SUN SHOTS.

The first symptom of a spot appearing is a

tiny speck upon the photosphere, as the lu-minous exterior of the sun is called. This goes on enlarging, sometimes quickly through a few hours, sometimes slowly through many days; and as it grows it develops a double character, a black centre and a gray penum-bral fringe increasing together. There is no order or constancy in the matter of size, but a the matter of form there is noticed a general tendency to rough circularity while a spot is growing: and this shape is preserved, with small variations, until it begins to dissipate. Neither is there any regularity in the period of existence of spots; some will come and go in a day, others will remain in their fullgrown state for many months. When the time of breaking-up arrives, the boundary becomes irregular, and sometimes a sort of whirlpool action manifests itself, if it has not appeared before; the luminous matter of the photosphere intrudes itself in tonguelike masses into the chasm, and even bridges over it, parts of the penumbral fringe break away, the nucleus divides, and a general wrecking ensues, the disjecta membra scattering themselves far and wide, and dissipating as they disperse. The forces concerned in these dislocations must be stupendons indeed: masses of matter, probably thousands of cubic miles in bulk, are hurled over hundreds of miles in a few minutes, sometimes in a few seconds of time. The commotions that tear the solar surface are to the most tremendous earthquakes to which our globe has been subjected as are these last to the turning of the husbandman's sods.

And now to the question: What is a solar spot? Would that we could give it a satisfactory answer! The philosophers are groping for one now, as they were a century ago; but there is this consolation, that they are a century nearer to a solution, and there is hope that they will reach it long before such an interval again expires. An immense stride has been taken through the agency of the new science of spectrum analysis. The prism has shown that light does come from a solar spot, and that it is light of very peculiar character; not of that heterogeneous kind which we receive from the general body of the sun, but of the homogeneous nature which belongs to glowing gases. And in particular has it revealed that the prevailing element, hydrogen, is most conspicuous in the seeming black hole. More than this, by a highly-refined measure of light-motion, which cannot be popularly elucidated in such space as we have at command, it has been shown that there are down-rushings and up-rushings of the gaseous currents within the area of a spot, the very speeds of which have been approximately ascertained. So that towards a reply to our question we have the inference that a solar spot is a crateral opening in the lightgiving shell of the sun, though which an interchange of gaseous currents is taking place between the interior of the globe and the atmosphere by which it is surrounded, which atmosphere there is good reason to believe is largely composed of flaming hydrogen gas. -

ADVICE TO REDUNDANT WOMEN.

means money and independence, and say, what are we to do? Do, we answer, that for as plainly in the unwritten laws of nature as in the pages of revealed truth. Traced to their fundamental source, the neglect of marriage is the cause of half the evils which afflict modern society, and the only effectual cure for "redundant women," "feminine idleness," and all other such ills. What may be the causes which check matrimony at the present day is another question, but the fact remains that the check operates disadvantageously to the welfare of society, and in no point more so than in the surplusage of idle and discontented women. In his work on "The Military Resources of France and Prussia," Colonel Chesney, in drawing a comparison between the two countries, shows how injuriously the long-service conscription acts on the moral condition and material wealth of France by preventing the males of the population from marrying. In Prussia, on the contrary, marriage is systematically encouraged. Which nation has given proofs of the better social organization? The reference to France is apposite to this topic in another sense. Our authoress (the writer of "The First Duty of Woman") desires the introduction of women to sources of remunerative labor now monopolized by men, and we have shown that this simply involves the degeneracy and idleness of the latter. In France her pet scheme obtains to some extent, with its inevitable result. Are we to follow the example, or profit by the lesson? We have great respect for first causes and like to trace things to their foundation. The first duty of woman was defined at a very remote date, in an enactment made in the first ear of this world's existence. It runs the "I will make him an help meet for him." The law was subsequently amended by an addition at a later stage in the terms: "Thy desire shall be to thy husband," and it bas never been repealed by any divine ordinance since that time. The mistaken agitators for the emancipation of woman would break the first clause by making her the an-tagonist and rival of man instead of his helpmate; and the second, by making him dependent on her aid, according to the unalterable laws of supply and demand. It is likely they can succeed? For the sake of future generations we are glad to think not. -London Examiner.

