PRUSSIA AND RUSSIA-THE NEW GOV-ERNING POWERS OF EUROPE. From the N. Y. Herald.

"I want more head and less tongue," said the greatest of modern leaders and statesmen when selecting men to fill the various offices of a new government that he was organizing. He meant that silent and steady work which allows attention to be fixed and concentrated on the task in hand, instead of being diverted and frittered away by endless discussion and garrulous, noisy comment that, moreover, disclose to all the world and place at the disposal of open or hidden enemies what should remain the treasured secret of the governing and controlling power alone. In the later days of the second Napoleonic empire talk and fanfaronade took the place of that silent will and persistent onward movement which gave such apparently resistless and unvarying success to its military enterprises and its diplomacy in the beginning of its dashing career. Meanwhile, precisely the opposite system had been adopted and was prevaiting in Prussia. Bismarck is a thinker and a toiler, not a windmill of words, and from the moment when his intellect began to sway the destinies of his country babblers began to disappear from positions of high trust and confidence. Noise ceased to be an element of official life. "Silence in the ranks!" became the civic as well as the military order of the day. Everything was thoroughly organized and put in shape, and when an Austrian Cabinet with loud-mouthed threats and pompous bulletins advanced to win an easy victory, as it believed, in 1866, the overwhelming defeat at Sadowa suddenly and terribly revealed to it such skill, discipline, and resources in the Prussian antagonist as had not been even suspected at Vienna. Nay, at Paris, London, and even in New York, predictions had been nearly all upon the other side. The year 1870 has brought conspicuously before the world a repetition of this lesson, the more remarkable after so striking an example precedent.

in July last, the French Cabinet, composed of boastful talkers, who inflamed the pride and egotism of the nation, repeated the folly that Austria committed four years ago. In the meantime Prussia had been extending and developing her system of quiet preparation, and when collision came the hastily assembled French armies saw themselves utterly outnumbered, outgeneralled, and overpowered at all points. On the persons of captured German officers of inferior rank were found maps of the smallest localities and crossroads in the districts that the invaders were approaching, such as were not in the possession even of the Imperial staff of Napoleon III. After MacMahon's defeat at Woerth that distinguished marshal had to inquire the way, when retreating from the field, of the neighboring peasantry, and with no little difficulty escaped the victorious Germans, who were rapidly and easily outflanking him through their superior topographical information. Again, at Sedan the French generals were evidently surprised. owing to a similar superior knowledge of the ground on the part of their antagonists. Silence and celerity prepared and massed the Prussian forces, led them to the field, won for them the victory and hurled them upon the very heart of France. Talk was beaten; work was the conqueror.

Russia, sternly warned by the disasters of the Crimean war and the humiliations of the bitter Treaty of Paris, has also been acting on the silent plan. Gathering up and reconstructing her naval and military forces, extending her telegraphs and railroads with feverish rapidity, purchasing the best arms and enginery of war and perfecting her administration at every point, she, too, possesses, while we write, a capacity to strike how, when and where few, it any, outside of her dominions, or not in high office within them, can pretend to know. She never would have dared to brave the British lion in his den, as she is now doing, unless she knew a secret of tremendous pover and had it in her grasp. A Herald correspondent, conversing recently with a Russian gentleman of high standing in the empire, repeats the statement from his ips that the Czar has now four hundred thousand men not far from the Austrian frontier, possesses five hundred thousand Remington rifles and two thousand mitrailleuses. along with a naval force "that is little known and has always been underestimated." Again, a reliable letter, dated at St. Peters. burg but a month ago to-day, uses precisely this language:-"It is known that a new armament of our forces is completed, and that the contingent amounts to more than one million of well-drilled soldiers, while, as regards morale, it is far superior to what we possessed during the Crimean war." Another letter received from the Russian capiby the latest European mail and dated November 26 says that the new levy now in progress will vield five hundred thousand fresh troops, and that a "devouring activity" reigns in the War Office there, while at Kertch, a naval port of great strength quietly constructed on the coast of the Sea of Azof, everything is in readiness for an imposing demonstration of iron-clads on the Black Sea, should occasion demand. At the same time an indescribable enthusiasm, almost fanatical in its excess, thrills throughout the empire, and in Austria the best informed publicists express little doubt that an uprising of the whole Slavonic race in favor of Russia would at once follow a declaration of war either by that power or against it.

