## THE DOCTOR'S WAITING-ROOM.

In the Doctor's Waiting-room is the title of a Saturday Review article written in the tone which has made that newspaper famous. After describing the ante-room and its occupants—the opulent, rubicund banker, the young fashionable with his eye-glass, the Sister of Mercy, the London parson, the young husband and wife nervously watching a wailing child, the retiring governess, and the rest of the patients, the odd things about whom is that "they look as well as well people can look"—the writer speculates upon the books on the tables; wondering whether they are or are not the bequests of patients suffering under various forms of mental

"There is a Book of Beauty. There is a book of sermons. There is a copy of Bright's speeches. A treatise on Gout lies on the top of a much-thumbed volume of the Idyls. Beside them lies the second volume of the last fashionable novel. Across the table, bound in green and gold, is the Shorn Lamb, or Christian Resignation, a present from the authoress. The parson is deep in the book of sermons. The governess has been trying the Shorn Lamb, and has put it down. The rubicund banker is turning over a volume with Dore's illustrations, and muttering from time to time 'Insane, quite insane.' For our own part we seize the Golden Treasury and plunge into Alexander's Feast. But not even the genius of Dryden can charm away the tedium of such a morning as this. There is a general air of fidgetiness, of impatience about the room. The exquisite has given up drumming on the window, and is pensively contemplating his boots. The man of business has twice compared his watch in a quarrelsome sort of way with the clock. The old stager, accustomed to the ways of waiting-rooms, sleeps lightly, awakening with a gleam of hope at each opening of the door. One after another disappears, and yet the room seems just as full as before. The banker slams his Dore, and wants to know what is the good of an engagement if one is kept waiting the whole morning. The portly mamma rings the bell to inquire when the doctor will 'really' be able to attend to her suffering daughter. The governess looks nervously at her watch, as if it were nearly the hour for her pupil. The Sister of Mercy has put her Book of Hours in her pocket, and looks as if she were secretly telling her beads. Every head goes up when the door opens, and everybody looks very angry at finding it not his turn. On this question of succession, indeed, bitter suspicions begin to prevail. It is darkly hinted that the dignified servant in whose bands are our destinies is accessible to bribes. The suspicion becomes a revolt when the fashionable young fellow, after an interview with that functionary, is promised to 'see the doctor next.' The Girl of the Season rises with majesty, and thinks 'we may as well go home. A portly person, with a massive watch-chain, dashes down the Daily Telegraph, and denounces with energy the system of 'favoritism.' All glare at the dignified servant, and the dignified servant, swith a a bold indifference to probabilities, promises each remonstrant that the doctor will see him in a few minutes. The third repetition of this assurance is received with general derision. The man with the watch-chain points indignantly to the undeniable evidence of the clock. The Sister of Mercy fixes a stony eye

OXFORD AND THE NEW REGIME.

upon the imperturbable functionary, and

for him. The old stager simply wakes up

from sleep, inquires 'My turn?' and nods

quietly again. It is at that moment of gene-

ral insurrection that the finger of the bland

functionary points to my remote corner, and

I find there is an end even to waiting for the

A revolutionary air, it must indeed strike any one who knew Oxford as it was a couple of decades, or even one decade since, and who revisits it now, there is universally prevalent about the place. The old habitue of the University who, after such an interval as we have indicated, returns to the haunts of his bygone youth, will find food for surprise in everything around him. It may perhaps strike him that there is a provoking juvenility in the appearance of the under-graduates who parade the streets: every one seems to look, he may fancy, ineffably younger than they did in the days when Plancus was Consul. Probably this idea is to be explained by the fact that our friend himself has grown older in the interval. There is another thing which he will certainly notice in the outward man of the academical youth. There is a singularly neglige air about their costume-a look, he may almost fancy it to be, of absolute rowdiness -- a species of implied defiance to all recognized proprieties of dress. "This is a sort of thing," remarks our friend to himself, "that we knew nothing of in our time. I do not like it-upon my soul I don't!" Quite so, Sir; very likely you don't; only you must remember that nearly five lustra have passed since your time existed, and that in this space Oxford, like the rest of the world, has seen mighty changes-has, in fact, submitted to a social revolution of which the phenomena that you have noticed in the matter of costume are but to be accepted as the superficial symbols and the outward signs.

