MILITARY GENIUS.

From the London Spectator. Mr. Helps seems inclined, in one of his recent chapters of Friends in Council, to indorse the well-known opinion of Macaulay, that there is no such thing as military genius, that any person of ability who would devote himself to the subject might make of himself a very good general. All business, he says, should be conducted much on the same principles, and the only special faculty he will allow to generals as distinguished from statesmen, or barristers, or other men of capreity, is "apprehensiveness,"-the faculty, as we understand him, of seizing the points of a situation, as strategists are supposed to seize them. It is an exceedingly comfortable doctrine that, if it is only true, for in that case no country need fear that it will ever be without a general. It has only to train a certain number of able men in the science of war, and then, perhaps by competitive examination, discover the ablest, and defeat. The idea is especially pleasant to a country like England, which can produce any amount of "capacity," but had exceptional difficulty in finding a genecover one by a process of exhaustion, apfear the idea is much too pleasant to be true historic enterprises, are excessively rare as rare as the founders of creeds or poets of the highest order. We

it is sure either of victory or of honorable believes that she has throughout her history ral, and has frequently been reduced to dispointing man after man until some one is found who generally wins the game; but we If history teaches any lesson, it is that great generals, and even good generals, are very exceptional persons, and that generals of the highest class, those who can make armies and then with those armies accomplish question if England can be certainly affirmed to have produced more than three-Cromwell, Marlborough, and Clive-aud the generals of that order of French origin are even fewer, only one of Napoleon's marshals, Massena, being entitled to a place in the list. No system makes them and no school. Some of the greatest generals in history have been kings, never regularly trained to war; and two, at least, Conde and Glive, won victories before they had seen even imitation "service" in time of peace. Napoleon's marshals, indeed, seem to us to supply an almost final answer to Macaulay's paradox. They were all in their way able men, they were all trained in a mar-vellous school for the work they had to do, and, nevertheless, the distance between them and Napoleon himself was almost immeasurable. Something was in him which was not in them, and that something was, we should imagine, what we are accustomed to describe as military genius. An even better example may perhaps be found in the career of William III. Nobody nowadays denies that the great Dutchman was a man of very high ability, quite as high as that of any statesman not heaven-born, higher probably than that of Cromwell, whose intellect had very narrow and hard limitations. William had a severe training in war, and desired acutely to benefit by it; he had very excellent troops, German, Dutch, and English, and he was as well obeyed as any general ever has been. But he lacked that something, the existence of which Mr. Helps doubts, or for the moment appears to doubt, and for want of it his policy was repeatedly scattered to the winds; he was always beaten, and his name lives without any reputation for military skill. Almost all men who are completely exempt from national prejudice are aware that Wellington, though probably a greater commander for the troops he had to lead than any other general would have been, lacked something which has belonged to leaders of the very first order—would, for example, have accomplished as little with Frenchmen as Von Moltke probably would required a previously existing condition of society to give his power its fullest play. He however possessed in its highest degree the power which in war seems nearest to military genius-though it is not precisely that genius itself-that of devising the movements which of all others his troops were most competent to execute, so that the national temperament and the work to be accomplished always appeared to be in harmony. Much of the real thought shown in generalship must consist in that, as we English may one day learn in a very unpleasant fashion. If ever an Indian leader heads another mutiny, and has power enough over his followers to make them use the spade effectively, all the white soldiers in India may be expended in the effort to reduce men who, though lacking confidence in the field, will fight like heroes behind any sort of shelter. There is indeed a probability that some

lay's dictum even if applied only to ordinarily good commanders. They must have, at all events, some incommunicable qualities. Very able men may, and do exist, who are entirely devoid of the topographical faculty, who could no more form a decent opinion as to the best position for a certain description of troops to occupy on a battle-field, than Maories could form an opinion as to the best light for a great picture, and without that faculty no man can be a general. Doubtless it is possessed by men of low intellectual power-for example, by nearly all professional huntsmen -but still it is a faculty, and not a knowledge, and absolutely indispensable to success. Napoleon is said to have had it in so transcendant a degree that he could hurry an army across a centinent, and keep it throughout its march in a strategic position previously designed; but that power clearly depends upon the other power of so clearly impressing his will upon subordinates as to make doubt or discussion impossible. Many even among great men have not possessed that intensity of volition. Then there have been men, and men of great force, who en-tirely lack the capacity of rousing capacity in other men; men even whose ability diminishes that of those with whom they are brought in contact, and no such man will ever make a considerable general. We have a notion, which we only put forward as a notion, and not a conviction, that Napoleon III had this strange negative capacity, that contact with kim distinctly diminished the natural ability of his agents, and that this was one reason of his marked failure as a leader of amies. Statesmen in his closet became fools, and generals imbeciles, till, as Pelissier said, even a telegraph to his private cabinet was a cause of defeat. Almost everybody knows of such men, whom he reckons perbaps, nevertheless, among his ablest acquaintances, and one such man exists probably in the British Cabinet. No amount of force or ability for business would make such a man a general. Nor is it possible to make a leader in the field out of a man, however competent | purity of the ballot box.

