PARIS AND PEACE.

From the Pall Mall Gazette.

The bombardment of Paris, if it takes place, will be nearly the most miserable event of our day. There is a even sense in which the destruction of a single street would be more deplorable than would have been the shelling of Strasburg Cathedral; for human folly reaches its highest point of practical paradox when it shatters the results of the labor, taste, thrift, and skill of still living men—as a child might smear with its fingers the newly completed work of a painter. The great curse of war will never quit the human race until the true character of its chief operations is so thoroughly known as to be clearly apprehended, even during paroxysms of national passion. But meantime, till the great majority of mankind have had their opinions on warfare modified by a new order of teaching, continued possibly through centuries, we must take their existing feelings on the subject as a postulate to start from. Taking wars as we find them, we cannot but think it doubtful whether it is really expedient, in the permanent interest of France and Europe, that negotiations for peace should seriously commence until Paris has been either taken or relieved.

The chief ground of this view is the condition of opinion within the city itself, known to us with some accuracy through the letters received by balloon. There may be a small number of combatants who are under no illusion whatever, who have no doubt that Paris will succumb to famine or assault, and who simply fight because fighting is a duty. One of the most respectable of human feelings is the recognition of the simple duty of self-sacrifice, and it is very far from being as uncommon as it might be supposed to be. There were particular periods of the American war of secession at which this feeling, almost entirely unaccompanied by hope, continued to sustain the most desperate efforts, first on the part of the North and latterly on that of the South. In any estimate of the conduct of the French people, it is but just and reasonable to set down to the acceptance of the necessity of self-sacrifice part of those desperate struggles which are no doubt correctly explained on the whole by the extreme ignorance of the true course of the war. But though there may be a certain number of persons who fight behind the fortifications of Paris in this frame of mind, a vastly larger number appear to go on with their military duty in the belief that success of some kind is far from unattainable. It would certainly seem that General Trochu, whose sagacity is not usually blinded by irrational presumption, is under some sort of expectation that the provinces will deliver the capital; and this doubtless is the impression of the more reasonable among those who do not wholly despair. But, behind these two forms of opinion, there are obviously the delusions of the ignorant and deceived multitude. The section of the French Government in Paris has never shown itself so recklessly mendacious as the section at Tours; but it has never taken the trouble completely to dispel the presumption which first showed itself in the acclamations which bade the French army to march straight on Berlin. There must be thousands upon thousands of men in Paris who believe that France will get the better of the Germans simply because she is France, or because her Government is republican, or because there was a miracle in 1792, or (it may be) because the story of her misfortunes is a fable propagated for sinister and reactionary purposes. Now, is it really desirable that peace should be made before a decision has been taken on the issues raised by those who look for relief from the departments and those who do not believe that relief is needed at all? No Englishman in his senses believes that the Germans can be driven away from the walls of the capital either by the Parisians or by the provincials; yet, if there be no practical proof of the impossibility, the possibility is more than likely to become an article of the popular creed of Frenchmen. If peace be concluded and Paris be untaken, the wilder politicians will instantly declare that the interruption of the siege was brought about by the cowardice of Trochu and Favre, and even more moderate men will persuade themselves that a little more endurance would have afforded time for the Army of the North or of the South or of the Loire to make its appearance behind the Germans. As the sense of defeat loses its freshness and French vanity recovers its bloom, the opinion that a great French success was at hand when the game was given up will probably develop itself like the Napoleonic legend. Although it is the clear interest of Europe that France should thoroughly understand she has been proved weaker than Germany, the exactly opposite view is extremely likely to become one of the fixed opinions of some great French party, probably of the extreme democratic party, unless the absurdity of the belief is finally placed beyond question by the completion of the operations before the capital. The peace of Europe will doubtless be safer if the German demands are moderate; but it never can be safe at all unless France comprehends that her situation is such as to justify even immoderate demands.