What this revolution is can be at the outset very briefly stated. The relation in which Oxford now stands to the nation at large is suddenly and entirely changed. The University which Alfred founded has ceased to be exclusive, and has become national; it has lost its aristocratic prestige, and is the property of the people. The first step toward this consummation was of course taken by the University Commission in 1858, and in the direction which was then indicated matters have since been going at a very rapid rate. It is simply impossible that, so far as Oxford is concerned, she should be more accessible to all classes of people than she is at present. The scholarships and exhibitions of her various colleges have been thrown open with so ungrudging a hand, and the rewards of a like character for deserving pupils attached to almost all schools in the present day are so lavishly distributed, that any lad whom it is a special object to send to the University is quite certain to be able to support himself. In order that there might be no doubt as to the adequate nationalization of Oxford in every possible particular, the unattached student scheme came into force about two years ago, and since that time more than one of a group of the most distinguished colleges now admit as members students who are 'not compelled to live within the College walls, but who, lodging where they most economically can, and living in a condition of solitude which precludes alike the possibility of extravagance and the discipline of social training, may constitute themselves monuments of the triumphs of parsimony .- London Society.

-A private residence is at present in course of erection on Berkeley street, Boston, that will cost \$400,000.

## AGRICULTURE.

Commissioner Capron's Annual Report-How the Value of Farm Productions May be In-creased Industrial Education, Sto., Etc.

We present the following abstract of the report of Mr. Capron, Commissioner of Agriculture, which has just been issued. The subject is of the highest interest to the great majority of the people of the United States. The document in full is very long, but the passages here given embrace the most important points of the re-

VALUE OF FARM PRODUCTION. An examination in detail of the facts of this year's production, in the light of enlightened agricultural experience and of science applied to husbandry, would furnish hints to improve-ment and aids to progress which, if adopted generally, would increase the present value of farm production to the extent of \$500,000,000. id do more-it would tend to the increase of the fertility of the soll, which now, in nine farms out of ten, is annually decreasing, and it wovld proportionably advance its intrinsic as

well as market value. It is gratifying to believe, from indubitable evidence, the examples of rational and recuperative culture are relatively increasing, however slowly, and gradually making inroads upon the destructive, irrational modes so generally prevalent. These examples are most numerous in the Middle States; are seen with comparative frequency in the older sections of the West; are found occasionally in New England; and are beginning to be noted in the Southern States; but there is no State in which exhaustive and irrational culture is not predominant. While the cost of good land is less than the interest on its intrinsic value, and its yearly income may be enhanced at the expense of the permanent investment, there is little hope that present necessity or short-sighted greed will fail to work its impoverishment; but with high prices both of land and labor, it is more than folly to expect remunerative profits from unsystematic and unscientific culture.

#### INDUSTRIAL EDUCATION.

The organization of industrial colleges, under the land grant of Congress of 1862, chronicled in recent annual reports of this department, has progressed during the past year. The Ohio College has been located in the vicinity of Columbus, with a fund of nearly half a million of dollars from the proceeds of lands, and a donation of \$300,000 from Franklin county. The Missouri institution has also been organized in Boone county, with local donations exceeding \$200,000, and 330,000 acres of land located under the Congressional grant. Colleges had previously been organized, or departments of agriculture added to existing in-stitutions, in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Maryland, West Virginia, Kentucky, Michigan, Wisconsin, Minnesota, Iowa, Kansas, and California. Nebraska is now perfecting an organization, and other States may have taken steps in that direction, of which no official or other information has been received.

I am confident that these institutions are destined to become a vital power in the land.

STEAM PLOUGHING. The inventive mind of the country is strongly stimulated with the hope of educing a distinc-tively American machine, better adapted to the peculiar necessities of our agriculture than the most successful foreign apparatus. The report for 1869 contained descriptions and illustrations of several patents of that year, and the volume of 1870 will show that these efforts have been continued during the present year. It is to be regretted that so many still adhere to the impracticable idea of locomotive traction. The reports of the actual work of the five steam ploughs now in operation in this country are extremely favorable to the idea of ultimate success in the solution of the problem of steam in moves her lips energetically, as if praying | ploughing as an adjunct of our agriculture.

