THE DALLY SVENING TELEWRAPH PHILABELPHIA, THURSDAY, JANUARY 13, 1870.

THE EVENING DAILY TELEGRAPH-PHILADELPHIA, THURSDAY, JANUARY 13, 1870.

Venice and Torcello.

rom the London Saturday Review. Perhaps if is the very strangeness and comleteness of the contrast which makes one's rst row from Venice to Torcello so hard to orget. Behind the great city sinks slowly ato a low line of domes and towars, around otted here and there over the gloaming suroats, we skirt the great hay-barges of Ma-erbo, whose boatmen bandy laza and bali. erbo, whose boatmen bandy even and badi-age with our gondolier, we glide by a lonely ypress into a broader reach, and before ns, cross a waste of brown sedge and brush-rood, the tower of Torcello rises sharply gainst the sky. There is something weir id uncarthly in the suddenness with which ie passes from the bright, luminous aters of the lagoon, barred with soft nes of violet light, and broken with effections of wall and bell-tower, into this resence of desolation and death. A whole orld seems to part those dreary flats broken ith lifeless inlets, those patches of sodden elds flung shapelessly among sheets of sullen ater, from the life and joy of the Grand anal. And yet, really to understand the igin of Venice, those ages of terror and ght and exile in which the republic took s birth, we must study them at Torcello. was from the vast Alpine chain which ings in the haze of midday like a long dim oud-line to the north, that the hordes of un and Goth burst on the Roman world. ieir path lay along the coast trending round the west, where, lost among the little iges that stand out white in the dis-shadow, lie the sites of Heraclea Altinum. Across these grey shal-cut by the blue serpentine windings of er channels the Romans of the older etia fled before Attila or Theodoric or in to found the new. Eastward over the glimmer of the Adriatic recalls the centuries of the Pirate war, that struggle ife which shaped into their after-form the mment and destinies of Venice. Venice , the crown and end of struggle and of , lies over shining miles of sea to the a. But it is here that one can best study story of its birth; it is easier to realize centuries of exile and bufficting for life I the dreary flats, the solitude, the poverty Forcello than beneath the gleaming front he Ducal Palace or the mosaics of St.