A SIGNIFICANT FACT. - Notwithstanding that a million of soldiers belonging to the French and Prussian armies have been trampling down and laying waste the magnificent vineyards in the great champagne district around Rheims, Epernay, etc., the price of the wine has not been affected in the least in this country. So extensive and destructive have been the military operations in the depart-ment of which Rheims is the most important city, that the vintage this year is almost a total loss, and the wine-factors have to a great extent had their stocks destroyed. Any one would suppose this would produce a panie among dealers and consumers of the effervescing wines, but such is not the case. The truth is, in the manufacture of the beverages now sold as wine, the juice of the grape is of no account. A large part of that which is sold in this country is made from cheaper and more gross materials, and we suppose if the vintage should utterly fail abroad for twenty consecutive years, the supply of wine would not in the least diminish. Some time ago, when the terrible oidium destroyed the vine in Madeira for several years, and not a cask of wine was made upon the island, the supply of genuine Madeira was never greater or the price cheaper. Wine drinkers may take encouragement from these facts, -Journal of

THE VOLCANO OF MAUNA LOA. (An extract from an unpublished Journal of a Voyage Round the World in 1859-50, by the Author of "Two Years Before the Mast."]

The islands are much excited over an eruption of Mauna Loa, on Hawaii, and its striking phenomenon of an outflow to the sea.

As a visit to Hawaii is part of my plan, I hasten it a little, lest I be too late for the sight. The 5th of October I take passage in a little native schooner for Kawaihae; and after rolling about for several days in the long heavy swell of the Pacific, in dead calms, so near Lahaina that an hour's row would have set us ashore there, and enduring as well as I could for five days the smells of the crowded. natives and their food, we came to anchor off a beach in the northwestern corner of Hawaii.

Here is a temple, or huge altar, a large pile of coral stones, with no roof, terraced down to the plain, built by Kamehameha the First, in his days of heathenism. I roamed about the spot, enjoying the unspeakable beauty of the tropical scenery and temperature, until evening, when I engaged a native boat to take me to the outflow. Never can I forget the charm of this night. If you have never been on an island of the Pacific tropics, read the first two stanzas of Tennyson's "Lotos, Eaters," and fancy may do the work of experience.

"In the afternoon they came unto a land, In which it seemed always afternoon.
All round the coast the languid air did swoon, Bri athing like one that hath a weary dream. Full-faced above the valley stood the moon; And like a downward smoke, the slender stream Along the cliff to fall and pause and fall did seem.

The "slumbrous foam" broke in sheets lazily over the outposts of coral reefs, the moonlight waved upon the long swell, the gentle trade-wind breathed over us an exquisite breath, neither hot nor cold, and our little beat with its keeled outrigger moved over the fairy scene in silence, the bow scarce making a ripple against the silvered surface of the sea.

When the wind raises itself a little; as it does ever and anon, a native lies out at his length on the outrigger, and so keeps the boat on an even keel. A drowsiness comes over us all, which is broken as seon as we round the point, and the glaring fires of the volcano burst upon our sight.

But how different is this from all views of volcanoes of which I have ever read! The crater from which this outflow comes is forty miles from the sea, and some ten or twelve thousand feet above it. There is a lurid light above the crater seen in the heavens, and reflected over land and sea; but there is no eruption into the air. There is only a steady flow of deep, wide streams of lava. These move at a very slow rate, and find their way, by dint of good engineering to the sea. They pour into a valley for days until they have filled it to the height of its outer hillside, and then hurry in fierce and rapid tumult down its sides until they bridge a river, or gully out an obstruction, or, after long debate, make up their mind to go round it, although it shall delay them for days. In this slow way, the mass travels seaward, now in one vast stream, of one, two, or three miles wide, and now in detachments. All who have seen a course of lava know how soon its fiery red, left in repose, crusts over with a slate-colored scum. and how soon this crust, if unbroken, cools Redundant women clamor for work, which and hardens, so as to be passable on foot. These processes had been at work on this which you were created-marry. This is the stream so long that no uniform course was purport of your existence, a fact evidenced | visible to the eye. But long lines of miles in length were crusted and hardened over; and here and there, like ranges of potteries in Staffordshire seen at night, the red spots appeared, looking like little long lakes of