race not incapable of warfare by nature, that

its adoption would make of that race good

soldiers-vide the whole military history of

the Maories-and the instinct which seizes

manship of the very highest kind,

otherwise, whose mind works very slowly, or who fears responsibility, or, we should be in-clined to add, whose mind is so deficient in sympathy that he can never reckon up what his enemy is likely to do. After much reading of his history, we should be inclined to point to that as the secret of most, if not all the defeats, of William III. And above all, no man is a general whose mind is without a certain loneliness, a capacity of being stronger for the absence of advice, or guidance, or control. The better committee-man a man is, the worse general he will probably make, simply because he will have habituated his mind to rely on aid which in war can bardly be forthcoming, a campaign being, like any other work of art, properly a whole, not to be evolved out of any amount of conjoint deliberation. The general must be a man in whom self-dependence acts as a heating, not as a depressing quality—the latter being, we may remark, en passant, the special difficulty of all democratic leaders. We suppose we must not speak of the faculty of command-for although the men are often found who are apparently without it, it is probable there is no able man in whom it might not be developed; but clearly leadership is a gift often so independent of all other qualities as to seem an unfair accident, and this gift is indispensable to the general.

The truth we take to be that a general at all above the average "good-officer" kind, must be possessed of a combination of capacities which is extremely unusual, while in the great general there must exist something which fuses that combination into a harmonious whole. What that something is it would be as difficult to define as it is to define genius itself, but we believe that mental coup d'ail comes very near to a description of it; that a sort of divination as to the relation of means and ends in war, a divination wholly apart from, yet dependent on, a variety of special faculties is the secret of military genius. This is not "apprehensiveness," but something infinitely larger. Napoleon could tell, as it were, without calculation, by what we have called divination, that the battle depended on possession of that slope, that this corps could take possession, and that from the qualities of the men and the character of his agent in command the probabilities that they would take it were such and such, and this divination was so keen as almost of itself to constitute the will to give it effect. The notion that every chess-player is a political general is either an absurdity or a bit of excusable brag in the worshippers of the game, but the fancy that there is a relation between chess and war has, we imagine, this much of basis. The fusing quality must be there. A man may be a good chess-player and a goose, lacking almost every quality of a good general; but he must have that one, the faculty of divining amidst exceedingly complicated data the course which will reconcile means and ends. This is not, of itself, generalship, but that, we suspect, is the power by which the general utilizes all other and equally indispensable capacities.

APPALLING ACCIDENT.

Fearful Boller Explosion-The Killed and Wounded-Miraculous Escape of a Family. From the Anderson (Ind.) Herald, Nov. 18.

Where Main street crosses the Bellefontaine Railroad, Charles T. Doxey a few weeks ago erected a large factory for the purpose of manufacturing barrel headings. The establishment has been running about five weeks. Mr. Dovey found it necessary to run the establishment both during the day and the night. For this purpose two sets of hands were employe sixteen on and sixteen off.

On Wednesday morning last the party were at or arriving at the establishment. The engine had not been running for an hour or so, and the steam had got pretty high. It is supposed the water in the boiler was low, and it is said the engineer had commenced pumping water into the boiler. Soon after the water commenced going into the boiler, the fearful explo sion took place, by which the boiler was rent in twain: by which the ends were sent whirling in opposite directions, and a large section of the centre was thrown up through the roof of the building and there rested.

THE DESTRUCTION

was most complete. The pieces of boiler went ricochetting through the building, striking and tearing away posts, beams, machinery, and tim-The unfortunate people in the building at the time were knocked hither and you by flying pleces, and death and destruction took posses-

THE KILLED.