lere in fact lies the secret of Venetian ory, the one key by which it is possible to erstand the strange riddle of the Repub-For thirteen centuries Venice lay moored were off the coast of Western Europe. nout political analogue or social parallel. patriciate, its people, its government were what government or people or patriciate e in other countries of Western Christen-And this difference lay not in any pear institutions which it had developed, or any novel form for social or adminisve order which it had invented. in the very origin of the State itself. same age saw the birth of the two maritime powers of modern Europe: settlements of the English in Britain er the same century with those of exiles in the Lagoon. But the English nization was the establishment of a ely Teutonic State on the wreck of Rome, le the Venetian was the establishment of urely Roman State in the face of the Teu-. Venice in its origin was simply the Im-ial province of Venetia floated across to islands of the shore. Before the succeswaves of the Northern inroad the citiof the coast fled to the sandbanks which long served them as gardens or merchantts. The "Chair of Attila," the rough stone beside the church of San Fosco, preserves memory of the destroyer before whom a part of the people of Altinum fled to Toro and the islands around. Their city-even with them. The new ses were built from the ruins of the old. very stones of Altinum served for the w Altinum" which arose on the desolate Inscriptions, pillars, capitals came in track of the exiles across the lagoon to worked into the fabric of its cathedral. ther citizens or city were changed even in ne. They had put out for security a few es to sea, but the sandbanks on which they ded were still Venetia. The fugitive patrias were neither more nor less citizens of imperial province because they had fled m Padua or Altinum to Malamocco or Torb. Their political allegiance was still due he empire. Their social organization reine empire. Their social organization re-ined unaffected by the flight. So far were by from being severed from Rome, so far im entertaining any dreams of starting sh in the "new democracy" which exists the imagination of Daru and his followers, the one boast of their annalists is that are more Roman than the Romans nselves. Their nobles looked with contempt the barbaric blood which had tainted that the Colonnas or the Orsini. No Isaurian asant ever broke the Roman line of Doges Leo broke the line of Roman Emperors nice-as she proudly styled herself in after ne-was "the legitimate daughter of me." The trip of sea-board from the enta to the Isonzo was the one spot in the apire from the Caspian to the Atlantic ere foot of barbarian never trod. And as ose, so it set. From that older world of ich it was a part its history stretched on to e French Revolution untouched by Teutonic tuences. The old Roman life which had come strange even to the Capitol lingered altered, unimpaired, beside the palace of duke. It is startling to think that almost thin the memory of living men Venice ought Rome-the Rome of Ambrose and eodosius-to the very doors of the Western rld; that the living and unchanged tradin of the Enspire passed away only with the t of the Doges. Only on the tomb of min could men write truthfully, "Hic jacet imus Romanorum." It is this simple continuance of the old so 1 organization which the barbarians elseere overthrew that explains the peculiar racter of the Venetian patriciate. In all per countries of the West the new feudal stocracy sprang from the Teutonic in-iers. In Italy itself the *noblesse* were de-adants of Lombard conquerors, or of the ns who followed Emperor after Emperor coss the Alps. Even when their names and aracters had alike been moulded into Southn form, the "Seven Houses" of Pisa boasted descent from the seven barons of nperor Otto. But the older genealogies of senators whose names stood written in Golden Book of Venice ran, truly or gins. The Participazii, the Ten The Participazii, the Falieri, the Foscari, told of the ght of their Roman fathers before the bar. rian sword from Pavia, Gaeta, Fano, Mesna. Every quarter of Italy had given its iles, but above all the coast from Ravenna Trieste. It was especially a flight and ttlement of nobles. As soon as the barric hordes had swept away to the South the mer and the peasant would creep back to s fields and his cabin. But the patrician puld remain camped as before in his gardenlla, among a growd of dependants, his fisher-en, his dock-laborers. Throughout the long

ages which followed this original form of | hall chronicler. Porhaps the most noteworthy Venetian society remained unchanged. The pepulace of dependants never graw into a people. To the last fisherman and gondo-lier clung to the great houses of which they were the clients, as the fishes of Torcello hall clung to the great nobles of Altinum. No difference of tradition or language or blood parted them. Tradition, on the contrary, bound them together. No democratic agitator could appeal from the present to the past, as Rienzi invoked the memories of the Tribunate against the feudal tyranny of the Colonnas. In Venice the past and present were one. The patrician of Venice simply governed the State as his fathers, the curials Padua or Aquileia, had geverned the State ten centuries before him. Elsewhere the history of medieval Italy had sprung from the difference in race and tradition between conquered and conquerors, between Lombard noble and Italian serf. The communal revolt of the twelfth century, the democratic Con-stitutions of Milan or of Bologna, were in effect a rising of race against race, the awaking of a new people in the effort to throw off the yoke of the stranger. The huge embattled piles which hung their dark shadows over the streets of Florence tell of the ceaseless war between baronage and people. The famous penalty by which some of the democratic communes condemned a recreant cobbler or tinker to "descend" as his worst punishment "into the order of the noblesse," tells of the hate and issue of the struggle between them. But no trace of struggle or of hate breaks the annals of Venice. There is no people, no demo-cratic Broletto, no Hall of the Commune.

The palaces of Torcello or Rialto were houses not of war, but of peace; no dark masses of tower and wall, but bright with marbles and frescoes, and broken with arcades of fretted masonry. In a word, Venice to her very close was a