This revelation bursts upon astonished Europe as a direct sequel to the surprises that Prussia has just hurled upon the nations like successive thunderbolts. The cloud of silent preparation that hid the laboratory of the Northern statesmen rolls apart and behold! Prussia and Russia disclosed as the masters of the scene. The one with seven hundred thousand tried, trusty and victorious veterans on the soil of France throttles that country at its capital and holds it down beneath her heel. The other but awaits the word to pounce upon Austria, should the latter lift one hostile finger, and to swoop down upon all that is left of Turkey in Europe, while Great Britain -another power lately bewildered with talk rather than sustained by action—sinks, back perforce into a secondary place. The entente cordiale is weighed in the balance and found wanting, and King William and the Czar have become the arbiters of the Old World.

What may we now anticipate as the next result of this wondrous transfer of dignity and might? First, a grand confederated German constitutional empire, embracing, along with the greater States which already adhere, Alsace and Lorraine, by right of reconquest; Luxemburg, by necessity, and the ermanic provinces of Austria and Itussia. by political gravitation, the former power leappearing ultimately from the list of first-lass States, and the latter receiving, in comensation for her German duchies, the undisarbed facility of marching southward and astward, by such arrangements of war or eace as her strengthfor her diplomacy, or

And what of France? The situation of the hour plainly reveals the fate intended for herto wit, either direct occupancy by the Germans for an indefinite period, or the restoration of an Orleans or a Bonaparte, backed by such portion of the three hundred thousand French veterans now prisoners in Germany as would follow and support the home-returning

standard. King William, Emperor of Germany and Protector of France—the latter held down in her place of penitence and service, as Casar beld her, when she was Gaul, in the iron clutch of his Roman legions. And as Caesar placed his garrisons in the chief centres of each of the seventeen Gallie provinces, so may the German conqueror maintain an adequate force in the main French marts of trade and manufacture-at Havre, at Cherbourg, at Lyons, at St. Etienne, at Bordeaux, at Marseilles, at Toulon, as well as at Paris end in the great fortresses. Thus could be sway the industry and the commerce of forty nollions of Frenchmen to their own great material benefit, perhaps, at last, but by a magnificent system so far as Germany is concerned, yet protective as against the rest of mankind, to the vast proft of his own race and realm.

Should be restore a prince of either of the fallen French dynasties to the throne he will be but returning the complement conferred by France when she placed the usurped crown of Mexico upon the head of German Maximilian; but he will not, like the French empire, leave that prince to perish. Protection from such a fate would be the safe pretext for retaining a heavy armed contingent in the French capital and leading cities. Above all, order, law and the peace of Europe would be the rubric of the new continental system by the weight of the sword and the "Grace of God"-viz.: Russian pennons fluttering from the Dardanelles to the Danube, and the German imperial tricolor and eagle combined waving proudly from the Danube to the Atlantic!

And the end? Empires rise and fall and nations change; but the one eternal, grand design prevails. He who studies deeply may answer the anxious cry, "Watchman, what of the night?" which cheerful accents. These very combinations, this drawing together and smalgamation of peoples, uniting them in struggle and disaster first, common effort and recuperation afterward, is but beating down the barriers, opening the way, pointing out a glorious common aim-a mutual understanding that shall precede the final peace which is to give birth at last, in the fulness of time, to the confederacy of Europe and to enduring, because broadly founded, and universal liberty.

## SURRATT AGAIN.

The Conspirator from a 'Political Standpoint." To the Baitor of the Herald:-

While in New York I deem it my duty to state, for the benefit of the political press of this city, that I do not appear as an exponent of party principles. had no idea that the press would regard me for an instat as a party lecturer, and feel themselves bound to take sides for or against me.