Clay Godwin, the man who worked at the planer, was instantly killed. A piece of timber took away almost his entire head. He was dead when found.

Stephen Sullivan, an Irish boy, an employe of the establishment, was found dead in the vicinity of the boiler. One of his legs was blown off and carried a considerable distance from the body. He must have died instantly. mode of warfare would so exactly suit any

THE WOUNDED. Benjamin Hackleman, the engineer, was horribly mangled. His entire face almost, below the nose down, is torn off. It is thought that he cannot survive.

Two little colored boys, named Close, were on that mode is, if not military genius, an employed to remove the heading of the "matcher." One of these was so badly hurt immense addition to it. It is military statesabout the head that the brains ooxed out of his We should be inclined to question Macauskull. At noon yesterday it was said the boy had died. The other boy was seriously hurt about the head, but will recover,

Robert Wallace, a boy, was seriously wounded. but will recover. Robert Tetherington and Mrs. John Estel were seriously injured by a piece of boiler going through a house in which they were at the time.

Two or three other men were wounded, but we have failed to get their names.

A MIRACULOUS ESCAPE. Immediately west of and adjoining the engine room was a small frame house of two In this house lived John Estel and family. At the time of the explosion the family, man, wife, five children, and Mr. Tetherington, named above as wounded, were preparing to sit down to breakfast. About one-third of the boller-nine feet long-passed through the house, literally destroying it, breaking up the able and dishes, the stove and the furniture of

the house. Of the people in the house but two were hurt, Mrs. Fstel and Mr. Tethrington. How it hap-pened that every occupant of the house was not killed we cannot conceive. The whole house is in splinters. Bricks, laths, plaster, rafters, joists, and debris of all kinds lay com pactly packed in together, and the boller itself was long enough to destroy the people as well as the house. The escape was miraculous.

—A citizen of Springfield, Mass., has invented a new cartridge, which he moulds at one of eration in a die chambered to the exact size of the gun-bore for which it is intended.

-A Canadian editor opens his eyes with amazement at the item of \$379,665 for "running" the New Dominion Departments of Agriculture, Immigration, and Colonization. - Up to the 20th of September the San Francisco Board of Education incurred liabilities amounting to \$164,799.37 for the erection of buildings for school purposes.

-The Cincinnati newspapers suggest that the base ball club of that city should sell its right and title to the name of the "Red Stockirgs" while it has value and amounts to a na-

-A blind newsboy at Cincinnati, named John Goller, has abandoned his stand and entered the lecture field. In his maiden effort he endeavoted to show his bearers how to preserve the

Special Company

RAILROAD LINES

DEILADELPHIA AND READING RAILROAD Depot, THIRTEENTH and CALLOW HILL Streets. Until further notice trains will Leave an I Arrive

To Pot'sville.... 8-15

From Pottsville....

From Reading....

The Sunday trains connect with similar trains on the Persiomen and Colebrook dale Rairoads. For Downingtown and points on Chester Valley Easircae, take 7:30 a m., 12:30 noop, and 4 p. m. For Schwenksville and points on Per-kiomen Rail-read, take 7:30 a. m. 12:30 noon, and 4 p. m. For Mt. Pleasant and points on Gelebrookdale

Railread take 7:80 a, m. and 4:00 p, m. N. Y. EXPRESS FOR PITTSBURG AND WEST. Trains leave New York at 9:00 a. m. and 6:00 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 be

tween Jersey City and Pittsburg without change.
Trains for New York leave Harrisburg at 3 10, 10, and 10:50 a. m , and 2:50 p. m. Additional train leaves New York for Harrisburg

at 12 o'clock noon. For particulars see Guide Books, which can be ob-tained at No. 511 Chesnut street, and at all stations, without charge.
Sesson, School, Mileage, and Commutation Tickets

at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Palladelphia, or G. A. Nicolis, General Superintendent, Reading.
STREET CARS.—The Thirteenth and Fifteenth, and
Race and Vice 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.

GERMANTOWN AND NORRISTOWN BRANCH.

Depot, Rinth and Green.

Trains leave for Germantown at 6, 7, 8, 8½, 9-95, 19, 11, 12 A. M.; 1, 2, 3 88, 3-15, 3-45, 4 05, 4 80, 5 05, 5-45, 6, 6-30, 7, 8, 9, 19-95, 11, 12 p. m. Leave Germantown, 6, 6-55, 7-80, 8, 8-20, 9, 9½, 10, 11, 12 a. M.; 1, 2, 3, 3-40, 4, 4-5, 5, 5-30, 6, 6-30, 7, 8, 2, 16, 11 p.