Nor do we see how the argument of the second part of M. Guizot's recent letter to the *Times* can be answered, unless there be a decision on the great issue of the taking of Paris. The eminent writer has that very right to a hearing which is justly denied to M. Thiers. He has never flattered the passions of his countrymen. His worst enemies have never questioned his truthfulness. Whatever unpopularity be incurred, he incurred through his love of peace and his clear perception of the necessity of peace for France. One of the coolest heads among Frenchmen affirms therefore that the resistance preparing in the French provinces is no mere spasm excited by official lying; that the great armies said to be organizing have a real existence; and that this fund of national strength should be taken into account by the neutral Powers both as a reason for interference and as a consideration which ought strongly to affect the terms of peace. Nothing is so likely to bring these assertions to the proof, without the terrible necessity of practically testing them point by point, as the conclusion of the siege of Paris by military means. The relation of the French capital to the provinces has been so exceptional as to make it very difficult to say whether the resistance of Paris is giving a factitious energy to the departments or whether the departments are moved by a spirit and vigor of their own. If Paris should fall and the efforts of the provinces should still continue, the fact will be one of the utmost importance; and perhaps the best thing the Germans can do is to carry out the policy attributed to them by some, by falling back on the territory they mean to keep and making preparations for strengthening their hold upon it. But the probability is, on the whole, the other way. It is likely that the provinces resist because Paris holds out, and that nothing but the habit of following the example set by the capital gives power to M. Gambetta and keeps together the rudiments of three new armies. Yet, until this derivative character of the war in the departments has been established, peace will have to be negotiated by statesmen ignorant whether France has been subdued or whether the most difficult part of conquest and subjugation has yet to be accomplished.

At the time at which we write it remains more probable that Paris will be attacked than that an armistice will be agreed upon; and, so long as the prospect continues, the considerations we have stated may reasonably have weight attached to them. But they cannot be directly set off against the chance of saving a famous and beautiful city from partial destruction. If the question be simply between the bombardment and an armistice which seems reasonable to the combatants on both sides, every man will prefer the armistice. There is not really any relation between the horror excited by the plain prospect of a cruel military operation and the doubt whether there is yet a complete basis for a durable peace. If the two feelings come in competition with one another, the last must give way.

WILL THERE BE A GENERAL WAR IN EUROPE?

From the N. Y. Sun.

It has from the first been probable that Russia would take advantage of the present war between France and Germany to carry out her traditional designs against Turkey; and the diplomatic demonstrations which have been made in that direction are evidently only the beginning of such a movement.

The Russian statesmen have chosen their point of attack with their usual cunning, and their plan of operations is equally shrewd. They declare that the treaty of Paris is abrogated, so far as it provides for the exclusion of Russian men-of-war from the Black Sea, and denies the free passage of armed ships of all nations through the Straits of the Dardanelles. In this declaration they enlist in their favor the general sentiment of the world against such restrictions as the treaty of Paris imposes in this respect.

Their ulterior designs, so far as they have been avowed, are also calculated to gain support and weaken opposition. Instead of proposing to seize any part of Turkey and annex it to the Russian Empire, they have proclaimed their intention to liberate the Christian nationalities of Turkey from Mussulman control, and to allow them to establish independent governments of their own. Of course these governments would be subject to Russian control more than to any other influence; and it would be easy, the central power of Turkey being destroyed and removed, to absorb them one by one into the Russian system. But the plan of establishing four or five small Christian States in place of one Turkish Empire, while it appeals to the religious sentiments of the civilized world, is much less calculated to provoke the determined hostility of any of the great powers than that plan of annexation which the Emperor Nicholas avowed before the Crimean war, and which was finally defeated by the capture of Sebastopol.

The opportunity for the execution of this great scheme which the present crisis offers is one which, if not embraced, can never be expected to return. England is now the only power which can attempt any great resistance. France is entirely broken down, and is absorbed in the effort to save her own existence from the most terrible military conquest that has been attempted since the time when her soil was overrun by the legions of Julius Cæsar. Austria is also weakened. Italy is struggling in the throes of national consolidation. Turkey is bankrupt; and the most important vassal of the Sultan, the Pasha of Egypt, has long been engaged in the most formidable preparations for rebellion. Under such circumstances there is everything to tempt the ambition of Russia, and to promise the realization of the dream which lurks in the soul of every Muscovite.

Will England make war, or will she concede the comparatively unimportant demand with which Russia has opened the drama? It certainly is not a great thing that a few Russian men-of-war should be allowed to anchor in the Black Sea and be repaired at a navy yard in any of its ports, or that the armed vessels of the world should be suffered to pass through the Dardanelles in a peaceful manner. If this were all, it might be possible for the statesmen of England to accede to the wishes of Russia; but what renders it impossible is the certainty that this matter is but the entering point of the wedge; and that if it is allowed to pass, the whole wedge will be driven home. This England cannot submit to without dishonor, or without danger of the most pressing kind to her possessions in India.

