COUNT BISMARCK'S MANNERS. From the London Spectator.

It is said on very questionable authority that M. Thiers has privately spoken of Count Bismarck as a powerful statesman, but for the rest "a barbarian"-officially, he speaks most courteously of the Count's demeanorand a more trustworthy authority, Mr. Ras-sell, the Times' correspondent at Versailles, has reported, in relation to M. Thiers' visit, that Count Bismarck is "most winning when he likes it, but not slow to anger, it is said." All the latest evidence seems to show that the great Prussian statesman, while singularly accessible to the external world, for his own purposes even courting observation and familiar communication with the missellaneous crowd which craves intercourse with public men, not unfrequently puts unpleasant communications with an even ostentations acerbity intended to exaggerate their repulsiveness. His contemptuously epigrammatic description of the Paris Government of Defense as "the gentlemen of the pavement"-his reported request to M. Thiers to tell him which French Republic he might happen to be representing, that of Paris, that of Tours, or that of Lyons-are cases in point. A still more authentic illustration of his manner is the bitter scorn with which in his last circular he declares that "on the French side the only consequence of the armistice would have been the abandonment by them of the inexplicable course they pursue of wasting their artillery munitions by firing the guns of their forts," as if Count Bismarck had never heard of such a thing as a powerful sortie which might break through the lines of the besiegers, and did not think it worth while to admit so trivial a consideration as that another month's consumption of provisions might leave the new army of Paris too hungry and ill-fed for any great effort of the Yet in another part of the circular he kind ! treats the revictualling of Paris as a demand upon the Germans "to sacrifice the fruits of all the efforts we had made during two months, and the advantages we had achieved." How so? If the French were asked to make no sacrifice when invited to conclude the armistice without revictualling, how could the Germans be making so tremendous a sacrifice in allowing the revictualling? If the Germans in giving up a month's progress towards the starvation of Paris would be giving up so much, how could the French in refusing to accede to a month's progress towards starvation, without any attempt to help themselves, be giving up nothing? If the Germans believe that it would bring them a month nearer to success, clearly the French have a right to believe it would bring them a mon'h nearer to failure. The status quo is not conceded to the French. if at the end of the armistice they are in a far worse position than at the beginning of it; and this must be so, if Count Bismarck thinks that to leave Paris with as much food a month hence as she has now, would be an awful sacrifice on the part of Germany. But we are not at all concerned now with the question at issue, except as proving that Count Bismarck uses superfluous scorn in his diplomacy-scorn which he knows to be scorn, and which he means to have the effect of seorn. It is plain enough, from M. Thiers' account of the discussion. that the idea of victualling was accepted by Count Bismarck at first as a not inadmissible condition of armistice; but that it was rejected by the military authorities, except at the absurd price of the surrender of "a fort. and perhaps more than one:" and that thereupon, when the government of Paris closed the negotiation, Count Bismarck thought it

mans were in a degree proud, when placed in direct conflict with France, France will only hate.

But we suspect that there is much more in Count Bismarck's present aggressiveness that is due to the third cause than to either of the others. It breathes disappointment and disgust against France for not accepting what seems to him the logic of the situation. He is a little anxious at the defeat of his calculations as to French pliancy, ha little 8 UDBASV under

his responsibility for this terrible war, with all its uncertainties; and he vents his anxiety and uneasiness on the French, who are its cause. Some years ago, in defending himself to a friend from the charge of unscrupalousness-it was in 1865, after the Danish war, but before the Austrian war, and at a time when no doubt that war was becoming visible to him-Count Bismarck wrote of himself:-"As a statesman, I am not even, according to my own feeling, sufficiently independent (ruchsichtslos)-rather, indeed, cowardly, and simply because it is not easy in relation to the kind of questions which come before me, always to attain that clearness of view in the soil of which grows trust in God." And though since 1865 Count Bismarck's arrogance and self-confidence have very probably grown, and grown rapidly, yet so also has the scale of his responsibilies, which is, indeed, far greater just now than has perhaps ever fallen to the lot of a European statesman before. An imperious statesman committed to a course of the windom of which he is uncertain, very naturally grows more imperious in manner than ever, for all self-distrust acts as a stimulus to a man's habitual tone of action, even when that habitual tone is one of selfconfidence. The First Napoleon was never so imperious as when he began to feel his power totter, and the fhird Napoleon was never so irresolute as when he began to see that he had failed. Those who distrust themselves habitually, distrust themselves specially when they have new reason for self-distrust; but those who trust themselves habitually, for all practical purposes trust themselves most, nay, insist on trusting themselves almost fanatically, when they first begin to be conscious of a bottom of self-distrust. And we are disposed to think, therefore, that Count Bismarek's wanton excess of aggressiveness in this last circular on the armistice, is at least as much due to a sense of annoyance both with France and with himself for his miscalculation, as to the domineering habit of mind which has become chronic with him, and which, no doubt, he justifies politically by the awe it has so often inspired, and the prestige of masterliness it has given to his great career. In this case, however, he has overshot his own mark. He excites superfluous hatred among the French, and induces neutrals to speculate on the true meanings of expressions the truthfulness of which his very air of veration disproves. If he thought the French capable of nothing during the time of the armistice but waste of powder and shot-depend upon it, he would either not have offered it at all, or if he had felt compelled to defer so far to the wishes of the neutrals, he would have felt inward delight at its failure.