city of nobles, the one place in the modern world where the old senatorial houses of the fifth century lived and ruled as of old. But it was a city of Roman nobles. The Teutonic passion for war and scorn of commerce was strange and unknown to the curial houses of the Italian municipalities, as it had been strange and unknown to the greatest houses of Rome. The Senator of Padua or Aquileia, of Concordia, Altinum, or Ravenna, had always been a merchant, and in his new refuge he remained a merchant still. Venice was no "crowd of poor fishermen," as it has been sometimes described, who were gradually drawn to wider ventures and a larger commerce. The port of Aquileia had long been the emporium of a trade which reached northward to the Danube and eastward to Byzantinm. What its merchants had been at Aquileia they remained at Grado. The commerce of Altinum simply transferred itself to Torcello. The Paduan merchants passed to their old port of Rialto. Vague and rhetorical as is the letter of Cassiodorus, it shows how keen was the mercantile activity of the State from its beginning. Nothing could be more natural, more continuous in its historical development; nothing was more startling, more incomprehensible to the new world which has grown up in barbaric moulds. The nobles of Henry VIII's Court could not restrain their sneer at "the fishermen of Venice," the stately patricians who could look back from merchant-noble to merchant-noble through ages when the mushroom houses of England were unheard of. Only the genius of Shakespeare seized the grandeur of a social organization which was still one with that of Rome, and Athens, and Tyre. The merchant of Venice is with him "a royal merchant." His "argosies o'ertop the petty traffickers." At the moment when feudalism was about to vanish away, the poet comprehended the grandeur of that commerce which it scorned, and the grandeur of the one State which had carried the nobler classic tradition across

point in it is the allusion to the ancient pro pheny of the molde warm, of which we have mention, it will be remembered, in Shakes peare's Henry IV. Part I, Act iii, Sec. 1 "Hotspur" says, "He angers me with telling me of the mold warp and the ant, of the dreamer Merlin and his prophecies." But the passage which the Exeter gossips had in their mind was probably that in Holinshed, their mind was probably that in Holinshed, where, referring to the proposed division of England between Glendower and his allies, he says, "This was done (as some have said) through a foolish credit given to a vain pro-phecy, as though King Henry was the molde warps cursed of God's own mouth," etc. The molds or mould warp was the mole, so called becomes it warps or makes unary the surbecause it warps, or makes uneven the surface of the earth above it. Poor Bonnefant was only venturing on a double interpretation of the prophecy by projecting it on-wards from Henry IV to Henry VIII, who had just been suppressing the monasteries, and so forth.

Grisi's Repertoire.

During the late Madame Grisi's London operatic career, exending over a period of twenty-seven seasons, she sang some 925 nights. Here is a chronological list of the operas in which the great singer has sustained characters, with the number of times she appeared in each before a London audience:-"La Gazza Ladra," 47: "Anna Bolena," 42: "Otello," 36: "Il Don Giovanni," 84: "La Donna del Lago," 21; "L'Assedio di Corinto." 11; "Semiramide," 41; "Il Barbiere," 38; "La Sonnambula," 18; "Marino Faliero," 8; "I Puritani," 92; "Prova d'un Opera Seria," Puritani, "92; "Prova d'un Opera Seria, "21; "Norma," 79; "I Briganti," 5; "II Matri-monio Segreto," as Caroline, 10; as Lisetta, 9; "Malek Adel," 7; "Ildegonda," 2; "Parisina," 6; "Nozze di Figaro," 21; "Falstaff," 4; "Lu-crezia Borgia," 100; "Il Giuramento," 9; "Fausta," 2; "Roberto Devereux," 6; "Don Pasquale," 29; "Cenerentola," 3; "Don Car-los," 5; "Corado d'Altamura," 1; "Il Pirata," 6; "I Lombardi," 11; "I due Foscari," 3; "La Favorita," 29; "Les Huguenota," 84; "Eo-Favorita," 29; "Les Huguenots," 84; "Ro-berto il Diavolo," 12; "Il Flauto Magico," 3; "Le Prophete," 9; "Il Trovatore," 16. The prima donna's performances may be distributed among thirteen composers, thus:-In buted among thirteen composers, thus:—In operas by Donizetti, she appeared on 218 nights: by Rossini, 197; by Bellini, 195; by Mozart, 108; by Meyerbeer, 105; by Verdi, 30; by Mercadante, 14; by Costa, 12; in an opera by Gnecco she appeared on 21 occa-sions; by Cimarosa, 19; by Balfe, 4; by Mar-tiani, 2; and by Ricci, once only.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD

AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869. The trains of the Pennsylvania Central Rairoad 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 be-fore its departure. The Chapman and Market streets leaving Front and Market streets thirty minutes be-fore its departure. The Chesnut and Walnut streets cars run within one square of the Depet. Steeping-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.

receive attention TRAINS LEAVE &POT, VIZ. :- 8'00 A. M

Mail Train.....