When Russia has become virtually mistress of Turkey, with Egypt for her faithful ally, India will soon cease to be English. For these reasons Great Britain must fight, however much her commercial classes may desire to avoid it, however perilous the issue of the struggle. And when she engages in such a contest, it is difficult to see how Holland, Belgium, Austria, and Italy can hold themselves aloof from it. All Europe must become involved in the conflagration, and no living man can foretell its results.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

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

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

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GIRARD TUBE WORKS AND IRON CO.,
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Manufacture Plain and Galvanized
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ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.
Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6·30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3·30 P. M., Accommodation, via Camden and Jersey City.
At 6 P. M., for Amboy and intermediate stations.
At 6·30 A. M. and 2 P. M. for Farmingdale.
At 6·30 A. M., 2 and 3·30 P. M. for Freehold.
At 8 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.
At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 5, 6, 7, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.
At 6·30 and 10 A. M., 12 M., 3·30, 5, 6, 7, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.
At 6·30 and 10 A. M., 12 M., 5, 6, 7, and 11·30 P. M. for Fish House.
The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM WEST PHILADELPHIA DEPOT.

At 7·30 and 9·45 A. M., 1·20, 2·10, 5·30, 6·45 and 12 P. M., New York Express Lines, and at 11·30 P. M., Line, via Jersey City.
At 7·30 and 9·45 A. M., 1·20, 2·10, 5·30, 6·45, and 12 P. M. for Trenton.
At 9·45 A. M. 1·20, 6·45 and 12 P. M. for Bristol.
At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9·30 A. M., 6·45 and 12 P. M. Lines will run daily. All others Sundays excepted.
Sunday Lines leave at 9·45 A. M., 6 45 P. M., and 12 night.

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, 3·30, and 5, P. M. for Trenton and Bristol, and at 10·30 A. M. and 6 P. M. for Bristol.
At 7·30 A. M., 2·30, and 5 P. M. for Morrisville, and Tullytown.
At 7 30 and 9 30 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.
At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 9 30 A. M., 12 30, 2·30, 5 15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7 30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate stations.

FROM MARKET STREET FERRY (UPPER SIDE),
VIA NEW JERSEY SOUTHERN RAILROAD

At 11 A. M. for New York, Long Branch, and intermediate places.

VIA CAMDEN AND BURLINGTON COUNTY RAILROAD.

At 7 and 11 A. M., 1, 2·30, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.
At 7 A. M., 2·30 and 6·30 P. M. for Lumberton and Medford.
At 7 and 11 A. M., 3 30, 5, and 6·30 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
Nov. 21, 1870. WM. H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.
Takes effect November 21, 1870.

Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—
7·00 A. M. (Accommodation) for Fort Washington.
At 7·35 A. M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda Waverley Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West
8 25 A. M. (Accommodation) for Doylestown.
9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.
11 A. M. (Accommodation) for Fort Washington
1·15 and 5·20 and 8 15 P. M., for Abington.
1·45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.
2·30 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, and Mauch Chunk.
6 20 P. M. (Accommodation) for Lansdale.
11·30 P. M. (Accommodation) for Fort Washington.
The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM
Bethlehem at 8 55, and 10·35 A. M.; 2·15, 5·05, and 8·25 P. M.
Doylestown at 8·25 A. M., 4·40 and 4·45 P. M.
Lansdale at 7·30 A. M.
Fort Washington at 9·20 and 11·20 A. M., 3·10 P. M.
Abington at 2·35, 6 55, and 9 35 P. M.

ON SUNDAYS.
Philadelphia for Bethlehem at 9·30 A. M.
Philadelphia for Doylestown at 2 00 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 4·00 P. M.
Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.
Nov. 21, 1870. ELLIS CLARK, Agent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.
On and after MONDAY, October 3, 1870, trains will run as follows:—
Leave Philadelphia from Depot of P. W. & B. R. R., corner of BROAD Street and WASHINGTON Avenue:—
For Port Deposit at 7 A. M. and 4·30 P. M.
For Oxford at 7 A. M., 4·30 P. M., and 7 P. M.
For Oxford on Saturdays only, at 2·30 P. M.
For Chadd's Ford and Chester Creek Railroad, at 7 A. M., 10 A. M., 4·30 P. M. and 7 P. M. Saturdays only, at 2·30 P. M.
Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4·30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.
Trains for Philadelphia:—
Leave Port Deposit at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.
Oxford at 6·05 and 10·35 A. M. and 5·30 P. M. Sundays at 5·30 P. M. only.
Chadd's Ford at 7·26 A. M. 11·58 A. M., 3·55 P. M., and 6·49 P. M. Sundays at 6·49 P. M. only.
HENRY WOOD, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
ON AND AFTER MONDAY, October 17, 1870.
Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

