a. m. (Accommodation) for Fort Washington.

1:15, 5:20 and 8:15 p. m. for Abingt n.

1:45 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, Coplay and Mauch Chunk.

4:15 p. m. (Mail) for Doylestown.

5:00 p. m. for Bethlehem, Easton, Allentown, Mauch Chunk.

6:20 p. m. (Accommodation) for Lansdale.

11:30 p. m. (Accommodation) for Fort Washington.

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

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8:55, 10:35 a. m.; 2:15, 5:05 and 8:25 p. m.

Doylestown at 8:30 a. m., 2:40 and 6:35 p. m.

Lansdale at 7:30 a. m.

Fort Washington at 9:20, 11:20 a. m., and 3:10 p. m.

Abington at 2:35, 6:55 and 9:35 p. m.

ON SUNDAYS.

Philadelphia for B