crimson water. The outflow into the sea had already worked wonders. It had filled up a harbor, and numerous fish-ponds, worked itself out in the form of moles and breakwaters, made new harbors, and new reefs and headlands, all the while burning, sputtering, and hissing at its vast, titanic labors. The space occupied by the outflow was about three miles in width. Not that a sheet of lava three miles wide was always flowing into the sea; but that was the width given up to its operations. Sometimes, for minutes together, there was no flow along the entire line. Then, overcoming the opposing mass of rocks, earth, and trees it had borne along and heaped up before it, the lava mounted over it and poured itself into the tranquil sea, hissing and steaming, with continuous explosions, as of firearms and small artillery, and sending up into the air steadily rising clouds of vapor. Then this effort subsides: this spot becomes quiet; and the assaulting force breaks over at the other end of the long line. Sometimes several points are stormed and carried at once, by the bloodred invader of the sea, with rattling and roaring of musketry and artillery, and rising clouds of vapor. Old Ocean feels the unwonted heat far out into its depth. I went as near it as I could persuade the natives to take their boat. They were afraid, partly no coubt, from the remains of their old superstitions. Peli, the goddess of wrath, had her seat on this mountain-top, and the eruptions of her fury carried terror into the hearts of the people. Peli is still, under their Christian civilization, the name for a volcano, as our own word is derived from Vulcan. They pretended that the heat of the water would injure the boat and open

and at times as hot as I could comfortably bear it. For hours I lay rocking in the little boat in silence, for the natives did not speak, giving myself up to the impressions of this wonderful scene-wonderful in its display of the power and grandeur of physical forces in their conflicts-wonderful in the combination of wrathful vehement action on the land, with the magnificent repose of the great ocean; the fascination of the short space given up to the contest; the long, dimly traceable line of march of the lava, its occasional camp fires burning along its course, from the old crater, so far in the inland; and all under the canopy of a tropical night, of moon and stars and gentle winds, over mountains, hills, and valleys, where the strange forms of palms and cocoa-trees are visible; "And in the heavens that clear-obscure

her seams, and I was obliged to stay at, per-

baps, a safer distance. Putting my hands

over the gunwale, I found the water warm,

So deeply dark, and partly pure;" until the approach of dawn made me release the weary natives from their unwelcome duty: and we glided away from the supernatural scene, around a high point, through reefs of tumbling foam, coming, at daybreak, into the quiet haven of ancient Kailna .-Rvery Saturday.

**OUTLERY, ETO.** 

RODGERS & WOSTENHOLM'S POCKET beautiful finish; Rodgers', and Wade Butcher's Razors, and the celebrated Le-coultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADRIRA'S, No. 115 TENTH Street, below Chesnut.

RAILROAD LINES.

THILADELPHIA AND BRADING RAILROAD Depot, THIRTEENTH and CALLOWHILL Streets. Until further notice trains will Leave and Arrive

A. M. TRAINS ARRIVE, A. M. TRAINS LEAVE. Read'g& Allent'n Way 7:30 Pottstown accom..., 9:15 Barrisb'g&Potts'e Ex 8:15 Read'g& Pottsv'e Ac.10:20

The Sunday trains connect with similar trains on the Perklomen and t piebrookdale Raigroads. For Downingtown and points on Chester Valley Railroad, take 7:20 a m., 12:30 good, and 4 p. m For Schwerksville and points on Per-kiomen Rail-rond, take 7/30 a. m. 12/30 noon, and, 4 p. m.

For Mt. Pleasant and pluts on Colebrooxdale Railroad take 7:30 a. m. and 4:00 p. m. N. Y. EXPRESS FOR PITTSBURG AND WEST. Trains leave New York at 900 a, m. and 500 b. m., passing Reading at 155 and 1000 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Calcago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Situmore, Williamsport, etc.
Siceping cars accompany these trains through be tween Jersey City and Pittsburg without change.
Trains for New York leave Harrisburg at 340, 840, and 1145 a.m., and 250 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. 511 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.
GERMANTOWN AND NORRISTOWN BRANCH.

Depot, Nioth and Green. Trains leave for Germantown at 6, 7, 8, 8%, 9-95 16, 11, 12 A. M.; 1, 2, 230, 245, 345, 4405, 440, 5405, 545, 6, 630, 7, 8, 9, 10405, 11, 12 p. m. Leave Germantown, 6, 655, 730, 8, 820, 9, 94, 10, 11, 12 a. M.; 1, 2, 3, 350, 4, 445, 5, 5430, 6, 630, 7, 8, 9, 16, 11 p. m. The 820 and 930 down trains, 230, 345, and 545 up trains, will not stop on the Germantown branch. On Sundays, leave at 9:15 a. m.; 2, 4:05 7, 10:45 p. m. Leave Germantown, S 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

onnection with the trains for New York at Intersection Station. 