FROM PHILADELPHIA
For West Chester at 7·45 and 11·20 A. M., 2·30, 6·15, and 11·30 P. M. Stops at all stations.
For West Chester at 4·40 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted).
For B. C. Junction at 4·10 P. M. Stops at all stations.

FOR PHILADELPHIA
From West Chester at 6·30 and 10·45 A. M., 1·55, 4·55, and 6·55 P. M. Stops at all stations.
From West Chester at 7·35 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted).
From B. C. Junction at 8·40 A. M. Stops at all stations.
ON SUNDAY—Leave Philadelphia at 8·30 A. M. and 2 P. M. Leave West Chester at 7·55 A. M. and 4 P. M.
10 14 W. C. WHEELER, Superintendent.

WEST JERSEY RAILROADS.
FALL AND WINTER ARRANGEMENT.
COMMENCING MONDAY, SEPTEMBER 19, 1870.
Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry).
8·15 A. M., Passenger for 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.
5·30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.
Freight Train leaves Camden daily, at 12 M.
WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES.

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 Harrington and intermediate stations.
Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.
Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.
From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·35 A. M., Express; 2·25 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3·55 P. M.
Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.
H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD.
AFTER 8 P. M., SUNDAY, November 20, 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 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.

Pittsburg Express	12·11 A. M.
Mail Train	8·00 A. M.
Paoli Accommodation, 10·10 A. M. & 1·10 and	7·10 P. M.
Fast Line	12·30 P. M.
Erie Express	12 30 P. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Buffalo Express	9·30 P. M.
Pacific Express	10·10 P. M.
Way Passenger	11·30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 10·10 P. M. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.
Cincinnati and Pacific Express leaves daily. All other trains daily except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 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.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	7·00 A. M.
Erie Mail	7·00 A. M.
Paoli Accommodat'n, 8·20 A. M. & 3·30 &	6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·05 A. M.
Lancaster Train	12 00 A. M.
Erie Express	5·45 P. M.
Lock Haven and Elmira Express	5·45 P. M.
Pacific Express	2·20 P. M.
Southern Express	5·45 P. M.
Harrisburg Accommodation	9·40 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,
4 29 General Superintendent, Altoona, Pa.

NEW JERSEY SOUTHERN RAILROAD LINE.
NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.
An ACCOMMODATION TRAIN in the morning and
AN EXPRESS TRAIN
in the Afternoon from each end of the route.
THE EXPRESS TRAIN
will be furnished with
SPLENDID PALACE CARS.
NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—
LEAVE NEW YORK,
from Pier No. 28 NORTH River, foot of Murray street, at 6·45 A. M. Accommodation and 4·30 P. M. Express.
LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7·00 A. M. Accommodation and 3·30 P. M. Express.
The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.
Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN *in a style unsurpassed by any Hotel in America.*
Fare between Philadelphia and New York......$3·00
" " " " Long Branch... 2·50
For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."
6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE OF HOURS.
On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue:—
For Port Deposit at 7 A. M. and 4·30 P. M.
For Oxford at 7 A. M., 4·30 P. M., and 7 P. M.
For Oxford Saturdays only at 2·30 P. M.
For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4·30 P. M., and 7 P. M. Saturdays only 2·30 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4 30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.
Trains for Philadelphia leave Port Deposit at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.
Oxford at 6·05 A. M., 10·35 A. M. and 5·30 P. M. Sundays at 5·30 P. M. only.
Chadd's Ford at 7·26 A. M., 11·58 A. M., 3·55 P. M., and 6·49 P. M. Sundays 6·49 P. M. only.
Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same. HENRY WOOD,
10 3 General Superintendent.