Silk culture in California has been attended with great success up to the present time, silk culturists claiming that the climate of that State is peculiarly adapted to the rearing of silk worms, on account of the dryness and equality of the temperature, and the rare occurrence of severe thunder storms. In Utah experiments have been made, with success, in feeding the worms upon the leaves of the osage orange instead of the mulberry. The Japanese silk worm, Samea cynthia, on the allanthus, is now perfectly acclimated, and breeds in the open air in Brooklyn, Philadelphia, and other places, but as yet I have heard nothing of the use of its cocoons in manufacture. Two other silk-producing worms, Attacus yama mai and pernyi, have bred this season in Brooklyn, but are yet

too scarce to be of any value. THE CONSERVATORY AT WASHINGTON. Under a system of rigid economy the objects for which appropriations were made at the last session of Congress, viz., the erection of glass structures to be used in the propagation of economic plants, the improvement of the department grounds and the extension of the arboretum, have been attained, and the conservatory building, for which an appropriation of \$25,000 was made, includes a grapery not contemplated in the original pian, and the entire structure is perhaps unsurpassed in this country for utility and ornamental effect, and only ex celled in Europe in one or two instances. building was commenced about the 1st of August, and is now nearly finished, a large portion being already occupied. The main building is 320 feet in length, with an average width of twenty-eight feet. The centre compartment (sixty by thirty feet) will be fin ished for the accommodation of the tall-growing tropical fruits, nuts and palm trees. The two end buildings (thirty feet square) will be mainly devoted to the orange family and similar fruits. that require slight protection during the winter. The connecting wings will be used for the general collection of specialties. The grapery, directly in the centre and in the acar of the main building a structure 150 feet in length and twenty-six feet in width, has been erected for cultivating and testing the best and most select varieties of foreign grapes. The adaptability of the climate and soil of the Pacific coast to this fruit is now fairly established, and the best varieties are objects of special inquiry.

The important object for which this is designed should not be overlooked or misunderstood. It is not intended for the cultivation of merely ornamental plants, though some attention will be given to them so far as may be necessary to keep up a practical acquaintance with the improved floral of other countries, but will be eccupied mainly for the propagation and experimental culture of all plants that may be utilized in the arts, in medicine, or in food supply, and which promise success in their introduction among the paying crops of

the country. There are few plants desirable for their economic value which may not be produced in some sections of our continental domain; and the cosmopolitan character of our immigration suggests, if not requires, the greatest variety in production consistent with economy of labor and other peculiar circumstances of our condition The progress of events shows that farmers and planters are alive to the necessity of such diversity; and this idea should be fostered and encouraged, as it is one of the most reliable indices of progressive cultivation.

DISTRIBUTION OF SEEDS. The number of packages issued during eleven months of the year number 358,391, of which 183,043 were sent to members of Congress, 71,865 to agricultural societies, 71,400 to the corps of statistical correspondents, 7900 to meteorological observers. The distribution includes seeds of cereals, grasses, hemp, jute, ramie, opium poppy, sugar beet, tobacco, sor-ghum, forest and shade trees, and of many of the rarer species of plants oleaginous, edible, medicinal and fibrous. The most abundant and convincing evidence of the great economic value of this distribution can be obtained from the archives of the department, or gained from the sub-report in recent annual volumes

FINANCIAL. The total amount expended by this department since November 30, 1860, the date of my

last report, is \$169,175 34, under the following appropriations, to wit:-Compensation of Commissioner, cierks, and

employes.

Collecting statistics and material for annual and monthly reports.

Purchase and distribution of new and valuable seeds. Experimental garden, for labor, repairs, purchase of plants, etc. Contingencies — stationery, freight, fuel,

Erection of glass structures for the cultiva-tion of medical, textile, and economic plants.
Miscellaneous.

Leaving a total balance unexpended of the appropriation for the current fiscal year of \$107,370. HORACE CAPRON. Commissioner of Agriculture. His Excellency U. S. GRANT, President.