The 2-90 and 2-90 down trains, 2-90 and 3-90 down trains, 2-90 down trains, m. The 8-25 and 9-30 down trains, 2-35, 3-45, and 5-45 up trains, will not stop on the Germantown branch. On Sundays, leave at 9-15 a. m.; 2, 4-95, 7, 10-48 p. m. Leave Germantown, 8-15 a. m.; 2, 2-45, 1, 10-18 p. m.
Passengers taking the 6-55, 9 a. m., and 6-30
p. m. trains from Germantown, will make close
connection with the trains for New York at Inter-

section Station. CHESNUT HILL RAILROAD .- Leave at 6, 8, 19, 12 a. m.; 230, 545, 545, 7, 9 and 11 p. m. Leave Chesnut Hill at 7:10, 8, 9:10, 11:40 a. m.; 1:40, 3:40, 5:40, 6:40, 8:40, 10:40 p. m. On Sundays, leave 9:15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7:50 a. m.; 12:40, 5:40, 9:25 p. m.

FOR CONSHOHOUCKEN AND NORRISTOWN.—Leave at 3:55

6, 7-30, 9, 11-05 a.m.; 1-30, 3, 4, 5, 5-30, 6-15, 8-05, 10, 11-45 p.m. Leave Norristown at 5-86, 6-25, 7, 7-45, 1145 p. m. Leave Norristown at 586, 625, 7, 745, 850, 11 a. m.; 130, 3, 430, 615, 8, 930 p. m. On Sundays, leave at 9 a. m.; 230, 4, 730 p. m. Leave Norristown at 7 a. m.; 1, 530, 9 p. m.

FOR MANAYUNE.—Leave at 6, 730, 9, 11 95 a. m.; 190, 3, 4, 5, 530, 615, 805, 10, 1145 p. m. Leave Manayunk at 6, 655, 730, 810, 920, 11 30 a. m.; 2, 330, 5, 645, 830, 10 p. m. On Sundays, leave at 9 a. m.; 2, 40, 5, 645, 830, 10 p. m. On Sundays, leave at 9 a.

30, 645, 930 p.m. For Plymouth.—Leave at 5 p.m. Leave Plymouth at 6.45 a. m. mouth at 6-45 a. m.

The 7-45 a. m. train from Norristown will not stop
at Magee's, Potts' Landing, Domino, or Schur's Lane.
Passengers taking the 7-12, 2-25 a. m., and 5-30
p. m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.
The 8:30 s. m., 12:30 and 5 p. m. trains from New

m.; 2.80, 4, 7.30 p. m. Leave Manayung at 7.30 a. m.;

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

to New York and Way Places.

PROM WALNUT STREET WHARP.

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, 8:30, and 5 P. M. for Trenton.

At 6:20, 8, and 10 A. M., 12 M., 2, 8:30, 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 Palmura.

and Palmyra. At 6:30 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M. The 11:80 P. M. line leaves from Market Street

The 11-30 F. M. line leaves from Market Street Ferry (upper side).

PROM 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, 5-33, 6-45, and 12 P. M. for Trenton.

. M. for Trenton. At 9 45 A. M. 1 20, 6 45 and 13 P. M. for Bristol. At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. Sunday Lines leave at 9 45 A. M., 6 45 P. M., and

FROM KENSINGTON DEPOT. At 7:30 A. M., 2:20, 3:30, and 5 P. M. for Tranton and Bristol, and at 9:30 A. M. and 6 P. M. for At 7:80 A. M., 2:80, and 5 P. M. for Morrisville

and Tullytown.
At 7 80 and 9 30 A. M., 2 30, 6, and 6 P. M. for Schenek'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

VIA BELVIDERE DELAWARE RAILROAD. At 7:80 A. M. for Niagara Falls, Buffato, Dun-kirk, Eimira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Strondsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. At & P. M. for Lambertville and intermediate

FROM MARKET STREET PERRY (UPPER SIDE), VIA NEW JERSEY SOUTHERN GALLEGAD At 11 A. M. for New York, Long Branch, and intermediate places. VIA CAMDEN AND BUBLINGSON COUNTY RAILBOAD At 7 and 11 A. M., 1, 2.30, 5.30, 5, and 6.30 F. M., and on Thursday and Saturday nights at 11.30 P. M. for Merchantsville, Moorestown, Hartford, Miasonville, Hainesport, and Mount Holly.