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD.—Depot—THIRTEENTH and CALLOWHILL streets.
Until further notice trains will leave and arrive as follows:—

TRAINS LEAVE.	A. M.	TRAINS ARRIVE.	A. M.
Way Passenger	7·30	Pottstown Accom	8·40
Harrisb'g & Potts. Ex	8·15	Reading & Potts. Acc	10·20
Phil. & Potts. W. Tr'n	12 30		P. M.
	P. M.	Harrisb'g & Potts. Ex	1·00
Harrisb'g & Potts. Ex	3 30	Phil. & Potts. W. Tr'n	4·30
Pottstown Accom	4 00	Harrisb'g & Potts. Ex	7·00
Reading & Potts. Acc	5·15	Harrisburg, Pottsv'e, and Allentown Acc	9·25
ON SUNDAYS.		ON SUNDAYS.	A. M.
To Reading	8·00	From Pottsville	12·35
	P. M.		P. M.
To Pottsville	3 15	From Reading	7·25

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.
For Downingtown and points on Chester Valley Railroad take 7·30 A. M., 12·30 Noon, and 4 P. M.
For Schwenksville and points on Perkiomen Railroad take 7·30 A. M., 12·30 Noon, and 5·15 P. M.
For Mount Pleasant and points on Colebrookdale Railroad take 7·30 A. M. and 4·00 P. M.

N. Y. EXPRESS FOR PITTSBURG AND WEST.
Trains leave New York at 9·00 A. M. and 5·00 P. M., passing Reading at 1·45 and 10·05 P. M., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.
Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.
Trains for New York leave Harrisburg at 5·25, 8·10, and 8·50 A. M., and 2·50 P. M.
Additional train leaves New York for Harrisburg at 12·00 noon.
For particulars see Guide Books, which can be obtained at No. 811 Chesnut street, and at all stations, without charge.
Season, School, Mileage, and Commutation Tickets at reduced rates, to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading.
STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the depot.
Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot, or at No. 225 S. Fourth street. 11 12

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.
TIME TABLE.
On and after WEDNESDAY, November 2, 1870.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 8¼, 9·05, 10, 11, 12 A. M., 1, 2, 2½, 3¼, 3¾, 4·05, 4½, 5·05, 5¾, 6, 6¼, 7, 8, 9, 10·05, 11, 12 P. M.
Leave Germantown 6, 6·55, 7½, 8, 8·20, 9, 9½, 10, 11, 12 A. M., 1, 2, 3, 3¾, 4, 4¾, 5, 5½, 6, 6¼, 7, 8, 9, 10, 11 P. M.
The 8·20 and 9½ down train, and 2½, 3¾, and 5¾ up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9¼ A. M., 2, 4·05, 7, and 10¾ P. M.
Leave Germantown at 8¼ A. M., 1, 3, 6, and 9¾ P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 3¾, 5¾, 7, 9, and 11 P. M.
Leave Chesnut Hill 7·10, 8, 9·10, and 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9¼ A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and 9·25 P. M.
Passengers taking the 6·55, 9 A. M., and 6½ P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½, 3, 4, 5, 5½, 6¼, 8·05, 10, and 11¾ P. M.
Leave Norristown 5½, 6·25, 7, 7¾, 8·50, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9¾ P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.
Leave Norristown 7 A. M., 1, 5¼, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4, 5, 5½, 6¼, 8·05, 10, and 11¾ P. M.
Leave Manayunk 6, 6·55, 7½, 8·10, 9·20, and 11½ A. M., 2, 3½, 5, 6¾, 8½, and 10 P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.
Leave Manayunk 7½ A. M., 1½, 6½ and 9¼ P. M.
PLYMOUTH RAILROAD.
Leave Philadelphia 5 P. M.
Leave Plymouth 6¾ A. M.
The 7¾ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane.
Passengers taking the 7½, 9·05 A. M., 6½ & 12 P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.
The 9¾ A. M. 12½ and 5 P. M. trains from New York stop at Intersection Station.
5 20 W. S. WILSON, General Sup't.

LUMBER.

1870 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1870

1870 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1870

1870 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1870

1870 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1870

1870 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1870

1870 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS, HICKORY. 1870

1870 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1870

1870 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1870

1870 CEDAR SHINGLES. CYPRESS SHINGLES. 1870
MAULE, BROTHER & CO.,
11 No. 2500 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—COMMON PLANK, ALL THICKNESSES.
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1¼ and 4¼ SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY.
Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,
5 31 6m No. 1715 RIDGE Avenue, north of Poplar St.