### RAILROAD LINES.

DELLADELPHIA AND READING RAILROAD Depot, THIRTEENTH and CALLOWHILL Streets, Until further notice trains will Leave and Arrive as folows:-

TRAINS LEAVE

TRAINS LEAVE. A. M. TRAINS ABBIVE. A. M. Rend'g& Allent'n Way 7:30 Potistown accom... 9:15 Harrisb'g& Potts'e Ex S'15 Read'g & Pottsv'e Ac. 10:20 Harrisb'g&Potts'e Ex 3:30
Pottstown Accommo. 4:00
Read'g& Pottsv'e Ac. 4:45
Harrisbg& Pottsville, To Potestile S. M. From Pottsville, 12 35

To Potisville......3'15
From Reading......7'25
The Sunday trains connect with s'milar trains on the Persiomen and Colebrookdale Railroads.
For Downingtown and points on Chester Valley Railroan, take 7 80 a.m., 12 30 noon, and 4 p. m. For Schwerksville and points on Per-klomen Railroad, take 7 30 a, m. 12 30 noon, aud, 4 p, m.
For Mt. Pleasant and points on Colebrookdale Railroad take 7:20 a. m. and 4:00 p. m. N. Y. EXPRESS FOR PITTSBURG AND WEST.

Trains leeve New York at 9:09 a. m. and 5:00 p. m., passing Reading at 145 and 1000 p. m. connecting at Harrisburg with Pennsylvania and Northern Gentral trains for Caleago, 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, 5·10, 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 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 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

GERMANTOWN AND NORRISTOWN BRANCH. Depot, Minth and Green. Trains leave for Germantown at 6, 7, 8, 8%, 9-95, 17 11 12 A. M.; 1, 2, 2 30, 3 15, 3 45, 4 05, 4 29, 5 05, 5 45, 6, 6 30, 7, 8, 9, 10 05, 11, 12 p. m. Leave Germentown, 6, 6 55, 7 30, 8, 8 20, 9, 95, 10, 11, 12 a. M.; 1, 2, 3, 3 0, 4, 4 45, 5, 5 30, 6, 6 30, 7, 8, 9, 10, 11, p. m. The 8 20 and 9 30 down trains, 2 30, 3 45, and 5 45 up trains, will not stop on the Germantown branch. On Sundays, leave at 9 15 a. m. ; 2, 4 05 7, 10 15 p. m. Leave Germantown, 8:15 a. m.; 1, 3, 6, 9:45 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, 10, 12 CHRENOT HILL KAILROAD.—Leave at 6, 8, 10, 12 a. m.; 2 20, 3 45, 5 45, 7, 9 and 11 p. m. Leave Ches-nut 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 CONSHOHOCKEN AND NORRISTOWN.—Leave at 6, 7:30, 9, 11:05 a.m.; 1:30, 3, 4, 5, 5:30, 6:15, 8:05, 19, 11:45 p.m. Leave Norristown at 5:30, 6:25, 7, 7:45,

8:50, 11 a. m.; 1:30, 3, 4:30, 6:15, 8, 9:30 p. m. On Sandays, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Norristown at 7 a. m.; 1, 5:30, 9 p. m. FISOWN At 7 a. m.; 1. 5°30, 9 p. m.

FOR MANAYUNK.—Leave at 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
Manayunk at 6, 6°55, 7°30, 8°10, 9°20, 11°30 a. m.; a.

8°30, 5, 6°45, 8°30, 10 p. m. On Sundays, leave at 9 a.

m.; 2°30, 4, 7°30 p. m. Leave Manayunk at 7°30 a. m.; 1 20, 6 15, 9 30 p. m.

mouth at 6-45 a. m. Mouth at 645 s. m.

The 745 a. m. train from Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane.

Passengers taking the 742, 9405 a. m., and 6430 p. m. traits from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.
The 8-20 a. m., 12-20 and 5 p. m. trains from New York stop at Intersection Station.

FOR PLYMOUTH.-Leave at 5 p. m. Leave Ply-

1870. -FOR NEW YORK-THE CAMBEN ton Railroad Companies' lines from Philadelphia to New York and Way Places.