A REMARKABLE ESCAPE.

A Ride on a Cow-catcher-Truth Strauger than Fiction.

The Lancaster Express of last evening says: -A somewhat singular accident occurred this morning at the junction of the Pennsylvania Central Railroad and Harrisburg turnpike, opposite Coonley's coal vard. Just as Lancaster

OITY ORDINANCES.

A N O R D I N A N C E To Make an Appropriation for the Ex-penses of a Special Election in the First Senatorial District, and to Authorize Certain NORDINANCE

Transfers. Section 1. The Select and Common Councils of the City of Philadelphia do ordain. That the sum of sine thousand three hundred and eightyseven dollars be and the same is hereby appro priated to the following items in the nance making an appropriation to the City Commissioners for the expenses of the year 1870." approved January 5, 1870. viz :--

To Item 38, to pay officers of the election, four thousand dollars.

To Item 39, to pay Return Judges, Clerks, and Messengers, one hundred and twenty-five dollars.

To Item 40, for ballot-boxes for the election, eighty-seven dollars.

To Item 41, for stationery, blanks, and printing required by the officers of the election, one thousand dollars.

To Item 53, to pay for printing canvassers' division transcripts, seventeen hundred and

fifty dollars. To Item 54, to pay for printing canvassers'

lists, eight hundred and seventy dollars. To Item 55, to pay for posting canvassers'

division transcripts, ninety dollars. To Item 56, to pay for posting canvassers'

lists, ninety dollars. To a new Item, to be called Item 5614, to pay for copying division transcripts and extra assessment books, at two cents per name, eight

hundred and forty dollars. To Item 59, to pay for rent of rooms in which

elections are held, sixty dollars. To Item 60, to pay for distributing ballot-

boxes, fifty dollars. To Item 61, to pay for advertising Sheriff's Proclamation, two hundred and filty

dollars. To Item 62, to pay for printing and posting Sheriff's Proclamation, one hundred and fifty dollars.

To Item 63, to pay for recording election,

twenty-five dollars. Section 2. The City Controller is hereby authorized and directed to make the following transfers in the said ordinance, viz .: -

From Item 2, to pay jurors of Supreme Court, five hundred dollars.

From Item 6, to pay jurors of the District Court for the years 1868 and 1869, two hundred dollars.

From Item 8, to pay jurors of the Court of Common Pleas, four hundred dollars.

From Item 9, to pay petit jurors for the years 1868 and 1869, one hundred and fifty dollars.

From Item 78, to pay road jurors, thousand dollars-in all, twenty-two hundred and fifty dollars.

To Item 12, to pay jurors of the Court of Quarter Sessions.

LOUIS WAGNER, President of Common Conacil.

Attest-

JOHN ECKSTEIN.

Cierk of Common Council. SAMUEL W. CATTELL, President of Select Council. Approved this seventh day of December,

Anne Domini one thousand eight hundred and seventy (A. D. 1870). DANIEL M. FOX,

Mayor of Philadelphia. 1291t

R ESOLUTION To Authorize Certain Transfers in the Annual Appropriation to the Board of Health for the Year 1870.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the City Controller is authorized and directed to make the following transfer in the annual appropriation to the Board of Health for the year 1870, V1Z.:

From Item 52, for stationery and printing, seven hundred dollars (\$700).

To Item 20, for board and washing the clothing of bargemen, nurses, patients, and officers, one hundred dollars (\$100).

To Item 31, for general repairs to buildings, grounds, and appurtenances, and for

CITY ORDINANCES.

R E S O L U T I O N To Make Certain Transfers in the Appro-mistion to the Law Department for the Year 1869.

Resolved, By the Select and Common Councils of the city of Philadelphia, That the City Controller be and he is hereby authorized and directed to transfer the sum of six hundred dollars of the appropriation made to the Law De-

partment for the year 1870, as follows:-From Item 3, Sheriff's costs, to Item 14, Conveyancing, insurance, and recording, four hunred dollars.

From Item 4, Blank books and stationery, to Item 14, Conveyancing, insurance, and record-

ing, one hundred dollars. From Item 5, Paper books and blanks, to Item 14, Conveyancing, insurance, and record-

Item 14, Conveyance and a log, one hundred dollars. LOUIS WAGNER,

President of Common Council.