Paoli Accommodat'n 10'30 A. M., 1'10an	d 6.50	ä
Fast Line and Erie Express	11:50	1
Harrisburg Accommodation	2.30	Ĩ
Lancaster Accommodation	4.10	Ŧ
Parkesburg Train.	5.30	
Cincinnati Express.	8 00	
Erie Mail and Pittsburg Express		
Accommodation	12.11	2

Pacific Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, ex-cept Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116 Market street.

RAILROAD LINES.

RAILHOAD LINES. READING RATEROAD.-GREAT THOME LINE R from Philadelphia to the interior of Pennsyl-vania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadas. WINTER, ARRANGEMENT Of Passenger Trains, Descember 20, 1869. Leaving the Company's depot at Thirteenth and Callowhill streated, Philadelphia, at the following hours:- MORNING ACCOMMODATION. At 728 A. M. for Reading and all intermediato mations, and Allentown. Returning, leaves Read-ing at 635 P. M. ; arrives in Philadelphia at 925 P.M. MORNING EXFRESS.

 WINTER, ARRANGEMENT Of Passenger Trains, December 20, 1869.
 Leaving the Company's depot at Thirteenth and Callowing the company's depot at Thirteenth and hours: — MCRNING ACCOMMODATION.
 At 730 A. M. for Reading and all istermediate trains, and Allentown. Recurring, leaves Read-ing at 635 P. M.; arrives in Philadelphia at 935 P. M.
 At 845 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinersove, Tainagua, Sunbury, Williams-port, Elmira, Rochester, Niazara Falls, Buifalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Bagerstown, etc. The 7:00 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 5:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Eimira, etc.; at HAR-RISEURG with Northern Central, Cumberland Val-key, and Schuylkill and Susquehahna trains for Nor-thumberland, Williamsport, York, Chambersburg, humberland, Williamsport, York, Chambersburg,

Pinegrove, etc. AFTERNOON EXPRESS.

AFTERNOON EXPRESS. Leaves Philadelphis at \$30 P. M. for Reading, Potisville, Harrisburg, etc., connecting with Read ing and Columbia Rairoad trains for Columbia, etc. POTISTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6:45 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 9:10 A. M. Retarning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M. READING AND POTTSVILLE ACCOMMODATION. Leaves Pottsville at 5:40 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Phila-delphia at 10:20 A. M. Returning, leaves Philadelphia at 4:45 P. M.; ar-rives in Reading at 7:40 P. M., and at Pottsville at 9:30 P. M. Trains for Philadelphia leave Harrisburg at 8:40 A

P. M. Trains for Philadelphia leave Harrisburg at 940 M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2405 P. M., and Pottsville at 245 P. M., arriving at Phila-delphia at 645 P. M. Harrisburg Accommodation leaves Reading at 745 A. M. and Harrisburg at 440 P. M. Connecting at Reading with Afternoon Accommodation south at 636 P. M., arriving in Philadelphia at 940 P. M. Market train, with a passenger car attacneo, leaves Philadelphia at 1230, noon, for Pottsville and all way Thinket train, with a passenger car attached, leaves Philadelphia at 12-30, noon, for Pottsville and all way stations : leaves Pottsville at 540 A. M., connecting at Reading with accommodation train for Philadel-phia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at S A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at S A. M.; returning from Reading at 4:26 P. M.

CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:45 and 5:15 P. M. PERKIOMEN RAILROAD. Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphis, returning from Schwenksville at \$:05 A.M. and 12:45 M. Stage lines for the various points in Perkiomen Valley con-nect with trains at Collegeville and Schwenksville. COLEBROOK DALE RAILROAD. Passengers for Mt. Pleasant and intermediate points

Passengers for Mt. Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadel-phia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

A.M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 500 P. M., passing Reading at 145 and 1005 P. M., and connecting at Harrisburg with Pennsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc.

more, etc.
 Returning Express train leaves Harrisburg on ar-rival of Pennsylvania Express from Pittsburg at 555 A. M., and 12'20 noon, passing Reading at 7'20 A. M., and 2'00 P. M., arriving at New York 12'05 noon, and 6'35 P. M. Sleeping cars accompany these trains through between Jersey City and Pitts-burg without obange.

12 vo. hoon, and e 35 P. M. Sleeping cars accompany these trains through between Jersey City and Pitts-burg without ohange.
 A Mail train for New York leaves Harrisburg at 5 vio A. M. and 2 vo. P. M. Mail train for Harrisburg leaves New York at 12 M.
 SCHUYLKILL VALLEY RAILROAD.
 Trains leave Pottsville at 6 30 and 11 30 A. M., and 6 to P. M., returning from Tamaqua at 5 35 A. M., and 1 30 and 4 to P. M.
 SCHUYLKILL AND SUSQUEHANNA RAILROAD.
 Trains leave Auburn at 8 to A. M. and 5 and 12 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7 30 A. M. and 3 40 P. M., from Brookside at 4 00 P. M., and from Tremont at 7 15 A. M. and 5 vo. P. M.
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Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for oue day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at Reading and Pottstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. dis-count, between any points desired, for families and firms.

Trenton. At 650, S, and 10 A. M., 12 M., 9, 320, 420, 6, 7, and 1120 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco. At 630 and 10 A. M., 12 M., 529, 430, 6, 7, and 1130 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish Honse, S A. M. and 2 P. M. for Riverton. The 1130 P. M. line leaves Market Street Fetry, (npper side). FROM KENSINGTON DEPOR

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At 7, 9'30, and 11 A. M., 4, 6'45, and 12 P. M., for

Sristol. At 12 P. M. (Night), for Morrisville, Tullviewn, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and

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Scranton, Stronusburg, Water Gap, Schooley & Adun-tain, etc. A. 7-30 A. M. and 3-20 P. M. for Belvidere, Easton, Lambertville, Fiemington, etc. The 3-30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 11 A. M. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and intermediate stations.

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At 7 A. M., 245 and 6 55 7 an 10 Medford. At 7 and 10 A. M., 1, 3 30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Penberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-town, New Egypt, and Hornerstown. At 7 A. M., 1 and 3 30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hights-town. Cream Ridge, Imlaystown, Sharon, and Hights-town. WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE, On and after MONDAY, Nov. 22, 1869, FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9-95, 10, 11, 12 A. M., 1, 2, 254, 354, 4 05, 4 25, 5, 554, 6, 654, 7, 8, 9 20, 10, 11, 12 P. M.

P. M. Leave Germantown at 6, 635, 7%, 8, 820, 9, 10, 1050, 12 A. M., 1, 2, 3, 350, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 820 down train and 3% and 5% up trains will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 935 A. M., 2, 405, 7, and 10% P. M.

M. Leave Germantown at 8-15 A. M., 1, 3, 6, and 9%

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BLANK BOOKS.

Important to Book-keepers.

JUST PUBLISHED. THE "CATCH-WORD"

LEDGER INDEX.

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By using the "Catch-word" Index, it will not only

RAILROAD LINES.

ages of brutality and ignorance. The great commercial State, whose merchants are nobles, whose nobles are Romans, rises in all its majesty before us in the Merchant of Venice.

Treason Under Henry VIII.