6, 7:30, 9, 11:05 a, m.; 1:30, 3, 4, 5, 5:30, 6:15, 4:05, 10, 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, 5, 9:30 p. m. On Sun-850, 11 a. m.; 130, 3, 450, 616, 5, 930 p. m. On Sundays, leave at 9 a. m.; 250, 4, 730 p. m. Leave Norristown at 7 a. m.; 1, 550, 9 p. m.

FOR MANAYUNE.—Leave at 6, 750, 9, 1105 a. m.; 150, 3, 4, 5, 530, 615, 805, 19, 1145 p. m. Leave Manayunk at 6, 655, 730, 840, 940, 1120 a. m.; 2, 330, 5, 645, 850, 10 p. m. On Sundays, leave at 9 a. m.; 250, 4, 730 p. m. Leave Manayunk at 730 a. m.; 150, 645, 850, 10 p. m. o, 6-15, 9-30 p. m. For Plymouth.—Leave at 5 p. m. Leave Ply-

mouth at 6.45 a. m. The 7:45 a. m. train from Norristown will not stop t Magee's, Potts' Landing, Domino, or Schur's Lanc. Passengers taking the 7:12, 9:05 a.m., and 6:30 p. m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.
The 8-30 a. m., 12-30 and 5 p. m. trains from New York stop at Intersection Station.

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHEEN PENNSYLVANIA. SOUTHERN AND INTHEIOR 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 Washing-

At7-35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahanoy City, Harleton, Pittston, Towanda. Waverley Elmira, and in connection with the ERIE FALLWAY 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 Betalehem, Easton, Allentown, Mauen Chunk, Williamsport, Mahanoy City, Wilkesparre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads. Morris and Fasek Ramfords.

1: A. M. (Accommodation) for Fort Washington

1:16 and 6:20 and s 16 P. M., for Abington.

1:45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mananoy City, Wilkes.

barre, Pittston, and Razleton. 2 Se P. M. (Accommodation) for Doylestown. At 3 20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and

Mauch Chunk. 4-16 P. M. (Mail) for Doylestown. 5-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
6 20 P. M. (Accommodation) for Lansdale.

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 16, 5 05, and Doylestown at 5.25 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 2:35, 6:35, 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 7:00 P. 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 CLARE, Agent.

PHILADELPHIA AND ERIS RAILROAD.
WINTER TIME TABLE.
On and after MONDAY, December 5, 1870, the trains on the Philadelphia and Eric Rallroad will run as follows:-

run at follows:

WESTWARD.

MAIL TRAIN leaves Philadelphia 9 40 P. M.

Williamsport 725 A. M.

STIVES at Erie 740 P. M.

Williamsport 8:50 P. M.

Williamsport 8:50 P. M.

arrives at Erie 7:40 A. M.

ELMIKA MAIL leaves Philadelphia 9:39 A. M.

Williamsport 8:35 P. M.

arrives at Lock Haven 7:50 P. M.

BASTWARD.

"Williamsport 9 26 A. arrives at Philadelphia 5 30 P. " arrives at Philadelphia 5 30 P. M.
BUFFALO EXP. teaves Williamsport 12 35 A. M.
" Milton - 1 50 A. M.
" arrives at Philadelphia 9 40 A. M. Express, Mail, and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN,

General Superintendent. WEST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY. ON AND AFTER MONDAY, October 17, 1870,

ON AND AFTER MONDAY, October 17, 1879,
Trains will leave and arrive at the Depot, THIRTYFIRST and CHESNUT Streets, as follows:—
FROM PHILADELPHIA
For West Chester at 145 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
(Chester 200)

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 (Greenwood excepted).
From B. C. Junction at 8:40 A. M. Stops at all

ON SUNDAY—Leave Philadelphia at 8 50 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and W. C. WHERLER, Superintendent.

RAILROAD LINES.

1870. -FOR NEW YORK-THE CAMDEN ton Railroad Companies' lines from Philadelphia and Trenton 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., 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., 2 and 3:30 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 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 5, 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, 5, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton,

At 6:80 and 10 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 7:80 and 9:45 A. M., 1:20. 3:10, 8:30, 6:45 and 12
P. N., New York Express Lines, and at 11:30 P. M.,
Line, via Jersey City.

At 7:30 and 9:45 A. M., 1:20, 3:10, 5:30, 8:45, and 12 P. M. for Trenton. P. M. for Trenton.