Attest-JOHN ECESTRIN,

Clerk of Common Council. SAMUEL W. CATTELL, President of Select Council. Approved this sixth day of

and seventy (A. D. 1870). DANIEL M. FOX, ber, Anno Domini one thousand eight hundred

Mayor of Philadelphia.

SUPPLEMENT

1291t

A To an Ordinance to Make an Appropriation for the Payment of Certain Mortgages in Coln, Approved November 22, 1870.

Section 1. The Select and Common Councils of the city of Philadelphia do ordain. That the further sum of one thousand and seventy-five dollars and fifty-two cents be and the same is hereby appropriated out of the loan authorized by "An ordinance to create a loan for the building of a bridge over the river Schuvlkill at South street, and for the payment of mort-gages," approved May 19, 1870, for the purpose of carrying into effect the provisions of an ordinance to make an appropriation for the payment of certain mortgages in coin, approved November 22, 1870, and warrants to be drawn by the City Treasurer.

LOUIS WAGNER. President of Common Council.

Attest-

JOHN ECKSTEIN,

Clerk of Common Council. SAMUEL W. CATTELL, President of Select Council. Approved this sixth day of Decem-

ber, Anno Domini one thousand eight hundred

and seventy (A. D. 1870). DANIEL M. FOX, 12.9.1t Mayor of Philadelphia.

R ESOLUTION To Authorize the Tramwaying of Lawson

Street, Eighth Ward.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Chief Commissioner of Highways be and he is hereby authorized and directed to repave Law-PHILASELPHIA, WILMINGTON. AND BAL-TIMORE RAILROAD.-TIME TABLE. COMMENCING MONDAY, NOVEMBER 21, 1879. son street about two hundred and ninety-eight feet eastward from the east line of Twelfth street to an angle, and thence northward to Sansom street, in the Eighth ward. Said repaving to be done with tramway stone, in the tracks of the wheels, and if the cartway is wider than necessary for a single track, he is authorized to reduce to the proper width by taking an equal quantity from each side.

Line, at Clayton with Smyrns Branch Kallroad and Maryland and Delsware Railroad, at Har-LOUIS WAGNER. at Salisbury with Wicomico and Pocomoke Rail-President of Common Council.

Attest-JOHN ECESTEIN.

Clerk of Common Conneil. SAMUEL W. CATTELL, President of Select Council.

Approved this sixth day of December, Annc Domini one thousand eight hundred and seventy

(A. D. 1870). DANIEL M. FOX. 1291t Mayor of Philadelphia.

N ORDINANCE A To Make an Appropriation to Repaye Broad Street, from Carpenter Street to Washington

Section 1. The Select and Common Councils

RAILROAD LINES.

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

to New York and Way Places. FROM WALNUT STREET WHARP. At 6'30 A. M., Accommodation, and 3 P. M., Er. press, via Camden and Amboy, and at 8 A. M., Er. press Mail, and 8'30 P. M., Accommodation, via Camden and Jersey City. At 6 P. M., for Amboy and intermediate stations. At 6'30 A. M. and 2 P. M. for Farmingdale. At 6'30 A. M., 2 and 3'30 P. M. for Freehold. At 8 and 10 A. M., 12 M., 2, 3'30, and 6 P. M. for Trenton.

Trenton.

At 6'80, 8, and 10 A. M., 12 M., 2, 8'80, 5, 6, 7, and 11'80 P. M. for Bordentown, Florence, Bur-lington, Beverly, Delanco, and Riverton. At 6'80 and 10 A. M., 12 M., 8'30, 6, 6, 7, and 11'80 P. M. for Edgewater, Riverside, Riverton, and Palmura.

 Pointie of garboits e EX 3/30
 Pointie of the garboit e Ex 3/30
 Pointie of and Palmyra. At 6'30 and 10 A. M., 12 M., 5, 6, 7, and 11'30 P. M.

for Fish House. The 11-30 P. M. line leaves from Market Street

Ferry (upper side).

Forty (upper side). FROM WEST PHILADELPHIA DEPOT. At 7:30 and 9:45 A. M., 1:20, 3:10, 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, 3:10, 5:39, 6:45, and 12 P. M. for Transpon

At 730 and 945 A. M., 120, 540, 530, 545, and 12 P. M. for Trenton. At 945 A. M. 120, 545 and 13 P. M. for Bristol, At 12 P. M. (night) for Morrisville, fullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. Sunday Lines leave at 945 A. M., 645 P. M., and

12 night.