After the flattering (?) notices of last Friday and Saturday with which the New York World favored saturday with which the New York World favored me, I visited on Saturday evening a gentleman of this city, a friend of mine, and one who stands high in this political arena. I asked his caudid opinion upon the course which the World had taken in denouncing me so bitterly, when the radical press had been tame in comparison to it. Said he:—"Marble is a personal and infinite friend of mine and Lean saids and and intimate friend of mine, and I can safely that he was led to act as he did through two intimate friend of mine, and I can safely say and defend you or condemn you. He adopted the latter coarse, and for this reason. Had he upheld you the whole radical press would have been down on him. He could not do that, for the Democracy of this city has as much as, if not more than, it can safely carry on its shoulders at present. More than that, said he, drawing his chair closer, "the De mocracy of this city is rotten to the core. In fact," lowering his voice to a whisper, "tis as rotten as damnation. Had they attempted to side with you it might have been the last feather to break the camel's back. So, in denouncing you, it was obliged to place you in the most infamous light possible, in order to give an appearance of justification to its own action," "Do you mean to say," I asked, "that the press regarded me from a politica standpoint?" "I do, most assuredly," he replied I was never more surprised in my life, and it is for this very reason that I take this means of making known to the public that I am neither in the interest of the Democratic, Radical reform, woman's rights nor any other party. I stand upon neutral ground-upon a platform of my own As to whether it is good or bad my friends must be the judges, not my enemies, because I laugh to scorn any of their personal attacks. "Conscious to myself of right, I will not be deterred from the course I choose to follow by the howlings and carpings of

those who would be my friends if they dared.

John H. Surbatt. NEW YORK CITY, Dec. 13, 1870,

-Farming operations in California are being conducted this winter on a very large scale, in consequence of the increased demand for tood supplies in the mining districts of Los Angeles and San Diego. In some of the central valleys the increase of the beet crop for sugar making will be quite extensive. In the southern counties several experiments are to be made in cotton raising, while the breadth of wheat in the same region will be very much greater than last year. The San Francisco press views these signs of prosperity with much satisfaction. -A gentleman residing at Bangor, Me., has

had a very singular experience in chocolate-making. The other morning he built a fire in his cooking-stove, placed a pot of chocolate upon it, and went into the cellar to attend to the furnace. After an absence of a few moments he returned to find that the chocolate had boiled over; that the "grounds" had dried and ignited: that the flames therefrom had set fire to the wall-paper, and that the clothing hauging across the room on a wire rope had been almost entirely consumed.

-A party of hunters who lately penetrated into the interior of a cave on Beaver creek, near Glasgow, Ky., in pursuit of a fox, were rewarded for their trouble by the discovery of an oblong chamber, eighteen feet in length, cut out of the solid rock, containing the crumbling remains of human beings. The Glasgow Times' believes that the cave must have been at one time used by a gang of murderers. "Within a few days past, ' says the Times, 'we have heard of a number of persons—mostly travellers—who many years ago disappeared while in this section of country and were never afterwards heard of. One instance is remembered where a horse and buggy belonging to a traveller from Virginia were found loose upon the road near this cave, and its owner missing and never

-A citizen of Glasgow, Ky., who has had a sad experience with lawyers, recently drew up the following as his last will and testament:— We the undersined pray to the cort or the people of this county giving this to my airs, the airs of John Leming the said parsel of land containing the shop to the airs of my estate wanting the rest of my property to my children after paying my debts.

Pleas find this out for this is bad writing but recollect that I am nervous as you know.

## Attest-WILLIAM LEMING. MATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office.

THE VATICAN, No. 1010 CHESNUT STREET.

Statuary, Bronzes, Clocks, Vases, Pedestals, and elegant articles of taste for the adornment of the parior, dining-room, fibrary, hall, and boudoir, and for bridal presents, purchased in Europe previous to the war at a great sacrifice, and will now be sold, retail, at correspondingly low prices. We invite an inspection at our spacious store and showrooms, up stairs. The price of all articles marked both, can win from her Slavonic and Ottoman in plain sgures. Goods packed an shipped free of the same.

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

At 7 A. M., Mail and Accommodation, via Cam-den and Amboy, and at 3:30 P. M., Accommoda-tion. via Camden and Jersey City. At 2 and 6 P. M., for Amboy and intermediate sta-tions.

At 7 A. M. and 3.30 P. M. for Freehold and Far-At 7 and 10 A. M., 12 M., 2, 8:30, and 5 P. M. for Trenten, BAt 7 and 10 A. M., 12 M., 2, 8-30, 5, 6, 7, and 11-30 P. M. for Bordentown, Florence, Burlington Edgewater. Beverly, Delanco, Riverside, Riverton, and Palmyra.
At 7 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).