At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Exress 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 80 A. M., 2 and 8 30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 3 30, and 5 P. M. for At 6.30, 8, and 10 A. M., 12 M., 2, 3.30, 5, 6, 7, and 11.30 P. M. for Bordentown, Florence, Rurlington, 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 16 A. M., 12 M., 5, 6, 7, and 11:80 P. M.

for Fish House. The 11:30 P. 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, 6:30, 6:45 and 12.
M., New York Express Lines, and at 11:30 P. M., At 7:80 and 9:45 A. M., 1:20, 2:10, 5:33, 6:45, and 12

P. 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, Fullytown,
Schenck's, Eddington, Cornwells, Torreadale,
Holmesburg Junction, Tacony, Wissinoming,
Bridesburg, and Frankford. Sunday Lines leave at 9 45 A. M., 6 45 P. M., and

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 9:30 A. M. and 6 P. M. for At 7:80 A. M., 2:80, and & F. M. for Morrisville

and Tullytown.
At 7 30 and 9 39 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 20 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 9 30 A. M., 12 30, 2 50, 5 15, 5, and 7 20 P. M. for Tacony, Wissicoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD, At 7:30 A. M. for Nisgara Falls, Budalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Wikesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 8:30 P. M. for Scranton, Strougsbury, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. At & P. M. for Lambertville and intermediate

FROM MARKET STREET FEREY (UPPER SIDE), VIA NEW JERSEY SOUTHERN RAILEGAD At 11 A. M. for New York, Long Branch, and

intermediate pieces. VIA CAMBEN AND BURLINGTON COUNTY BAILBOAD. At 7 and 11 A. M., 1, 2 30, 5 30, 8, 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

At 7 and 11 A. M., 8 30, 8, and 6 80 P. M. for Smith ville, Ewansville, Vincentown, Birmingham, and Pemtercen.
At 7 A. M., 1 and 3.30 P. M. for Lewistown,
Wrightstown, Ogokstown, New Egypt, Hornerstown, Cream Rioge, Imlaystown, Sharon, and Nov. 21, 1870. WM. H. GATZMER, Agent.

WEST JERSEY BAILROADS. FALL AND WINTER ARRANGEMENT.
COMMENCING MONDAY, SEPTEMBER 19 1876.
Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry),
8:15 A. M., Passenger for Bridgeton, Salem,
Swedesbore, Vinelanc, Millville, and way stations.
11 46 A. M., Woodbury Accommodation.
3:16 P. M., Passengerfor Cape May, Millville, and
way stations below Glassbore.
3:30 P. M., Passenger for Bridgeton, Salem,
Swedesbore, and way stations.

5:50 P. M., Accommodation for Woodbury, Glass-ore, Chyton, and intermediate stations Freight Train leaves Camden daily, at 12 M. WILLIAM J. SEWELL, Superintendent.

# RAILROAD LINES

PHILABELPHIA, WILMINGTON. AND BAL-TIMORE RAILROAD.— 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 Seaford with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11:45 A. M. (Sundays excepted), for Haltimere 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 Sautimore and Washington, storylog, at Charles. Express Train at 4 P. M. (Sundays excepted), for Saitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North Rast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stommer's Run.

and Stommer's Run.

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

man's, and Magnolla.

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 11-90 A. M., 2-30, 5-00, and 7-00 P. M. The 5-00 P. M. train connects with Delaware instruments of Harrisgian and Statements. ware Hailroad for Harrington and intermediate

Leave Wilmington 6:45 and 5:10 A. M., 2:00, 4:00, and 7-15 P. M. The 3-10 A. M. train will not stop between Chester and Fhiladelphia. The 7-15 P. M. train from Wilmington runs Paily; 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 7:50 A. M. and 4:30 P. M. trains for Baltimore Cen-

From Baltimore to Philadelphia .- Leave Baltimore 7.25 A. M., Way Maii; 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 Mag-nolis, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-

wood, and Chester. On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, test West Grove at 3:55 P. M.
Through tickets to all points West, South, and

Southwest may be procured at ticket office, No. 823 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, 1870.
The trains of the Pennsylvania Central Rallicoad
leave the Depet, 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 ene square of the Depot.

Sleeping-car tickets can be had on application Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, and not 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. TRAINE LEAVE DEPOT.