Baltimore, Williamsport, etc. Sleeping cars accompany these trains through be-tween Jersey City and Pittaburg 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 BRON RENEINSTON DEPOT. 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 Hristol.

at 12 o'clock noon. For particulars see Guide Books, which can be ob-tained at No. 511 Chesnut street, and at all stations, Season, School, Mileage, and Commutation Tickets st reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolis, General Superintendent, Reading. STREET CARS.—The Thirteenth and Fifteenth, and Race and Vice streets, connecting with other lines,

Bristol.
At 7:30 A. M., 2:30, and 5 F. M. for Morrisville and Tullytown.
At 7:80 and 9:30 A. M., 2:30, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction.
At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction.
At 7 and 9:30 A. M., 12:80, 2:30, 5:16, 0, and 7:30 P. M. for Taeony, Wissisioning, Bridesburg, and Frankford.

Frankford.

Frankford. VIA BELVIDERE DELAWARE RAILROAD. At 7 30 A. M. for Niagara Falls, Builaio, Dun-kirk, Eimira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc. At 7 30 A. M. and 3 30 P. M. for Scranton, Strousburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. At 6 F. M. for Lambertville and Intermediate stations.

stations.

FROM MARKET STREET FERRY (UPPER SIDE). VIA NEW JERSEY SOUTHEEN BAILBOAD. At 11 A. M. for New York, Long Branch, and intermediate places.

At 7 and 11 A. M., 1. 2'30, 3'50, 6, and 6'80 F. M., At 7 and 11 A. M., 1. 2'30, 3'50, 6, and 6'80 F. M., and on Thursday and Saturday nights at 11'80 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 Medicad

Medford. At 7 and 11 A. M., 8 30, 5, and 6 30 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

Min At 7 A. M., 1 and 3:89 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horaerz-

town, Uream Ridge, Imlaystown, Sharon, and

arains will leave Depot, corner of Broad street and Washington avenue, as fellows:-

Way Mail Train at 8:60 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad

WM. H. GATZMER, Agent.

Pemberten.

Hightstown.

Dec. 5, 1870.

good policy to be surprised and disgusted with France, to accuse the French Government of insincerity in the negetiation from the first, and of having only accepted the conditions in order not to offend the neutral powers whose help they want to gain.

M. Thiers expressly states that "the question of revictualling did not at first give rise to any fundamental objection on the part of the Chancellor." Why, then, when it is pressed, affect this scornful astonishment, and deal out these superfluous charges of insincerity? Clearly this must be due either to a habit or policy of scorn. There was no reason why Count Bismarck should not have admitted the intrinsic difficulty of concluding an armistice preserving the status quo, and have freely acknowledged that while the refusal to admit revictualling would entail a terrible disadvantage on France, the assent to this condition would have caused far too great a sacrifice to Germany. Such a confession would have exabled him to break off the negotiations without fresh acrimony. But Count Bismarck-though singularly polite, when he wishes to be so in personal interviews, as M. Thiers can attest-appears to regard diplomatic circulars as, in some sense, opportunities of attack, even though his armies are already in the field, and cannot keep his hands off France when he has an opportunity for moral blows. M. Thiers' circular in relation to his recent mission is far less aggressive on Germany than is Count Bismarck's on France. M. Thiers states the facts courteously enough, and leaves them. The German Chancellor half-states the facts, and dashes them, as it were, contemptuously at the head of the Provisional Government.

What is the secret of this superfluously aggressive manner in so strong a man-for a manner it has always been ever since Count Bismarck's entrance on public life, though it has grown vastly in the last His despatches to months? few Austria and to the German Bund in 1866 were curt and dictatorial enough, though nothing to the circulars of 1870. Is it the result of deliberate policy? Is it the overflow of an intense interior arrogance? Or is it the outbreak of irrepressible irritation against the French for not knowing when they are beaten, and giving Count Bismarck so much more trouble than he had calculated upon?

We suspect it is due in part to all these motives. That Count Bismarck thinks it good policy to be overbearing, the whole history of his political life shows, and very few men do think it good policy to be overhearing, unless that attitude of mind is more or less natural to them, and they want an excuse being themselves. It for 18 very rare to find even amongst diplomatists a naturally yielding and concilistory man putting on the dress of imperious. ness or arrogance for a purpose, and assuredly this is not Count Bismarck's case. Overbearingness has certainly gained him prestige in Germany, though it has gained him some of the prestige of hatred as well as that of admiration. He has found that his cart, contemptuous style to the contumacious Chamber of Deputies, while subordinated to national ends, so far from having weakanel his hold on the Prussian people, has very greatly increased the repute of his personal success. It has always been his habit to speak out his intellectual scorn freely, and he has discovered that the result, if it does not absolutely vindicate this habit, does at least show a good deal in its favor. And he forgets probably that the imperiousness of which, when identified with Germany, Ger-

train No. 2, due here at 8.40, was reaching that point, an aged gentleman, named Christian Kauffman, eighty years of age, from near Petersburg, this county, attempted to drive across the track with a horse attached to a light dearborn market wagon. The horse became stabborn right upon the track, and there he stood, refusing to be coaxed or driven, while the train swooped down upon the doomed concern. Slowly it came, but surely; the brakes having been put down, however, and every measure taken on the instant to make the shock a light one, the horse was simply thrown into the ditch by the side of the track, receiving little injury, while the wagon was broken into a great number of pieces. And now comes the singular and remarkable part of the affair:-The bed of the wagon remained intact, and, with the old gentleman safely ensconced therein, was gently lowered upon the cow-catcher, and Mr. Kauffman, holding on with a wonderful tenacity, had a free ride for a short distance, when the train stopped. He was much bewildered at the situation, at first, but finally came to realize that he had been providentially preserved from what might have been a fearful