At 9:45 A. M. 120, 6:45 and 13 P. M. for Bristol.

At 12 P. M. (night) for diornsville, fullylown,
Schenck's, Eddington, Cornwells, Torresdale,
Holmesburg Junction, Tacony, Wissinoming,
Bridesburg, and Frankford. Sunday Lines leave at 9-46 A. M., 6 45 P. M., and

At 7:30 A. M., 2:30, 3:30, and 6 P. M. for Trenton and Bristol, and at 9:30 A. M. and 6 P. M. for At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tuliytown.
At 7 80 and 9 30 A. M., 2 80, 5, and 8 P. M. for

At 7 at 8 and 9 at A. M., 12 at, 8, and 6 f. M. tor Schenck's. Eddington, Uornwells, Torresdale, and Holmesburg Junction. At 7 A. M., 12 30, 5 15, and 7 30 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 and 9 30 A. M., 12 30, 2 30, 5 15, 5, and 7 30 P. M. for Tacony, Wissiaoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD. At 7:30 A. M. for Niagara Falls, Buffaio, 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 RAILEOAD At 11 A. M. for New York, Long Branch, and intermediate places. VIA CAMBEN AND BUBLINGTON COUNTY BAILROAD. At 7 and 11 A. M., 1, 230, 530, 5, and 630 P. M., and on Thursday and Saturday nights at 1130 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 230 and 630 P. M. for Lumberton and Medford.

At 7 and 11 A. M., 8 30, 5, and 6 30 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and At 7 A. M., 1 and 3.80 P. M. for Lewistown. Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Rioge, Imlaystown, Sharon, and

Hightstown. WM. H. GATZMER, Agent.

PHILABELPHIA, WILMINGTON. AND BAL-TIMORE RAILROAD.— TIME TABLE. 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, 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 Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11.45 A. M. (Sundays excepted), for Baltimere and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Connects 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, Newport, Stanton, Newark, Elkton, North Charlestown, Perryville, Havre-de-Grace, deen, Perryman's, Edgewood, Magnella, Chase's

and Stemmer's Run. and Stemmer's Run.

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

Passengers for Fortress Monroe and Norfolk will take the 11.45 A. M. train.

Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, ant 7-00 P. M. The 5-00 P. M. train connects with Dela-ware Railroad for Harrington and intermediate Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00,

WILMINGTON TRAINS.

and 7:16 P. M. The 8:10 A. M. train will not stop between Chester and Fulladelphia. The 7:15 P. M. train from Wilmington runs Dally; all other acmmodation trains Supdays excepted. Trains leaving Wilmington at 6:45 A. M. and 4:00 P. M. will connect at Lamokin Junction with the 7.60 A. M. and 4.80 P. M. trains for Baltimore Cen-

From Haltimore to Philadelphia.—Leave Balti-more 7-25 A. M., Way Mali; 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-nolis, 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 and intermediate stations at 8 00 A. M.; returning,

left West Grove at 8.55 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.

NEW JERSEY SOUTHERN RAILROAD LINE, NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH. An ACCOMMODATION TRAIN in the morning

AN EXPRESS TRAIN a in the Afternoon from each end of the route, THE EXPRESS TRAIN will be furnished with SPLENDID PALACE CARS.

NO CHANGE OF CARS.

NO CHANGE OF CARS.

BETWEEN PHILADELPHIA AND SANDY HOOK.

ASK FOR TICKETS VIA PEMBERTON AND

LONG BRANCH.

ON AND AFTER MONDAY, July 4, 1876,

trains will run as follows:—
I.EAVE NEW YORK,
from Pier No. 28 NORTH River, foot of Murray street,
at 6:45 A. M. Accommodation and 4:38 P. M. Ex-

press.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7-00 A. M. Accommodation and 3-30 P. M. Express.
The NARRAGANSET TF 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

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 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 Å. 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., 19 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.

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°65 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°38 A. M., 3°55 P. M., and 6°49 P. M. Sundays at 6°49 P. M. only.

HENRY WOOD, General Superintendent.

RAILROAD LINES. PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, DEC. 4, 1876.
The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market het 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

Walnut streets cars run within the square of the Depot.