The Exster Gazette gives us a curious story, unearthed from the mass of MSS. in the Guildhall which Mr. Stuart Moore has lately been engaged in calendaring. The old histories of Exeter by Isaacke and Jenkins mention the catastrophe which forms the climax of the story, but without tracing the "secret history" which led up to it, and which affords a noticeable illustration of social life in a provincial capital during the reign of Henry VIII. On the 10th of August, 1589, one John Bonnefant, an Excter attorney, was hanged and quartered on Southernhay for high treason. From the crabbed old record now deciphered, it seems that Bonnefant and two familiar friends, John Northbrook and Adam Wilcocks, a proctor, had been supping tegether one evening at a house partly belong-ing to Northbrook, but in which Bonnefant had certain vested rights prejudicial to Northbrook's interests. Apparently none of the three were admirers of King Henry's rule, for after some talk about the times they "fell into discoursing of prophecies, of which one was that the molde warpe should come accursed of God's mouth, and vengeance should befall him." The other was a Welsh prophecy about great things happening on the conjunction of a dun cow and a bull. All this the gossips came to the conclusion had reference to the king and his destined destruction, and having so settled the matter in their own minds, merely as a matter of innocent speculation, they burned the paper which had the prophecies written on it, and broke up their symposium. But into Northbrook's mind came evil thoughts. Says he to Wilcocks, "It is high treason against the king's person which we have talked all this night at my house, and therefore we must look to ourselves that we be not in danger for the same; for you know," said he, "that Mr. Bonnefant is a hwyer and a crafty man, and knoweth what belongeth to the law, and if he should secretly go to Mr. Mayor, and disclose what we have talked, and accuse us, it will cost our lives. Wherefore, let us prevent him, and play sure, and go to Mr. Mayor and first accure him, and so shall we save ourselves. This was accordingly the line these amiable friends pursued, and Northbrook added some super-refined villainy by pretending to warn Bonnefant of danger impending over him, and enticing him into a house where he had arranged that the officers of the law should find him. Information was sent to Government; a commission of inquiry into the alleged treason was instituted, and addreased to the Mayor and Sir Richard Pollard; and Bonnefant was beheaded, as aforesaid, the principal charge specified against him being "that he should say the king was a molde warpe, and that he (the king) should subvert the state of the realm," etc. The infamous delators were not happy in their end. "Adam Wilcocks fell accursed and was distracted of his wits; his tongue rolled in his head, and he died most miserably. Northbrook had Bonnefant's house which he sought for, and lived in great infamy all the days of his life, and his issues had bad success The story is told very graphically and at some length by John Hooker, the old Guild-

BEST

TRAINS ARRIVE AT DEPOT, VIZ. : Cincinnati Express.....

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1	Pacific Express. 498	P	M
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No. 901 CHESNUT Street, FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street, SAMUEL H. WALLACE,

The Pennsylvania Railroad Company will not as-sume any risk for Baggage, except for Wearing Ap-parel, 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.

by special contract. EDWARD H. WILLIAMS, 429 General Superintendent, Altoona, Pa. PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.-TIME TABLE Trains will leave Depot corner Broad street and Washing ton svenne as follows:-

ton avenue as follows:-Way Mail Train at 8:30 A. M. (Sundays excepted for Baltimore, stopping at all regular stations Connecting with Delaware Rallroad at Wilmingto for Crisfield and intermediate stationa. Express Train at 12 M. (Sundays excepted), fo Baltimore and Washington, stopping at Wilmington Perryville, and Havre-de-Grace. Connects at Wil mington with train for New Castle. Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester.

Express Train at 400 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, Thurlow, Lin-wood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. and Magnolia. Passengers for Fortress Monroe and Norfolk will

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 Dela-ware Railroad for Harrington and intermediate

stations. Leave Wilmington 6:30 and 5:16 A. M., 1:30, 4:15, and 7:00 P. M. The 5:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accom-modation Trains Sundays excepted. Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:90 A. M. and 4:39 P. M. trains for Baltimore Central Balfroad.

Railroad.

Railroad. From Baltimore to Philadelphia-Leave Baltimore 725 A. M., Way Mall; 9-25 A. M., Express; 2-35 P. M., Express; 7-25 P. M., Express. SUNDAY TRAIN FIGOM BALTIMORE. Leaves Baltimore at 7-25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. and Chester.