-A wealthy citizen of Boston is building what will be the most expensive private residence ever erected in that city. It will cost \$300,006. -The Pail Mall Gazetic says more lives are lost weekly by scarlatina in London than the French are losing by their weekly sortles from Paris.

death.

-The steamboats on the Connecticut river have been obliged to stop running as early as the first of the present month. The average time of stopping has been on the 12th inst.

-The house of Mr. Watson, in Marshall county, Ala., was burned week before last, and two of his children, idiots, were burned to death in it. Their mother was also badly burned.

-The catalogue of Brown University shows the following number of students:-Resident graduates, 2; seniors, 38; juniors, 47; sopho mores, 53; freshmen, 80; total, 220, -The members of the anti-Masonic societies

recently organized in Iowa are instructed "not to vote for, trade with, buy from, employ, or have any other business relations with Freemasons. The Tipton (Ind.) Times says: -"Captain

1. H. Montgomery has in his possession a topaz, found while digging a well on his farm on dian Prairie, this county, some years ago, for which he has refused the sum of \$250."

CITY ORDINANCES.

R ESOLUTION To Authorize the Paving of Montgomery Avenue and Lithgow Street.

Resolved, By the Select and Common Councils of the city of Philadelphia, That the Department of Highways be and is hereby instructed and directed to enter into a contract with a competent paver or pavers, who shall be selected by a majority of the owners of property fronting on Montgomery avenue, from Girard avenue to Richmond street, the cost of paving intersections, not to exceed the sum of three hundred and eighty-two dollars and thirty-five cents; Litbgow street, from Dauphin street to Montgomery avenue, no cost to the city for grading or paving intersections, for the paving thereof. The conditions of said contract shall be that the contractor or contractors shall collect the cost of said paving from the property owners respectively fr ating thereon, and shall enter into an obligation with the city to keep the said paving in good order for three years after the paving is finished. LOUIS WAGNER.

President of Common Council. Attest ...

ABRAHAM STEWART. Assistant Clerk of Common Council.

SAMUEL W. CATTELL, President of Select Council, Approved this sixth day of December, Anno Domini one thousand eight hundred and seventy (A. D. 1870).

DANIEL M. FOX. 12 9 11 Mayor of Philadelphia.

axes and insurance, three hundred dollars (\$300).

To Item 32, for outside channel visits and taking vessels to Quarantine, and for quarters for boats and bargemen (including the purchase and maintenance of a steam tug-boat), one hundred dollars (\$100). To Item 19, for use of Committee on Regis-

tration in executing the Registration Act, and for expenses of office; also, for books, stationery, blanks, and advertising, two hundred dollars (\$200).

LOUIS WAGNER.

President of Common Council. Attest-

JOHN ECRSTEIN. Clerk of Common Council.

SAMUEL W. CATTELL,

President of Select Council. Approved this sixth day of December, Anno Domini one thousand eight hundred Anno Domini (A. D. 1870). DANIEL M. FOX, DANIEL M. FOX,

Mayor of Philadelphia. 12.9.1t

RESOLUTION

To Authorize the Paving of Thirty-ninth street and Forty-fifth street.

Resolved, By the Select and Common Councils of the city of Philadelphia, That the Department of Highways be and is hereby authorised and directed to enter into a contract with a competent paver or pavers who shall be selected by a majority of the owners of property fronting on Thirty-ninth street, from Haverford street to Bridge street, in the Twenty-fourth ward, the cost of intersections not to exceed the sum of four hundred and forty-six dollars; Fortyfifth street, from Haverford street to Lancaster avenue, in the Twenty-fourth ward; the cost of intersections not to exceed the sum of twentyfour hundred and sixty-two dollars for the paving thereof with rubble paving. The condiclons of such contract shall be that the contractor or contractors shall collect the cost of said paving from the property owners re spectively fronting thereon; and he shall enter nto an obligation with the city to keep the said streets in good condition for three years after the paving is finished. LOUIS WAGNER.

President of Common Council. Attest-

JACOB ECKSTEIN.