\*\*ROM 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 7:80 and 9:45 A. M., 1:20, 3:10, 5:30, 6:45, and 12

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, Euliptown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. Sunday Lines leave at 9 45 A. M., 6 45 P. M., and REOM KENSINGTON DEPOT.

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 Tullytown. At 7 80 and 9 30 A. M., 2 80, 5, and 6 P. M. for

Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction. At 7 A. M., 12'30, 5'15, and 7'30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 9:30 A. M., 12:30, 2:30, 5:15, 6, and 7:30
P. M. for Tacony, Wissineming, Bridesburg, and VIA BELVIDERE DELAWARE RAILROAD.

At 7:30 A. M. for Niagara Falls, Buitato, Dun-kirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. At & P. M. for Lambertville and intermediate stations FROM MARKET STREET PERRY (UPPER SIDE),

VIA NEW JERSEY SOUTHERN RAILEOAD At 11 A. M. for New York, Long Branch, and intermediate places. VIA CANDEN AND BURLINGTON COUNTY RAILROAD. At 6.45 and 11 A. M., 1, 2.30, 3.30, 5, and 6.30 P. M., and on Thursday and Saturday nights at 11.30 P. M. for Merchantsville, Moorestown, Hartford,

Masonville, Hainesport, and Mount Holly, At 6:45 A. M., 2:30 and 6:30 P. M. for Lumberton At 6 45 and 11 A.M., 8 30, 5, and 6 80 P.M. for Smithville, Ewansville, Vincentown, Birmingham, and 6 45 A. M., 1 and 8:39 P. M. for Lewistown, At 648 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horaars-town, Oream Ridge, Imlaystown, Sharon, and

Dec. 12, 1870. WM. H. GATZMER, Agent. DHILADELPHIA, WILMINGTON. AND BAL-

Hightstown.

TIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, NOVEMBER 21, 1870.
Irains 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 Dorohester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

for Baltimere and Washington, stepping 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, Newport, Stanton. Newark, Elkton, North East, Charlestowp, 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-mord and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Bavre-de-Grace, Perry-man's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 1145 A. M. trsin.
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 5:00 P. M. train connects with Belaware Railroad for Harrington and intermediate

Leave Wilmington 6-45 and 8-10 A. M., 2-00, 4-00, and 7-15 P. M. The 8-10 A. M. train will not stop between Chester and Feiladelphia. The 7-15 P. M. train from Wilmington runs Daily; all other accommodation trates Sundays excepted.

Trains leaving Wilmington at 6.45 A. M. and 4.00 7:00 A. M. and 4:30 P. M. trains for Baltimore Cenral Railroad.

From Baltimore to Philadelphia.—Leave Balti-more 7-25 A. M., Way Maii; 9-36 A. M., Express; 2-36 P. M., Express; 7-26 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7-25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark,

Stanton, Newport, Wilmington, Claymont, Lin-On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, leit 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 tickers at this office can have baggage checked at their residence by the Union Transfer Company.

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

H. F. KENNEY, Superintendent.

AN EXPRESS TRAIN in the Afternoon from each end of the route, THE EXPRESS TRAIN

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-

press.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:30 P. M. Express.
The NARRAGANSETTF STEAMSHIP COMPANY'S
Magnificent Steamers "Plymouth Rock" and "Jesse
Hott" Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy

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. E. R., corner Broad street and Wash-

For Port Deposit at 7 A. M. and 4:30 P. M.
For Oxford at 7 A. M., 4:30 P. M., and 7 P. M.
For Oxford Wednesdays and Saturdays only at 2:30 P. M. 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 2 50 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 430 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-

oxford at 6.05 A. M., 10.35 A. M. and 5.20 P. M. Sundays at 5.30 P. M. only.
Chadd's: Fordiat 7.25 A. M., 11.08 A. M., 3.55 P. M., and 6.49 P. M. Sundays 6.49 P. M. only.
Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,
10.2

General Superintendent.

RAILROAD LINES. DHILADELPHIA AND READING RAILROAD

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

TRAINS LEAVE. A. M. TRAINS ARRIVE. A. M. Read'g&Allent'nWay 7:30 Pottstown Accom... 9 15 Harrisb'g&Potts'e Ex 8:15 Read'g & Potts'e Ac.10:20 Phila. & Potts'e Way

Train. ..... 12:30 Harrisb'g&Potts'e Ex 1:00 as folows :-

Harrisb'g&Potts'e Ex 3:30 Train. P. M. From Pottsville....19 35 To Pottsville..... 3'15 From Reading ....