H. F. KENNEY, Superintendent,

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY. WINTER ARRANGEMENT. On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek Railroads:-

Railroads:--Leave PHILADELPHIA for POET DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 450 P. M. A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 250 P. M. Leave PORT DEPOSIT for PHILADELPHIA at 540 A. M., 925 A. M., and 255 P. M. On Saturday the 325 P. M. train will leave at 450 P. M.

AVAILABLE

P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be respon-sible for an amount exceeding one hundred dollars, unless special contract is made for the same. HENRY WOOD, 111 President and General Superintendent.

MILFAGE TICKETS. -Good for 2000 miles, be-tween all points, at \$52:50 each, for families and

SEASON TICKETS .- For three, six, nine, or twelve months, for holders only, to all points, at reed rates.

CLERGYMEN, for holders only, to all points, at re-duced rates.
CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.
EXCURSION TICKETS from Ph#adelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.
FREIGHT.-Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.
MAILS close at the Philadelphia Post Office for all places on the road and its branches at 6 A. M., and for the principal stations only at 245 P. M.
FREIGHT TRAINS leave Philadelphia daily at 435 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and

Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond. BAGGAGE --- Dungan's Express will collect bag-gage for all trains leaving Phi.adelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets

WEST CHESTER AND PHILADELPHIA

W EST CHESTER AND THILADELTHIA RAILROAD. Leave Philadelphia from New Depot, THIRTY-PIRST and CHESNUT Streets, 745 A. M., 11 00 A. M., 200 F. M., 415 F. M., 440 P. M., 615 and 11-30 P. M. Leave West Chester from Depot, on East Market street, at 625 A. M., 800 A. M., 745 A. M., 1045 A. M., 145 F. M., 420 P. M., and 655 P. M. Train leaving West Chester at 800 A. M. will stop at R. G. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 440 P. M. will stop at Me-dia, Glen Riddle, Lenni, and E. C. Junction. Pas-scregers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at E. C. Junction, and going West, passengers for sta-tions above B. (C. Junction will take train leaving Philadelphia at 440 P. M., and will change cars at B. C. Junction.

B. C. Junction. The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8-30 A. M. Leave West Chester for Philadelphia at 755 A. M.

and 4 00 P. M. WILLIAM C. WHEELER, General Superintendent. 4 105

EASTWARD,

COPY

Book-keepers and all others having to use an Index

Leave Chesnet Hill at 750 A. M., 1240, 540, and 925 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Fhiladelphia at 6, 7%, 9, and 1105 A. M., 1%, 3, 4, 4%, 5%, 6%, 805, 1005, and 11% P. M. Leave Norristown at 540, 625 7, 7%, 870, and 11 A. M., 1%, 3, 4%, 5%, 8, and 9% P. M. The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane, The 7% A. M. train from Norristown will stop only at School lane, Manayunk, and Conshohooken. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Philadelphia at 6, 7%, 9, and 1105 A. M., 1%, 3, 4, 4%, 5%, 6%, 805, 1005, and 11% P. M. Leave Philadelphia at 6, 7%, 9, and 1105 A. M., 1%, Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 610, 655, 7%, 810, 920, and 11% A. M., 2, 3%, 5, 6%, 826, and 10 P. M. Leave Manayunk at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7%, A. M., 1%, 6, and 9% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. Leave Manayunk at 9 A. M., 2%, 4, and 7% P. M. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M. S. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets. will find this a very valuable book.

save time and eyesight, but the finding of a name quickly is a mathematical certainty.

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NORTH PENNSYLVANIA RAILROAD, THE SHORT MIDDLE ROUTE TO THE LEHIGHAND WYOMING VALLEYS, NORTHERN PENNSYLVA-NIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA. ANADA.

CANADA. WINTER ARRANGEMENT. Takes effect November 22, 1869. Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-cepted), as follows:-At 8'00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Nisgara Falls, Rochester, Cleveland, Chicago San Connection with the ERLE KAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads. At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

At 500 P. M. for Bethlehem, Easton, Allentown, ad Manch Chunk.