Clerk of Common Council. SAMUEL W. CATTELL. President of Select Conneil. Approved this sixth day of December, Anno Domini due thousand eight hundred and seventy

(A. D. 1870). DANIEL M. FOX. Mayor of Philadelphia. 12 9 1t

R ESOLUTION To authorize the Paying of Mulberry street, in the Twenty-third ward.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Department of Highways be and is hereby authorized and directed to enter into a contract with a competent paver or pavers, who shall be selected by a majority of the owners of property fronting on Mulberry street, from Orthodox street to Oxford street, in the Twenty-third ward, cost of paving intersections not to exaced the sum of eight hundred and fifty-two dollars and twenty-five cents for the paving thereof with rubble paving; the condition of said contract shall be that the contractor or contractors shall collect the cost of said paving from the property owners respectively fronting thereon; and shall enter into an obligation with the city to keep the said paving in good order for three years after the paving is finl-hed.

LOUIS WAGNER. President of Common Conacil.

Attest-ABRAHAM STEWART,

Assistant Clerk of Common Council. SAMUEL W. CATTELL. President of Select Council. Approved this sixth day of December, Anno

Domin' one thousand eight hundredand seventy (A. D. 1870). DANIEL M. FOX.

Mayor of Philadelphia, 12911

of the City of Philadelphia do ordain, That the sum of twelve hundred dollars be and the same is hereby appropriated to pay the cost of repairing Broad street, where the railroad tracks are taken up, between Carpenter street and Washington avenue, and to place gravel and ashes on Broad street, in the track of the old railroad, from Carpenter street to South street and the warrants shall be drawn by the Chief Commissioner of Highways, in conformity with existing ordinances.

LOUIS WAGNER. President of Common Council.

Attest-JOHN ECKSTEIN,

Avenue.

Clerk of Common Council. SAMUEL W. CATTELL, President of Select Council

Approved this sixth day of December, Anno Domini one thousand eight hundred and seventy (A. D. 1870). DANIEL M. FOX. Mayor of Philadelphia. 1291t

R ESOLUTION To Authorize the Opening of Hutton street

from Sparta street to Lancaster avenue, in the Twenty-fourth ward. Resolved, By the Select and Common Councils of the City of Philadelphia, That the Chief Commissioner of Highways be and is hereby authorized and directed to notify the owners of property over and through which Hutton street, from Sparta street to Lancaster avenue. in the Twenty-fourth ward, will pass, that at the expiration of three months from date of said notice, said street will be taken for

public use. LOUIS WAGNER, President of Common Council. Attest-ABRAHAM STEWART, Assistant Clerk of Common Council.

SAMUEL W. CATTELL, President of Select Council.

Approved this sixth day of December, Anno Domini one thousand eight hundred and seventy (A. D. 1870). DANIEL M. FOX,

Mayor of Philadelphia. 12 9 1t R ESOLUTION To Change the Place of Holding Elections

in the Fifth Division of the Twenty-sixth Ward. Resolved, By the Select and Common Coun-

cils of the city of Philadelphia, That the place of voting of the Fifth division, Twenty-sixth ward, be changed from the southwest corner of Eighteenth and Carpenter streets to the southeast corner of Eighteenth and Carpenter streets; the former place being no longer available for

that purpose. LOUIS WAGNER. President of Common Council.

Attest-

ABRAHAM STEWART,

Assistant Clerk of Common Council. SAMUEL W. CATTELL, President of Select Council. Approved this seventh day of December Anno Domini one thousand eight hundred and seventy (A. D. 1870).

DANIEL M. FOX, Mayor of Philadelphia. 12 9 11 R ESOLUTION To Change the Place To Change the Place of Voting in the

Fourth Division, Eighth Ward. Resolved, By the Select and Common Coun-cils of the city of Philadelphia, That the place

of voting in the Fourth division, Eighth ward, be changed from the southeast corner of Eleventh and Sansom streets to the house of J Ullman, northwest corner of Tenth and Locust streets, the former place being no longer avail-

able for election purposes. LOUIS WAGNER President of Common Council.

Attest-ABRAHAM STEWART,

Assistant Clerk of Common Council. SAMUEL W. CATTELL, President of Select Council. Approved this eighth day of December, Anno Domini one thousand eight hundred and seventy (A. D. 1870). DANIEL M. FOX. 18914

Mayor of Philadelphia,

at Salisbury with Wicomico and Pocomoke Rall-road. Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-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. (Pally), 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. Pascengers for Fortress Monroe and Norfolk will Passengers for Fortress Monros and Norfolk will take the 1145 A. M. train. WILMINGTON TRAINS.