United States Builders' Mill
FIFTEENTH Street, Below Market.
ESLER & BROTHER
PROPRIETORS.
Wood Mouldings, Brackets and General Turning Work, Hand-rail Balusters and Newel Posts. 9 1
A LARGE ASSORTMENT ALWAYS ON HAND.

FURNACES.

Established in 1835.
Invariably the greatest success over all competition whenever and wherever exhibited or used in the UNITED STATES.
CHARLES WILLIAMS'
Patent Golden Eagle Furnaces,
Acknowledged by the leading Architects and Builders to be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in this line of business.
HEAVY REDUCTION IN PRICES,
and only first-class work turned out.
Nos. 1132 and 1134 MARKET Street,
PHILADELPHIA.
N. B.—SEND FOR BOOK OF FACTS ON HEAT AND VENTILATION. 6 22 4m

AUCTION SALES.

M. THOMAS & SONS, AUCTIONEERS, Nos. 139 and 141 S. FOURTH Street.

Sale No. 223 South Eighth street.
NEAT HOUSEHOLD FURNITURE, CARPETS, ETC., ETC.
On Tuesday Morning,
Nov. 22, at 10 o'clock, by catalogue, the neat walnut dining-room and chamber furniture, cottage chamber furniture, hair and spring mattresses, walnut wardrobe, china and glassware, cooking utensils, carpets, etc. Also, gas-consuming and cooking stoves. 11 19 2t

SALE OF REAL ESTATE AND STOCKS,
November 22, at 12 o'clock, noon, at the Exchange, will include:—
MADISON, No. 226—Genteel Dwelling.
LOCUST, No. 1106—Store and Dwelling.
PEARL (in the rear of the above)—Dwelling.
BAINBRIDGE, No. 313—Store and Dwelling.
PINE, No. 733—Modern Residence.
PINE, No. 726—Modern Residence.
GASKILL, No. 316—Brick Dwelling.
GUILFORD, No. 615—Brick Dwelling.
FRANKFORD ROAD, No. 2560—Brick Dwelling.
FILBERT, No. 727—Brick Dwelling.
PINE, No. 1307—Brick Dwelling.
CHESNUT, No. 3244—Elegant Residence.
BUCKS COUNTY, Falls township, near Tullytown—Valuable Farm, 102¾ acres.
FRANKLIN, No. 965—Modern Residence.
NINETEENTH (North), No. 739—Modern Residence.
FRONT (North), No. 1063—Genteel Dwelling.
WYOMING AVENUE, Twenty-second ward—Valuable Lot.
SEVENTEENTH (south of Oxford)—Building Lot.
MOYER, N. E. of Otis—Building Lot.
DOCK, No. 224—Valuable Store.
STOCKS, ETC.
27 shares Camden and Atlantic Railroad, preferred.
10 do. do. do. do. common.
200 shares Union Car Spring Manufacturing Co.
1400 shares McClintocksville Petroleum Co.
4 shares Philadelphia and Southern Mail Steamship Co.
30 shares Pennsylvania Co. for Insurance on Lives and Granting Annuities.
24 shares Pennsylvania Steel Co.
100 shares McClintockville Petroleum Co.
30 shares National Bank of the Republic. 11 18 3t
100 shares Central National Bank.
$2000 Union Passenger Railway bond.
100 shares Philadelphia National Bank.
28 shares Commenwealth National Bank.
20 shares Kensington National Bank.
Catalogues now ready.

Sale No. 626 N. Front street.
SUPERIOR MAHOGANY AND OTHER HOUSEHOLD FURNITURE, CARPETS, ETC.
On Wednesday Morning,
Nov. 23, at 10 o'clock, at No. 626 N. Front street, below Coates, the entire household furniture.
Catalogues now ready. 11 21 2t

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

Sale at No. 1110 Chesnut street.
ELEGANT RUSSIA SABLE, MINK, ERMINE AND SQUIRREL FURS; Also, Angora, Hudson Bay, Black and Brown Bear, Silver Badger, Fox, Wolf, Coon, and Lynx Robes.
On Tuesday Morning.
November 22, at 11 o'clock, at No. 1110 Chesnut street, will be sold a very large and elegant assortment of fine furs, robes, collars, caps, etc.
The furs can be examined after 8 o'clock on morning of sale. 11 19 2t