At 7 A. M., 2:30 and 6:30 P. M. for Lumberton and

At 7 and 11 A. M., 8 30, 5, and 6 30 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 A. M., 1 and 8-39 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornorstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

Nov. 21, 1870. WM. H. GATZMER, Agent. THE PHILADELPHIA AND BALTIMORE CEN-TRAL 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 Ave-

For Port Deposit at 7 A. M. and 4:30 P. M 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.

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 JERSEY RAILBOADS, 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, Swedeeboro, Vineland, Millville, and way stations.
11 46 A. M., Woodbury Accommodation.
3 15 P. M., Passenger for Bridgeton, Salem, way stations below Glassboro.
8'30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.
5'50 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.
Freight Train leaves Camden daily, at 12 M.
WILLIAM J. SEWELL, Superintendent. RAILROAD LINES:

PHILABELPHIA, WILMINGTON. AND BAL-COMMENCING MONDAY, NOVEMBER 21, 1870.

COMMENCING MONDAY, NOVEMBER 21, 1870.
Trains will leave Depot, corner of Broad street and Washington avenue, as fellows:—
Way Mail Train at 8-30 A. M. (Sundays excepted), for Baltimore, stepping 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 Dorohester and Delaware Railroad, at Seaford with Eastern Shore Railroad, and at Sallsbury with Wicomico, and Pocomoke Railroad.

Express Train at 11.45 A. M. (Sundays excepted) for Baltimere and Washington, stepping at Wil-mington, Perryville, and Bavre-de-Grace. Con-nects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:30 P. M. (Daily), for Balti-more and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 11 45 A. M. train.

take the 11 45 A. M. train.
WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11 90 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 6.45 and 8-16 A. M., 2-00, 4-00,

and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Fhiladelphia. The 7·15 P. M. train from Wilmington runs Daily; all other ac-commodation 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 4.80 P. M. trains for Baltimore Cen-

7.00 A. M. and 4.30 P. M. trains for Battimore Con-ral Railroad.

From Baltimore to Philadelphia.—Leave Balti-more 7.25 A. M., Way Maii; 9.35 A. M., Express; 2.35 P. M., Express; 7.25 P. M., Express.

SUNDAY TRAIN FROM 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, Lin-wood, and Chester. wood, and Chester. On Sundays, leave Philadelphia for West Grove

On Sundays, leave Philadelphia for West Grove and intermediate stations at \$ 00 A. M.; returning, left West Grove at \$ 55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. \$23 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.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, November 23, 1876.
The trains of the Pennsylvania Central Ratiford leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Streets, which is reached directly by ket street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut an Walnut streets cars run within one square of the

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

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

Pittsburg Express 12:11 A. M.
Maii Train 5:05 A. M.
Lock Haven and Elmira Express 9:49 A. M.
Paoii Accommodation, 10:10 A. M. & 1:10 and 7:10 P. M.
Fast Line 19:20 P. M. Fast Line Erie Express Eric Express
Harrisburg Accommodation
Lancaster Accommodation
Parkesburg Train
Cincinnati Express Pacific Express Way Passenger 11:30 P. M.
Eric Mail leaves daily, except Sunday, running
on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at
10:10 P. M. cinnati and Pacific Express leaves daily. All

other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-Market street. Sunday Train No. 1 leaves Philadelphia at 8:46 Sunday Train No. 1 leaves Philadelphia at 846 A. M.; arrives at Paoli at 946 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; arrives at Paoli at 740 P. M. Sunday Train No. 1 leaves Paoli at 650 A. M.; arrives at Philadelphia at 810 A. M. Sunday Train No. 2 leaves Paoli at 450 P. M.; arrives at Philadelphia at 810 P. M.; arrives at Philadelphia at 810 P. M.; arrives at Philadelphia at 830 P. M.; arrives at Philadelphia at 846 P. M.; arrives at Philadelphia at 840 P. M.; arr

Philadelphia at 6 20.
TRAINS ARRIVE AT DEPOT.
Cincinnati Express . 3 10 A. M.
Philadelphia Express . 7 00 A. M.
7 00 A. M. Paoli Accommodat'n, 8-20 A. M. & 3-30 & 6-40 P.