The Sunday trains connect with similar trains on the Perkiomen and Coebrookdale Ratironds. For Downingtown and points on Chester Valley Railroad, take 7:30 a.m., 12:30 noon, and 4 p. m. For Schwenksville and points on Per-kiomen Railroad, take 7:30 a, m. 12:30 noon, and 4 p. m. For Mt. Pleasaut and points on Colebrookdale

Railroad take 7:30 a. m. and 4:00 p. m. N. Y. EXPRESS FOR PITTSBURG AND WEST, Trains leave New York at 9 00 a, m. and 5 00 p. passing Reading at 155 and 1005 p. m., connect-g at Harrisburg with Pennsylvania and Northern entral trains for Chicago, Cincinnati, Pittsburg, saltimore, Williamsport, etc. Sleeping cars accompany these trains through be-

tween Jersey City and Pittsburg without change.
Trains for New York leave Harrisburg at 3 to, 10, and 11:45 a. m., and 2:00 p. m. Additional train leaves New York for Harrisourg 12 o'clock noon. For particulars see Guide Books, which can be ob-

sined at No. 511 Chesnut street, and at all stations, without charge.
Season, School, Mileage, and Commutation Tickets
Season, School, Mileage, and Commutation Tickets No. 227 S. Fourth street, Philadelphia, or G. A. Sicolis, 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.

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, 10:45 p. m. Leave Germantown, 8-15 a. m.; 2, 4-95 f. 0-45 p. m.
Leave Germantown, 8-15 a. m.; 1, 3, 6, 9-45 p. m.
Passengers taking the 6-55, 9 a. m., and 6-80
p. m. trains from Germantown, will make close
connection with the trains for New York at Inter-

Section Station.
CHESNUT HILL RAILEOAD.—Leave at 6, 8, 19, 12 a. m.; 2 20, 2 45, 5 45, 7 9 and 11 p.m. Leave Ches-nut Hill at 7 10, 8, 9 10, 11 40 s. 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 CONSHOROCKEN AND NORRISTOWN.—Leave at

FOR CONSHORIOGERS AND NORRISTOWN.—Leave at 6,728, 9, 1105 a.m.: 130, 3, 4, 5, 530, 645, 895, 10, 1145 p.m. Leave Norristown at 530, 625, 7, 745, 850, 11 a.m.: 130, 3, 430, 645, 8, 930 p.m. On Sandays, leave at 9 a.m.: 230, 4, 730 p.m. Leave Norristown at 7 a.m.: 1, 530, 9 p.m.

FOR MANAYUNE.—Leave at 6, 730, 9, 1195 a.m.: 120, 3, 4, 5, 530, 645, 8, 65, 10, 1148 p.m. 1°30, 3, 4, 5, 5°30, 6°15, 8°05, 10, 11°45 p. m. Leave Manayonk at 6, 6°55, 7°30, 8°10, 9°20, 11°30 a.m.; 2, 3°30, 5, 6°45, 8°30, 10 p. m. On Sundays, leave at 9 a. 90, 6-15, 9-50 р. m. Leave Manayunk at 7-30 а. m.; 30, 6-15, 9-50 р. m. FOR РІУМОЦТИ.—Leave at 5 р. m. Leave Ply-

month at 645 a. m.,
The 745 a. m. train from Norristown will not stop t Magee's, Potts' Landing, Domino, or Schur's Lane. Passengers taking the 7-12, 9-05 a.m., and 6-20 m. traits from Ninth and Green streets will make close connections with the trains for New York at Intersection Station. The S-30 a. m., 12:30 and 5 p. m. trains from New York stop at Intersection Station.

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

kes effect November 21, 1870. Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excapted), as tollows:-7:00 A. M. (Accommodation) for Fort Washing-

At 7-35 A.M. (Express), for Bethlehem, Easton, Al-Att 38 A.a. (Express), for Bethiehem, Easton, Alentown, Manch Chunk, Wilkesbarre, Williamsport, Mishaney City, Hazioton, Pittston, Towanda, Waverley Eimtra, and in connection with the ERIE RAIL WAY 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 Bethlehom, Easton, Al-lentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkestarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Esseg Railreads.