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 5.60 P. M. train connects with Dela-ware kallroad for Harrington and intermediate

Leave Wilmington 545 and 810 A. M., 200, 400, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Filladelphia. The 7:15 P. M. train from Wilmington runs Dally; 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 7-60 A. M. and 4 30 P. M. trains for Baltimore Cenral Rallroad.

barre, Pittston, and Hazleton. 2.30 P. M. (Accommodation) for Doylestown. ral Railroad.
From Baltimore to Philadelphia.—Leave Balti more 7-25 A. M., Way Mali; 9:35 A. M., Express;
255 P. M., Express; 7:25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. At 3 20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Alientown, Coplay, and Mauch Chunk. 4.15 P. M. (Mail) for Doylestown. 5.00 P. M. for Hethlehem, Easton, Allentown,

Leaves Baltimore at 7.25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Newport, Wilmington, Claymont, Linwood, and Chester.

wood, and Chester. On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 60 A. M.; returning, left West Grove at 3 55 P. M. Through tickets to all points West, South, and

Southwest may be procured at licket office, No. 328 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sieeping Cars can be secured during the day. Persons purchasing tlekets 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 LETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH.

An ACCOMMODATION TRAIN in the morning and AN EXPRESS TRAIN

in the Afternooon 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 :---IEAVE NEW YORK, from Pier No. 28 NORTH River, foot of Murray street, at 6:45 A. M. Accommodation and 4 39 P. M. Ex.

press. LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7:00 A. M. Accom-modation and 3:30 P. M. Express. The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouta 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 For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the

"Travelier's" and "Appleton's Guides." 6 27 C. L. KIMBALL, Superintendent 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., corper Bread areas and depot

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. Wednes-days and Saturdays only 230 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. Satur-days only, at 2:30 P. M. Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore. days and Saturdays only 230 P. M. Train leaving Philadelphia at 7 A. M. connects at Port 1 eposit with train for Baitimore. Trains leaving Philadelphia at 7 A. M. and 4 30 P. M. connect at Chald's Ford Junction with the Wilmington and Feading Bailroad. Trains for Philadelphia leave Port Deposit at 9:25 A. M. and 4:25 P. M., on arrival of trains from Balti-more.

 matrix
 Dxford at 6:05 A. M., 10:35 A. M. and 5:30 P. M.
 Sundays at 5:30 P. M. only.
 Chnod's Ford at 7:26 A. M., 11:58 A. M., 3:55 P. M.,
 and 6:40 P. M. Sundays 6:49 P. M. only.
 Passengers are a lowed to take wearing apparel
 only as baggage, and the company will not in any
 case be responsible for an amount exceeding one
 huncred dollars, unless special contract is mate for
 the same.
 HENRY WOOD.
 10.5 General Superintendent.

10 8

ton. At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahancy City, Hazleton, Pittston, Towanda, Waverley Elmira, and in connection with the ERIE RAIL WAY for Suffalo, Niagara Falls, Rochester,

Cleveland, Chicago, San Francisco, and all points in the Great West

RAILROAD LINES.

THILADELPHIA AND READING RAILROAD

Depot, THIRTEENTH and CALLOWHILL Streets, Until further notice trains will Leave and Arrive

TRAINS LEAVE. A. M. | TRAINS ARRIVE. A. M. Read'g& Allent'n Way 7:50 Pottatown Accom..... 9:15 Harrisb'g& Potts'e Ex 8:15 Read'g & Pottsv'e Ac.10:20

run close to the Depot, Baggage collected and delivered by Dungan's Hag-gage Express. Orders left at Depot, or at No. 225 S.

GERMANTOWN AND NORRISTOWN BRANCH.

GERMANIOWN AND NORRISTOWN BRANCH. Depot. Ninth and Green.
Trains leave for Germantown at 6, 7, 8, 8½, 9:05, 10, 11, 12 A. M.; 1, 2, 2:30, 3:15, 3:45, 4:05, 4:30, 5:05, 5:45, 6:6:30, 7, 8, 9, 10:05, 11, 12 p. m. Leave Germantown, 6, 6:55, 7:30, 8, 9:20, 9, 9½, 10, 11, 12 A. M.; 1, 2, 3, 3:60, 4, 4:35, 5:5:30, 6, 6:30, 7, 8, 9, 16, 11 p. m. The 8:20 and 9:30 down trains, 2:30, 3:45, and 5:45 up trains will not ston on the Garmantown trans.

up trains, will not stop on the Germantown branch. On Sundays, leave at 945 a. m.; 2, 4405 7, 1045 p. m. Leave Germantown, 845 a. m.; 1, 3, 6, 945 p. m. Passengers taking the 655, 9 a. m., and 630 p. m. trains from Germantown, will make close connection with the trains for New York at Inter-section Station.