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

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 961 Chesnut street, or No. 118 Market street,

TRAINS LEAVE DEPOT. Pittsburg Express . . . . 12.11 A. M Mail Train Lock Haven and Elmira Express 949 A. M. Paoli Accommodation, 1010 A. M. & 110 and 710P. M. 8 . . 9 40 A. M. Fast Line Eric Express Harrisburg Accommodation 12:40 P. M. 12:40 P. M. 2:30 P. M. . 2 30 F 6-30 P. M. 8-00 P. M. 9-50 P. M. 10-10 P. M. 11-30 P. M. Cincinnati Express . Eric Mail and Builalo Express . . . Pacific Express . . . . Way Passenger 11:30 P. M. Eric Mail leaves daily, running on Saturday

night to Williamsport only. On Sun lay night pas-sengers will leave Philadelphia at 10-10 P. M. Cincinnati and Pacific Express leaves daily. All other trains daily except Sunday.

The Western Accommodation frain 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 9-49 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 50 A. M.

7 00 A. M. Parkesburg Train

Fast Line and Buffalo Express . 9.60 A. M. Fast Line and Buffalo Express . 9.60 A. M. 13.00 A. M Erie Express
Lock Haven and Elimira Express
Pacific Express
325 P. M.
548 P. M.
548 P. M.
548 P. M. Pacific Express .
Southern Express .
Harrisburg Accommodation . . 9'40 P. M.

Harrisburg Accommodation . 9-40 P. M
For turther information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
VRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pannsylvania Railroad Company will

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 wner, unless taken by special contract. A. J. UASSATT, General Superintendent, Altoons, Pa.

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 Broad street and Wash-

ington 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. days 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 Balti-

more. Oxford at 6-05 A. M., 10-35 A. M., and 5-30 P. M. Sundays at 5-30 P. M. only. Chaod's Fordfat 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 HENRY WOOD, the same.

General Superintendent. WEST JERSEY RAILROADS.

FALL AND WINTER ARRANGEMENT. COMMENCING MONDAY, SEPTEMBER 19, 1870. Trains will leave Philadelphia as follows:---From

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 65 A. M., Woodbury Accommodation.

3-16 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, Glassoro, Clayton, and intermediate stations Freight Train leaves Camden daily, at 12 M. WH-LIAM J. SEWELL, Superintendent.

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MA-CHINISTS, 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 Bollers, Water Tanka, 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 description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Bollers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, sorew Cutting, and all other work connects with the above business.

Drawings and specifications for all work done the establishment free of charge, and work gua-The subscribers have ample wharf dock-toom 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 Rethers, etc.
WORKS,
TWENTY-THIRD AND FILBERT STREETS,
OFFICE AND WAREHOUSE,
81 No. 42 N. FIFTH STREET.

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Estate of WILLIAM GAUL, deceased.

The Auditor appointed by the Court to audit. and adjust the first account of SARAH settle, and adjust the first account of SARAH
GAUL et al., executors William Gaul, deceased,
and to report distribution of the balance in the
hands of the accountants, will meet the parties interested for the purpose of his appointment on
MONDAY, December 19, 1876, at 4 o'clock P. M.,
at his office, No. 131 S. FIFTH Street, in the city of Philadelphia.
125 mwf 5t GEORGE M. CONARROE, Auditor.

R E A D Y R O O F I N G.—
can be applied to 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.

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

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, Bone Dust, Rtc.
Large and small GUNNY BAGS constantly hand, Also, WOOL SACKS.

AUD FION BALES,

M THOMAS & SONS, AUCTIONEERS, NOS.

SUPERIOR DUTCH FLOWER ACCORDS.

On Wednesday Afternoon,
December 7, at 3 o'clock, at the Auction Rooms,
three cases Dutch Flower Roots, Hyacinths, Tulips,
26 2t SUPERIOR DUTCH FLOWER ROOTS.

Sale at the Auction Rooms.

SUPERIOR HOUSEHOLD FURNITURE, TWO Rosewood Pianos, Mirrors, Wardrobes, Bookcases, Office Furniture, Fine Hair Mattresses, Feather Beds, China, Glassware, Chandeliers, Sewing Machines, Stoves. Fine Velvet, Brussels, and other Carpets, etc.

On Thursday Morning,
December 8, at 9 o'clock, about 650 lots superior household furniture, comprising a general assortment.

TO PHYSICIANS, DRUGGISTS, AND OTHERS, GOOD-WILL, STOCK OF DRUGS AND FIX-TURES OF A PHYSICIAN'S OFFICE.