For Doylestown at 8.45 A. M., 2.45 and 4.15 P. M. For Fort Washington at 7.30 and 10.45 A. M., and 180 P. M.

For Abington at 145, 5490, and S. P. M. For Lansdale at 6420 P. M. Fifth and Sixth Streets, Second and Third Streets,

and Union City Passenger Railways run to the new

Depot. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 245, 440, and 525 P.M. From Doylestown at 525 A. M., 430 and 705 P. M. From Lansdale at 730 A. M. From Fort Washington at 925, 1035 A. M., and 10 P. M.

B'10 P. M.
 From Abington at 2325, 6:45, and 9:20 P. M.
 ON SUNDAYS.
 Philadelphia for Bethlehem at 9:30 A. M.
 Philadelphia for Doylestown at 2 P. M.
 Doylestown for Philadelphia at 7:00 A. M.
 Bethlehem for Philadelphia at 4 P. M.
 Tickets sold and Baggage checked through at
 Mann's North Pennsylvania Baggage Express
 Office, No. 105 S. FIFTH Street.
 11 1

W EST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT. COMMENCING TUESDAY, SEPTEMBER 21, 1969.

Leave Philadelphia, foot of Market street (Upper

Ferry), at 8'15 A. M., Mail, for Bridgeton, Salem, Miliville, Vineland, Swedesboro, and all intermediate sta-

tions.
S⁴5 P. M., Mall, for Cape May, Millville, Vineland, and way stations below Ginssboro.
S⁴50 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.
S⁴56 P. M., Woodbury and Giassboro accommodation.

Freight train for all stations leaves Camden dally, at 12 o'clock, noon. Freight received in Philadel-phia at second covered wharf below Walnut street.

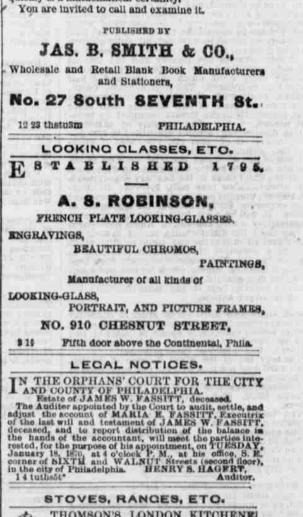
Freight delivery at No. 228 South DELAWARE Avenue. Commutation tickets at reduced rates between

Philadelphia and all stations. EATRA TRAIN FOR CAPE MAY. (SATURDAYS ONLY.)

Leave Cape May, 110 P. M. WM. J. SEWELL, Superintendent. September 16, 1869 9 20 9 90

A LEXANDER G. CATTELL& CO FRODUCE COMMISSION MERCHANTS, No. 58 SOBTH WHARVES

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THOMSON'S LONDON KITCHENEL or EUROPEAN RANGE, for families, hotels, c public institutions, in TWENTY DIFFEREN NIZES. Also, Philadelphis Ranges, Hot-Air Fu, Nortabie Heaters, Low down Grates, Fireboars, Stoves, Bath Boilers, Stow-bole Plates, Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers, Stoves, etc., wholesale and retail, by the manufacturers, Stark, Philadelphis, Stow-bole National Stores, Stoves, etc., wholesale and retail, by the manufacturers, Stark, Walter Stow, Stark, Stowers, Stark, Stowers, Stark, Stowers, Stark, Stowers, Stark, Stowers, Stark, Stowers, Stowers,

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GALVANIZED and Painted WIRE GUARDS, store fronts and windows, for factory and warehous windows, for churches and cellar windows.

IRON and WIRE RAILINGS, for balconies, offices cemetery and garden fences.

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COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers Drier Felts, from thirty to soventy six inches, with Paulins, Belting, Sail Twine, etc. JOHN W. EVERMAN, No. 103 CHUECH Street (City Store,

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies, No. 145 North SOCOND Street, Philadelphi