Pittsburg Express . 12-11 A. M. Maii Train . 500 A M. Lock Haven and Elmira Express 949 A. M.
Paoli Accommodation, 10 10 A. M. & 1 10 and 7 10 P. M.
Fast Line 12 30 P. M.
Eric Express 12 30 P. M.
Lancaster Accommodation 20 P. M.
Lancaster Accommodation 10 P. M. 12 30 P. M. 12 30 P. M. 12 30 P. M. 2 30 P. M. 4 10 P. M. 6 30 P. M. 8 30 P. M. 8 50 P. M. 10 10 P. M. Lancaster Accommodation
Parkesburg Train
Cincinnati Express
Eric Mail and Buffalo Express Pacific Express . . . . Way Passenger

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

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:

A. M.; arrives at Paoli at 946 A. M. Sunday Train Ro. 2 leaves Philadelphia at 640 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.

Philadelphia at 5 20.

Cincinnati Express 3 10 A. M.
Philadelphia Express 7 0 A. M.
Eric Mall 70 A. M.
Paoli Accommodatin, 8 20 A. M. & 3 30 & 40 P. M.
Parkesburg Train 900 A. M.
Fast Line and Bufalo Express 950 A. M. Eric Express . 6.40 1 Lock Haven and Elmira Express . 2.20 P. M

Southern Express 545 P. M.
Harrisburg accommodation 940 P. M.
For in their 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 Raliford Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Bollars in value. All Baggage exceeding that amount in value will be at the risk of the company unless taken by special contract.

owner, unless taken by special contract A. J. UASSATT, General Superintendent, Altoona, Pa. NEW JERSEY SOUTHERN RAILROAD LINE,
NEW ROUTE
EETWEEN 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.

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. Ex-

trom foot of WALNUT Street, at 7-00 A. M. Accom-monation and 3-30 P. M. Express. The NARRAGANSETTT 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....\$300 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 f P. W. & B. R. R., corner Broad street and Wash

gton 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 Wednesdays and Saturdays only at 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 Deposic with train for Baltimore. Trains leaving Philadelphia at 7 A. M. and 4 30 P. M. connect at Chadd's Ford Junction with the Wrimington and Reading Railroad.

Trains for Philadelphia leave Port Deposit at 9-25

A. M. and 4-25 P. M., on arrival of trains from Balti-

Oxford at 6:05 A. M., 10:35 A. M. and 5:30 P. M. Sundays at 5:30 P. M. only.
Chaod's Fordiat 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 many case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,
10:23
General Superjutendent.

RAILROAD LINES.

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

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

PACKAGE TICKETS

PACKAGE TICKETS Sold at Depot, Ninth and Green streets, and Stations named.) Nicetown or Intersection....... 8 tickets for \$1.00 Germantown or Manayunk......6 Chestnut Hill or Lafayette......9

Spring Mill or Conshohocken.....6 Pott's Landing or Norristown ..... 5 COUPON FAMILY TICKETS (Sold at Depot, Nigth 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. Nicetown or Intersection . . . . With 50 coupons, \$5.00 Germantown or Manayunk ... " 40 " Chesnut Hill or Lafayette .... " 50 Spring Mill or Conshohocken, " 50 14:00 Pott's Landing or Norristown. " 40 " 14:00 W. S. WILSON,

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

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-

ton.
At. 35 A.M. (Expinss), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahaney City, Hazleton, Pittston, Towanda, Waverley Elmira, and in connection with the ERIE BAIL WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Ohicago, San Francisco, and all points in the Great West. in the Great West

in the Great West
8 25 A. M. (Accommodation) for Doylestown,
9 46 A. M. (Accommodation) for Doylestown,
10 46 A. M. (Express) for Bothlehem, Easton, Allentown, Manch Chunk, Williamsport, Mahanoy
City, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and

town, Schooley's Mountain, and N. J. Central and Morris and Essex Railreads.

12 A. M. (Accommodation) for Fort Washington 1-15 and 5-20 and 8-16 P. M., for Abington.

1-45 P. M. (Express) for Bethlehem, Haston, 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.

Mauch Chunk,
4:16 P. M. (Niail) for Doylestown,
6:00 P. M. for Bethlehem, Easton, Allentown,
and Mauch Chunk,
6:20 P. M. (Accommodation) for Lansdale.

11:30 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 25 P. M. 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 286, 6 85, 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 ERIE RAILROAD.
WINER TIME TABLE.
On and after MONDAY, November 21, 1879, the trairs on the Philadelphia and Erie Railroad will run as follows:- westward.