Section Station. CHESNUT HILL RAILROAD.-Leave at 6, 8, 10, 12

CHESNUT HILL RAILROAD.—Leave at 6, 8, 10, 12 a. m.; 2 30, 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, 8:40, 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, 10, 11:45 p. m. Leave Norristown at 5:50, 6:15, 8:05, 10, 11:45 p. m. Leave Norristown at 5:50, 6:25, 7, 7:45, 8:50, 11 a. m.; 1:50, 3, 4:30, 6:15, 8:920 p. m. On Sam-days, leave at 9 a. n.; 2:30, 4, 7:30 p. m. Leave Nor-ristown 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

FOR MANAYUNK. -Leave at 5, 730, 9, 11405 a. m. ; 130, 3, 4, 5, 530, 645, 805, 10, 1145 p. m. Leave Manayunk at 6, 655, 730, 840, 920, 1130 a. m.; 330, 5, 645, 830, 10 p. m. On Sundays, leave at 9 a. m.; 230, 4, 730 p. m. Leave Manayunk at 730 a. m.; 130, 645, 930 p. m. FOR PLYMOUTH. -Leave at 5 p. m. Leave Ply-mouth at 645 a. m. The 745 a. m. train from Norristown will not store

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, 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 8-50 a. m., 12-50 and 5 p. m. trains from New

N ORTH PENNSYLVANIA RAILROAD-N THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND IN-THRIOR 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.

Fifteen Daily Trains leave Passenger Depot, corner of Berks and American strests (Sundays

excepted), as follows:-7:50 A. M. (Accommodation) for Fort Washing-

11

York stop at Intersection Station.

as folows :-

in the Great West 8 26 A. M. (Accommodation) for Doylestown. 9 46 A. M. (Express) for Bethlehem, Easton, Al-lentown, Mauen Ohnnk, Williamsport, Mahanoy City, Wilkesparie, Pittston, Scranton, Hacketts-town, Schooley's Mountain, and N. J. Central and New York Barbards. Morris and Farer Hailroads.

forris and Fareg Railroads. 11 A. M. (Accommodation) for Fort Washington 1.15 and 5.20 and 8 15 P. H., for Abington. 1.45 P. M. (Express) for Bethlehem, Easton, Al-145 P. M. (Express) for Bethlehem, Kaston, Al-lentown, Mauch Chunk, Mahanoy City, Wilkes-

6 20 P. M. (Accommodation) for Lansdale

11-80 P. M. (Accommodation) for Fort Washing-

ton. The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethichom at 8 55, and 10 85 A. M.; 215, 506, and 3 26 P. M.

Lansdale at 7 20 A. M. Fort Washington at 9 20 and 11 20 A. M., 3 10 P.M.

Doylestown at \$ 25 A M., 440 and 6 35 P. M.

Abington at 235, 6 65, and 9 35 F. M. ON SUNDAYS.

run at follow: -- WRSTWARD.

144.1

nue:-

Philadelphia for Bethlahem at 9 30 A. Philadelphia for Loylestown at 2 00 P. M.

Doylestown for Philadelphia at 7 a. 24. Bethlehem for Philadelphia at 4 00 P. M.

Tickets sold and Daggage checked through to principal points at Manu's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. Nov. 21, 1870. ELLIS CLARK, Agent.

PHILADELPHIA AND ERIS RAILROAD. WINTER TIME TABLE. On and after MONDAY, December 5, 1870, the traits on the Philadelphia and aris Railroad will

WRSTWARD. MAIL TRAIN teaves Philadelphia 040 P. M. "Williamsport 725 A. M. arrives at Erie 7740 P. M. ERIE RXP+ Etheves Philadelphia 1240 P. M. "Williamsport 850 P. M. "A arrives et Erie 740 A. M. ELMIKI & Ail. leaves Philadelphia 939 A. M. "Williamsport 653 P. M.

BASTWARD,

MAIL TRAIN INSUES STICE MAIL TRAIN INSUES STI

Express, Mail, and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with

THE PHILADELPHIA AND BALTIMORE CEN-

On and after MONDAY, October 3, 1870, trains

will run as follows:-Leave Philadelphia from Depotor P. W. & B. R. R., corner of BROAD Street and WASHINGTON Ave-

Trains icavit g Philadelphia at 10 A. M. and 4:30 M. connect at Chald's Ford Junction with the

F. M. Costor a Condition Ford with the Wilmington and Reading Railroad. Trains for Philadelphis:-Lave Fort Deposit at 9-25 A. M. and 4-25 P. M., on argival of trains from Baltimore. Oxford at 6-65 and 10-35 A. M. and 5-37 P. M. Sun-

Chadd's Ford at 726 A. M. 11 28 A. M., 325 P. M., and 649 P. M. Sundsys at 649 P. M. only. HENRY WOOD, General Superintendent,

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

Oil Creek and Allegheny River Railroad, WM. A. BALDWIN, General Superintendent.

TRAL MAILROAD. CHANGE OF HOURS

arrives at Look Haven 7.60 P. M.

and Mauch Chunk.