Lancaster Train Erie Express . Lock Haven and Elimira Express .

Southern Express 5.45 P. M.
Harrisburg accommodation 9.40 P. M.
For turther 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 Fennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparei, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the corner unless taken by special contract. owner, unless taken by special contract. A. J. CASSATT,
429 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

AN EXPRESS TRAIN in the Afternoon from each end of the route.
THE EXPRESS TRAIN will be furnished with SPLENDID PALACE 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. Ex-

press.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7.00 A. M. Accommodation and 3.90 P. M. Express.
The NARRAGANSETTE 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..... \$3.90 "Long Branch... 2.80 "Long Branch... 2.80 "Long Branch... 2.80 "Top particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

627 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD,—CHANGE OF HOURS, On and after MONDAY, October 3, 1870, trains ill run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Wash-For Port Deposit at 7 A. M. and 4:30 P. M. For Oxford at 7 A. M., 4:30 P. M., and 7 P. M. For Oxford Wednesdays and Saturdays only at

P. M. For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 430 P. M., and 7 P. M. Wednesdays and 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 7 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.

more.
Oxford at 6:05 A. M., 10:35 A. M. and 5:20 P. M.
Sundays at 5:20 P. M. only.
Chadd's Fordiat 7:25 A. M., 11:58 A. M., 3:55 P. M.,
and 6:49 P. M. Sundays 6:42 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 HENRY WOOD. General Superintendent.

RAILROAD LINES.

DHILADELPHIA AND READING RAILROAD GERMANTOWN AND NORRISTOWN BRANCH), Depot, NINTH and GREEN Streets. On and after DECEMBER 1, 1870,

PACKAGE TICKETS COUPON FAMILY TICKETS will be sold between Philadelphia and points named below, at the following rates:-

PACKAGE TICKETS (Sold at Depot, Ninth and Green streets, and Stetions named.)

Nicetown or Intersection......8 tickets for \$1.00 Germantown or Manayunk.......6 " 41 2:00 Chestnut Hill or Lafayette...... " Spring Mill or Conshohocken...... " 11 2.00 Pott's Landing or Norristown......5 " 2-00
COUPON FAMILY TICKETS

(Sold at Depot, Niuth and Green streets, only.) Good only for members of one family, or visitors, not transferable, and coupons forfeited if detached by any person but the conductor. dicetown or Intersection With 50 coupons, \$5.00

Germantown or Manayunk... " 40 Chesnut Hill or Lafayette " 50 Spring Mill or Conshohocken. " 50 Pott's Landing or Norristown. " 40 " W. S. WILSON,

Superintendent, NORTH PENNSYLVANIA RAILROAD-N ORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHEEN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY,
RUCHESTER, 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 Washing-At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahanoy City, Hazieton, Pittston, Towanda, Waverley Elmira, and in connection with the ERIE RAIL WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points

the Great West.

8 25 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Bethlehem, Auton, Allentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essez Railreads.

11 A. M. (Accommodation) for Fort Washington 115 and 520 and 8 16 P. M., for Abington. 145 P. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Mahanoy City, Wilkes-barre, Pittston, and Hazleton. 230 P. M. (Accommodation) for Doylestown. At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easten, 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 Langdale. 11 80 P. M. (Accommodation) for Fort Washing-

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and

Doylestown at 8:25 A. M., 4:40 and 6 35 P. M. Lansdale at 7:30 A. M. Fort Washington at 9:20 and 11:20 A. M., 3:10 P.M. Abington at 236, 6 55, and 9 35 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9 30 A. M. Philadelphia for Doylestown at 200 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.

PHILADELPHIA AND ERIR RAILROAD.
WINER TIME TABLE.
On and after MONDAY, November 21, 1870, the trains on the Philadelphia and Eric Railroad will run as follows:-WESTWARD.

MAIL TRAIN leaves Philadelphia 9 4) P. M.

Williamsport 726 A. M.

arrives at Erio 740 P. M.

ERIE EXP-ESS leaves Philadelphia 12 20 P. M.

Williamsport 8:35 P. M.

arrives at Erio 740 A. M.

ELMIN / MAIL leaves Philadelphia 9:30 A. M.