MAIL TRAIN leaves Philadelphia 947 P. M. Williamsport 725 Δ. M. arrives at Erie ERIF EXP - ESS leaves Philadelphia 12 20 P. M. Williamsport - 8:35 P. M. arrives at Eric - 7-40 A. M.
EL.MIRA. 16 AIL leaves Philadelphia - 9-35 P. M. " Williamsport 6-25 P. M. arrives at Lock Haven 7-50 F. M. MAIL TRAIN leaves Erie . . 8 00 A. M. Williamsport . 10 00 P. M.

ERIE EXPRESS leaves Eric - 900 P. M.
Williamsport 8:25 A. M. arrives at Philadelphia 6 80 P. ELMIRA MAIL leaves Lock Haven - 8 16 A. M. "Williamsport 930 A. M. arrives at Philadelphia 53) P. M. BUFFALO EXP. leaves Williamsport 12 85 A. M.
"Sunbury - 2 3) A. M.
"arrives at Philadelphia 9 49 A. M.

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.

THE PHILADELPHIA AND BALTIMORECEN-THAL BAILROAD, 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. orner of BROAD Street and WASHINGTON Ave-

For Port Deposit at 7 A. M. and 4:30 P. 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 1 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 A. M. cornect 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 5.37 P. M. Sundays at 5-30 P. M. only.
Chadd's Ford at 7-26 A. M. 11-28 A. M., 3-35 P. M.,
and 6-49 P. M. Sundsys at 6-49 P. M. only.
HENRY WOOD, General Superintendent,

W EST CHESTER AND PHILADELPHIA RAIL-ROAD 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 745 and 11-20 A. M., 2-20, 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. Steps at all stations.

FOR PHILADELPHIA From West Chester at 630 and 1045 A. M., 155, 455, and 655 P. M. Stops at all stations. From West Chester at 755 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 ON SUNDAY-Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and

W. C. WHEELER, Superintendent. 10.14 STOVES, RANGES, ETO.

THE AMERICAN STOVE AND HOLLOWWARD COMPANY, PHILADELPHIA, IRON FOUNDERS,

(Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson,) Manufacturers of STOVES, HEATERS, THOM SON'S LONDON KITCHENER, TINNED, ENA MELDED, AND TON HOLLOWWARE. FOUNDRY, Second and Mifflin Streets.

OFFICE, 209 North Second Street. FRANKLIN LAWRENCE, Superintendent, EDMUND B. SMITH, Treasurer. INO. EDGAR THOMSON, President. JAMES HOEY,

NEW STORE. MRS. F. G. V. CHAMBERS, Fancy and Staple Trimmings, ZEPHYR GOODS, ETC.,

General Manager

No. 224 South ELEVENTH Street. Pomades, Soaps, Powders, Perfumeries, Hoslery Gloves, Ribbons Etc. 9 15 ths3mrp

AUD FION SALES,

M THOMAS & SONS, AUCTIONBERS, NOS.

Sale No 287 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 morging of sale at 8 o'clock.

SUPERIOR DUTCH FLOWER ROOTS.
On Saturday Afternoon,
December 3, at 2 o'clock, at the Austion Reams,
three cases Dutch Flower Roots, Hyacinths, et 1. (2 2t

SALE OF REAL ESTATE AND STOCKS, December 6, at 12 o'clock, noon, at the Exchange:
TENTH (South), No. 305—Brick Dwelling.
CARTER, Nos. 295 and 207, below Chesnut, between
Second and Third—Five-story Brick Building.
FRONT AND LOMEARD, Northeast corner—Large
and valuable Lot, 213 by 120 feet, 3 fro its.
FORTY-FIRST AND WALNUT, South last corner—
Large and valuable Lot.

Large and valuable Lot. PENN, No. 464—Genteel Dwelling. FRONT (South), No. 405—Genteel Dwelling.
TWENTY-SECOND AND PINE, Northwest corner—
Stores and Dwellings. CHESTER COUNTY, PA .- 81% acres valuable Ore FIFTH (South), Nos. 273 and 275-Two valuable BROAD, north of Dauphin-Valuable lot, 3216 feet

PASSYUNK road, Northeast corner of Moore-Building Lot.
RICHMOND, Northeast corner of Allegheny avenue
—Desirable Lot.
KELTON, No. 109—Two Brick Dwellings.