On Thursday Morning,
Dec. S, at 10 o'clock, at No. 237 S. Ninth street, the
good-will, complete set of drugs and fixtures of the office of a physician, now having an extensive prac-tice. May be examined between 9 and 11 A. M. 126 at

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

SALE OF VALUABLE MEDICAL AND MISCEL-LANEOUS BOOKS FROM A PRIVATE LIBRARY. On Thursday Afternoon.
At 2% o'clock, at the auction store, No. 1110 Chesnut street, will be sold, by estalogue, a collection of valuable Medical Works, including the Text Books; also, Miscellaneous Books, English and American

Catalogues will be ready and the bloks can be ex-amined on the morning of the day of sale. 1262t Sale at No. 1110 Chesnut street.

HANDSOME WALNUT PARLOR, LIBRARY,
CHAMBER, AND DINING-ROOM FURNITURE;
Elegant English Brusseis and other Carpets,
nearly new; 2 Olied Wainut Parlor Organs, Bookcases, Wardrobes, Easy Chairs, Library, Centre,
and Office Tables: Spring, Hair, and Husk Mattresses; Feather Beds, Bolsters and Pillows;
China and Glassware, Saver Plated Wareand
Cutlery, Second-hand Furniture, Stoves, etc.

On Friday Morning,

On Friday Morning,
At 9 o'clock, at the auction store, No. 1110 Chesnut street, will be sold, a large assortment of new and second-hand furniture, carpets, china, glassware, stoves, etc. SEWOOD PIANOS, PARLOR ORGANS, AND MELODEONS.—At 1 o'clock will be sold resewood plano-fortes, and walnut case parlor organs and

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

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, [12 2 St December 8, at 10 o'clock, on four months' credit.

IMPORTANT SALE OF CARPETINGS, CRUMB CLOTHS, OIL CLOTHS, ETC. On Friday Morning, December 9, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings; oil cloths, rugs, etc. 1235\$ LARGE SALE OF FRENCH AND OTHER EU-

ROPEAN DRY GOODS. On Monday Morning, December 12, at 10 o'clock, on four months' redit.

SALE BY ORDER OF ASSIGNEE IN BANK-RUPTOX. Will be sold On Thursday Morning. December 15, on four months' credit, by order of assignce in bankruptcy, the entire stock of a DRY GOODS JOBBING HOUSE.

comprising dress goods, shawls, cloths, cassimeres, velveteens, etc. 13 5 9t MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 704 Chesnut st., rear entrance from Minor.

Positive Sale by Order of Importers to Close a FRENCH BRONZE CLOCKS, STATUES AND GROUPS, Agate and Amarino Vases, Bisquet Figures, Alabaster Groups and Statuettes, etc.

On Thursday Morning. December 8, at 16% o'clock, at the auction rooms, No. 764 Chesnut street, a choice invoice of the above line goods of latest importations.

Also, 2 very large Hebe Vases, with fine carvings. May be examined with catalogues, on Wednes-

SALE OF FINE HOLIDAY GOODS. On Fricay Morning, December 9, at the auction rooms, No. 704 Ches-

BY BARRITT & CO., AUCTIONEERS.

CASH AUCTION HOUSE,
No. 220 MARKET Street, corner of Bank street,
Cush advanced on consignments without extra
charge.

11 246

FURS. FURS.
Twelfth Fall Trade Sale American and Imported Fues, Robes, Lap Blankets, etc. On Friday Morning, December 9, at 10 o'clock.

CONCERT HALL STREET.
CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.
T. A. McCLELLAND, AUCTIONEER. CONCERT HALL AUCTION ROOMS, No. 1810 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 Thurs-

ay. For particulars see "Public Ledger." N. B.—A superior cass of furniture at private sale No. 1126 RACE Street.

Regular Auction Sale of Horses, Wagons, Harness, Ltc., every Thursday, commencing at 10 o'clock A. M. No postponement on account of the CITY BAZAAR AND TATTERSALL'S

Gentlemen's private establishments disposed of a general assoriment of Houses, 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 larness.

DOYLE & NICHOLS. Auctioneers.

PROPOSALS.

PASTON & MCMAHON,

SHIPPING AND COMMISSION MERCHANTS, No. 2 COENTIES SLIP, New York, No. 18 SOUTH WHARVES, Philadelphia, No. 45 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. Canal Boats and Steam-tugs furnished at the shortest

COTTON SAIL DUCK AND CANVAS, OF ALL Corron Sall Duck ARD Canward, Trank, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-size inches, with Paulins, Belting, Sall Twine, etc.

JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).