"Williamsport 6:25 P. M.

arrives at Lock Haven 7:50 P. M.

sastward.

arrives at Lock Haven 7-50 P. M.

***BASTWARD.**

MAIL TRAIN leaves Erie - 8-00 A. M.

" arrives at Palladelphia 6-50 A. M.

ERIE EXPRESS leaves Erie - 9-00 P. M.

" Williamsport 8-25 A. M.

" Williamsport 8-25 A. M.

" Williamsport 8-25 A. M.

ELMIRA MAIL leaves Lock Haven - 8-15 A. M.

" Williamsport 9-30 A. M.

" arrives at Philadelphia 5-30 P. M.

BUFFALO EXP. leaves Williamsport 12-35 A. M.

" Sunbury - 2-30 A. M.

Express Mail and Accommodation, east and west.

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN, General Superintendent.

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

For West Chester at 745 and 11 20 A. M, 2 30, 15, and 11 20 P. M. Stops at all stations.
For West Chester at 440 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted). For B. C. Junction at 4.10 P. M. Stops at all sta-

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 7:55 A. M. This train stops only at stations between West Chester and Media From B. C. Junction at 8:40 A. M. Stops at all

ON SUNDAY—Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and 4 P. M. 10 14

ENGINES, MACHINERY, ETO.

W. C. WHEELER, Superintendent,

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTI-CAL 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, Propollars etc. respectfully offer their services Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizess, Marine, River, and Stationary; having sets of patterns of different sizes, are pre-pared to execute orders with quick despatch. Every iescription of pattern-making made at the shortes notice. High and Low Pressure Fine Tubular an 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 gain.

the establishment free of charge, and work gua-The subscribers have ample wharf dock-toom for

The subscribers have single wharf dock-foom 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.

JACOB C. NEAFIE,
JOHN P. LEVY,

BEACH and PALMER Streets. GIRARD TUBE WORKS AND IRON CO.,

PHILADELPHIA, PA., Manufacture Plain and Galvanized WROUGHT-IRON PIPE and Sundries for Gas and Steam Fitters, Plumbers, Machinists, Railing Makers, Oil Refiners, etc.
WORKS,
TWENTY-THIRD AND FILBERT STREETS,
OFFICE AND WAREHOUSE,
81 No. 42 N. FIFTH STREET.

OUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET beautiful finish; Rodgers', and Wade Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases. of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Kar instruments, to assist the hearing, of the most ap proved construction, at P. MADEIRA'S, No.415 TENTH Street, below Chesnut. proved construction, at

AUD FION BALES, M THOMAS & SONS, AUCTIONBERS, NOS.

SALE ON THE PREMISES.

Nos. 702 and 704 North Twentieth street.

RESIDENCE AND FURNITURE.

HANDSOME FURNITURE, SCH MACKER
11AND FORTE, FINE BRUSSELS, INGRAIN,
AND OT ER CARPETS, ETC.

On Friday Morning,

December 2, at 10 o'clock, by catalogue, the handson e Furniture.

Frevious to the sale of Furniture will be sold the HANDSOME MODERN RESIDENCE, lot 40 feet Catalogues now ready.

Sale No 237 S. Ninth street.
TO PHYSICIANS, DRUGGISTS, AND OTHERS.
GOODWILL, FIXTURES, COMPLETE STOCK OF
DRUGS, DRUGGISTS, BOTTLES, ETC.
On Saturday Morning,
December 3, at 10 o'clock.
May be examined on the morning of sale at 2 May be examined on the moraing of sale at 8 o'clock,

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

Sale at No. 1110 Chesnut street.

HANDSOME WALNUT PARLOR, LIBRARY, CHAMBER, AND DINING-ROOM FURNITURE; Velvet, Brussels, Ingrain and Venetian Carpets; Rosewood Piano-fortes, Mantel and Pier Mirrors, Cottage Furniture, Bookcases, Wardrobes, Sideboards, Office and Library Tables, Spring and Hair Mattresses, Feather Beds, Bolstera and Pillows, Chandellers, Paintings, Fine Cutlery, etc.