Pew No. 41 middle assie St. Stephen's Church.
185 shares Philadelphia and Eric Land Co.
About 1000 shares Triunfo Silver Mining and Commercial Co, of Lower California. 5 shares Academy of Music, with ticket, 100 shares Central National Bank.

15 shares Camden and Atlantic Railroad, preferred, 7 shares Reliance Insurance Co. 22 shares Schnylkill Navigation Co., preferred. 22 sources Schaykili Navigation Co., preferred. 190 shares Delaware Mutual Insurance Co. 1 share Amateur Drawing Room (Seventeenth st.) 1 share Consolidation National Bank. \$1217 38 bond Philadelphia Cannel Coal Co. [123 3t]

Sale at No. 139 N. Sixteenth street.

HANDSOME FURNITURE, ELEGANT PIANOFORTE, ENGLISH BRUSSELS CARPETS, ETC.
On Menday Morning,
December 5, at 10 o'clock, at No. 129 N. Sixteenth
street, by catalogue, the handsome furniture.

May be examined on the morning of sale at 8
o'clock.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 Ches-NUT Street; rear entrance No. 1107 Sansom street. BUNTING, DURBOROW & CO., AUCTIONEERB, Nos. 232 and 234 MARKET street, corner of

Bank street. Successors to John B. Myers & Co. LARGE SALE OF FRENCH AND OTHER EU 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, [11305] December 6, at 10 o'clock, on four months' oredit.

LARGE SALE OF BRITISH, FRENCH, GERMAN.

AND DOMESTIC DRY GOODS.

On Thursday Morning, [12 2 5t]

December S, at 10 o'clock, on four months' credit.

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

Large Sale at the Auction Rooms.
SUPERIOR HOUSE HOLD FURNITURE, FRENCH
PLATE MIRRORS, BRUSSELS AND OTHER
CARPETS, ETC.
On Monday Morning.
December 5, at 10 o'clock, at the Auction Rooms,
No. 764 Chesnnt street, by catalogue, a large and excellent assortment of superior Household Furniture, including handsome walnut parlor suits, covered with plush, haircloth, terry, reps, and brocade; bandsome chamber suits, finely finished; French plate mirrors; walnut book-cases; wardrobes; sideboards; desks and office tables; fine har-

ness; top buggy; fine Brussels, ingrain, and other ind glassware, etc. BY BARRITT & CO., AUCTIONEERS.
No. 280 MARKET Street, corner of Bank street. Cash advanced on consignments without extra

charge. CONCERT HALL AUCTION ROOMS, No. 1919 CHESNUT Street.
T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household fur-

iture at dweilings.
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, CITY BAZAAR AND TATTERSALL'S, No. 1126 RACE Street. Regular Auction Sale of Horses, Wagons, Har-

ness, 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, Har-ness, 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.

LUMBER. SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1870 1870SEASONED CLEAR PINE. 1 SEASONED CLEAR PINE. 1 CHOICE PATTERN PINE. NISH CEDAR, FOR PATTERNS. 1870 SPANISH CEDAR, FOR I

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

1870 WALNUT BOARDS AND PLANE. 1870 WALNUT BOARDS AND PLANE. 1870

UNDERTAKERS' LUMBER. 1870 RED CEDAR WALNUT AND PINE.

SEASONED POPLAR. SEASONED CHEERY. 1870 WHITE OAK PLANK AND BOARDS,

CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. CAROLINA SCANTLING, CAROLINA H. T. SILLS. NORWAY SCANTLING. 1870 1870

CEDAR SHINGLES.
CYPRESS SHINGLES.
MAULE, BROTHER & CO.,
No. 2500 SOUTH Street. PANEL PLANK, ALL THICKNESSES.—
COMMON PLANK, ALL THICKNESSES.—
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINB FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1% and 4% 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.

Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 11806m No. 1716 RIDGE Avenue, north of Poplar St.

linited States Builders' FIFTEENTH Street, Below Market.

ESLER & BROTHER

PROPRIETORS. Wood Mouldings, Brackets and General Tural Work, Hand-raii Balusters and Newel Posta. [9 1 A LARGE ASSORTMENT ALWAYS ON HAND,