Sale at No. 1834 Green street
HOUSEHOLD FURNITURE, BRUSSELS AND OTHER CARPETS, CHINA, GLASSWARE, ETC.
On Tuesday Morning.
November 22, at 10 o'clock, at No. 1834 Green street, will be sold the entire household furniture, carpets, etc., comprising green plush parlor furniture, walnut and cottage chamber furniture, oak dining-room furniture, carpets, china, glassware, etc.
The furniture can be examined after 8 o'clock on morning of sale. 11 19 2t

Sale at No. 1233 Arch street.
ELEGANT WALNUT PARLOR, CHAMBER, AND DINING-ROOM FURNITURE; Rich Velvet, Brussels, and Other Carpets; Two Large French Plate Pier Mirrors, Oil Paintings, China, Glassware, Etc. Etc.
On Wednesday Morning.
Nov. 23, at 10 o'clock, at No. 1233 Arch street, by catalogue, will be sold the entire furniture, comprising walnut parlor suit, green plush; large centre-table, reception chairs, fine Venetian blinds, two large French plate pier mirrors, gold frames, plates 28 by 100; extension-table, walnut chamber furniture, spring and hair mattresses, feather beds, rich velvet, Brussels, and ingrain carpets; china, glassware, silver-plated ware and cutlery, etc.
Also, 5 tons Schuylkill coal, 15 bushels Monitor potatoes, 35 gallons crab apple cider vinegar.
The furniture can be examined early on the morning of sale. 11 21 2t

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS.
On Monday Morning,
November 21, at 10 o'clock, on four months' credit. 11 15 5t

SALE OF 2,000 CASES BOOTS, SHOES, TRAVELLING BAGS, HATS, ETC.,
On Tuesday Morning, 11 16 5t
November 22, at 10 o'clock, on four months' credit.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS.
On Wednesday Morning, 11 18 4t
November 23, at 10 o'clock, on four months' credit.

LARGE SALE OF CARPETINGS, OIL CLOTHS, ETC.
On Friday Morning,
November 25, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, etc. 11 19 5t

NOTICE TO FURRIERS, SADDLERS, AND CARPET DEALERS.
113 pieces printed woollen felts.
200 rich printed felt crumb cloths.
A line of printed felt robe borderings.
200 sheepskin rugs, including very fine whole English skins, 11 21 3t

MARTIN BROTHERS, AUCTIONEERS.—(Lately Salesmen for M. Thomas & Sons.) No. 704 Chesnut st., rear entrance from Minor.

Sale No. 231 North Ninth street.
SUPERIOR PARLOR FURNITURE, HANDSOME WALNUT CHAMBER FURNITURE, ELEGANT ROSEWOOD PIANO-FORTE, HANDSOME BRUSSELS CARPETS, ETC.
On Tuesday Morning,
22d inst., at 10 o'clock, at No. 231 N. Ninth street, by catalogue, the entire furniture, including—Superior parlor furniture; 2 suits handsome walnut chamber furniture; elegant rosewood 7-octave piano-forte made by Meyer; handsome Brussels carpets; fine French china; glassware, etc. 11 16 4t
May be seen early on the morning of sale.

BY BARRITT & CO., AUCTIONEERS.
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. 11 24§

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.
Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thursday.
For particulars see "Public Ledger."
N. B.—A superior class of furniture at private sale

CITY BAZAAR AND TATTERSALL'S, No. 1126 RACE Street.
Regular Auction Sale of Horses, Wagons, Harness, Etc., every Thursday, commencing at 10 o'clock A. M. No postponement on account of the weather.
Gentlemen's private establishments disposed of at public or private sale to the best advantage, and a general assortment of Horses, Carriages, Harness, Etc., to suit the need of all classes of purchasers, constantly on hand.
Carriages taken on Storage.
Superior Stabling for Horses on sale or at livery.
Outside Sales solicited and promptly attended to.
Liberal advances made on Horses, Carriages, and Harness. DOYLE & NICHOLS,
11 19 1t Auctioneers.

ROOFING.

READY ROOFING.—This Roofing is adapted to all buildings. It can be applied to
STEEP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.
I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon; the best and cheapest in the market.
W. A. WELTON,
8 17! No. 711 N. NINTH St., above Coates.