On Friday Morning.

ows, Chandelers, Paintings, Pine Cuttery, etc.
On Friday Morning,
At 9 o'clock, at the suction store, No. 1110 Chesnut street, will be sold, by catalogue, a large assortment of new and second-hand furniture, comprising—Parlor suits, in brocatelle, plush, reps. and haircloth; fine dibrary suits, wainut chamber furni-ture, finished in oil; wainut bouquet, office and library tables; wardrobes; oak and wainut diningroom furniture; secretaries; bookcases; sideboards; Spanish chairs, etc.; velvet, Brussels, ingrain and Venetian carpets; spring and hair mattresses; feather beds, bolsters and pillows; chandellers; paintings; fine cutlery; kitchen furniture, etc.

DIAMOND PINS.

Also, gents' solitaire diamond pins.

GOLD WATCHES, ETC.

One gents' gold hunting case watch. One lady's gold hunting-case watch and chain. Also, one pair fine cameo earrings.

DUNTING, OURBOROW & CO., AUCTIONEERS, Nos. 222 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

IMPORTANT SALE OF CARPETINGS, 200 WOOLLEN CRUMB CLOTHS, 160 PIECES FRINTAD FELTS, SHEBPSKIN MATS, OIL CLOTHS, ETC.
On Friday Morning,
December 2, at 11 o'clock, on four months' credit,
about 200 pieces ingrain, Venetian, list, hemp, cot-

tage, and rag carpetings; oil cloths, rugs, etc. 11 26 51 LARGE SALE' OF FRENCH AND OTHER EU ROPEAN DRY GOODS. On Monday Morning, December 5, at 10 o'clock, on four months'

SALE OF 2000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, HATS, ETC., On Tuesday Morning, [11 30 5 December 6, at 10 o'clock, on four months' credit.

MARTIN BROTHERS, AUCTIONEERS, (Lately Salesmen for M. Thomas & Sons.)
No. 704 Chesnut st., rear entrance from Minor. BY BARRITT & CO., AUCTIONEERS.
No. 230 MARKET Street, corner of Eark street.
Cash advanced on consignments without extra

FURS. FURS.
Eleventh Large Trade Sale, 1000 Lots American and Imported Furs, Fur Caps, Collars, Gloves, etc.
On Friday Morning,
December 2, at 10 o'clock.
ROBES.

ROBES.
ROBES.
Also, 125 lots wolf, fox, bear, buffalo, Angora, and other fancy robes, lap biankets, horse blankets, etc.
Also, 50 lots ladies' black, white, and brown Astrachan sacques, seal sacques, etc.

CONCERT HALL AUCTION ROOMS, No. 1218 . CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.
Personal attention given to sales of household for-

niture at dwellings.
Public sales of furniture at the Auction F No. 1219 Chesnut street, every Monday and Thurs-

day. For particulars see "Public Ledger." N. B .- A superior class of furniture at private sale

CITY BAZAAR AND TATTARSALES,
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 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 pur-

chasers, 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
larness. DOYLE & NICHOLS.

STOVES, RANGES, ETO. THE AMERICAN STOVE AND HOLLOWWARD

IRON FOUNDERS, (Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson,) Manufacturers of STOVES, HEATERS, THOM SON'S LONDON KITCHENER, TINNED, ENA MELLED, AND TON HOLLOW WARE.

FOUNDRY, Second and Missin Streets. OFFICE, 209 North Second Street. FRANKLIN LAWRENCE, Superintendent. EDMUND B. SMITH, Treasurer.

JNO. EDGAR THOMSON, President. JAMES HOEY, General Manager 6 27 mwf 6m

EW BETHLEHEM

GROCERIES. ETC.

BUCKWHEAT, In small casks.

ALBERT C. ROBERTS,

Dealer in Fine Groceries,

Corner ELEVENTH and VINE Sts. ROOFING.

R E A D Y R O O F I N G.—
can be applied to
STEEP OR FLAT ROOFS
at one-half the expense of tim. It is readily put on
old Shingle Roofs without removing the shingles,
thus avoiding the damaging of ceilings and furniture
while undergoing repairs. (No grayel used.) while undergoing repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELI 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.

No. 711 N. NINTH St., above Coates.

EASTON & MCMAHON. SHIPPING AND COMMISSION MERCHANTS, No. 2 COENTIES SLIP, New York, No. 18 SOUTH WHARVES, Philadelphia, No. 46 W. PRATT STREET, Baltimore. We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch, (anal Boats and Steam-tugs furnished at the shortest

Corn Exchange Bag Manufactory. JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sta. ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bons Dust, Etc.
Large and small GUNNY BAGS constantly hand. Also, WOOL SACES.