11 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, Kaston,

lentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pitiston, and Haziston. 2:30 P. M. (Accommodation) for Doylestown. At 3 20 P. M. (Bethlehem Accommodation) for Bothlehem, Easton, Allentown, Coplay, and

Mauch Chunk.
4-15 P. M. (Mail) for Doylestown.
5-90 P. M. for Bathlehem, 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 Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM
Bethlehem at 8 55, and 10 25 A. M.; 2 15, 5 05, and

Doylestown at 8-25 A. M., 4-40 and 6-35 P. M. Lansdale at 7-30 A. M. Fort Washington at 9-20 and 11-20 A. M., 3-10 P. M. Abington at 2.35, 6 55, and 9 35 P. M. ON SUNDAYS.
Philadelphia for Bethlehem at 9 30 A.

Phitadelphia for Doylestown at 200 P. M. Doylestown for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 400 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. Elials Chark, Agent,

PHILADELPHIA AND ERIS RAILROAD.
WINTER TIME TABLE.
On and after MONDAY, December 5, 1879, the traits on the Philadelphia and ario Railroad will

MAIL TRAIN leaves Philadelphia Williamsport - 9 40 P. M. - 7 26 A. M. - 7 40 P. M. arrives at Eric KRIE EXP. ESS leaves Philadelphia 12 40 P Williamsport - 8:50 P arrives at Eric ELMILS / MAIL leaves Philacelphia - 933 A. M. Williamsport 633 P. M. arrives at Lock Haven 7'60 P. M.

BASTWARD. MAIL TRAIN leaves Erie - 9 60 A. M. Williamsport - 10 05 P. M. arrives at Palladelphia 6 56 A. N. BRIE EXPRESS leaves Erie - 900 P. M.
Williamsport 825 A. M.
ELMIRA MAIL leaves Lock Haven - 800 A. M.
Williamsport 926 A. M.
Williamsport 926 A. M.

ELMIRA MAIL leaves Lock Haven - 8:00 A. M.

"Williamsport 9:25 A. M.

"arrives at Philadelphia 5:30 P. M.

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

"Milton - 1:50 A. M.

Express, Mail, and Accommodation, cast and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Oreck and Alleghory River Railroad.

WM. A. HALDWIN,

General Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD, CHANGE OF HOURS, OR and after MONDAY, October 3, 1870, trains will run as follows:—
Leave Philadelphia from Depot of P. W. & B. R. R.,
corner of BROAD Street and WASHINGTON Ave-

For Port Deposit at 7 A. M., and 4:30 P. M.
For Oxford at 7 A. M., 4:30 P. M., and 7 P. M.
For Oxford on Saturdays only, at 2:30 P. M.;
For Chadd's Ford and Chester, Creek Railroad, at 7 A. M., 10 A. M., 4:30 P. M. and 7 P. M. Saturdays only, at 2:30 P. M.
Trein leaving Philadelphia at 7 A. M., connects at 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 Chald's Ford Junction with the

P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphis:—
Leave Port Deposit at 9.25 A. M. and 4.25 P. M., on arrival of trains from Baltimore.
Oxford at 6.05 and 10.35 A. M. and 5.30 P. M. Sundays at 5.30 P. M. only.
Chadd's Ford at 7.26 A. M. 11.55 A. M., 3.55 P. M., and 6.49 P. M. Sundays at 6.49 P. M. only.

HENRY WOOD, General Superintendent.

RAILROAD LINES

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, DEC. 4, 1870, The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET 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 Depart

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

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

TRAINS LEAVE DEPOT. Pitisburg Express 8.00 A M. 9.40 A. M. Hadi Accommodation, 10-10 A.M. & 1-10 and 7-10P.M Fast Line
Eric Express
Harrisburg Accommodation 12-40 P. M 2.30 F Lancaster Accommodation . Parkesburg Train Cincinnati Express . 5.30 F Frie Mail and Buffalo Express . . 10:10 P. M. Pacific Express 10:10 P. M.
Way Passenger 11:30 P. M.
Eric Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphis at 10:10 P. M. 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

Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 0.49 A. M. Sunday Train No. 2 leaves Philadelphia at 5.40 P. M.; arrives at Paoli at 7:40 P. M.

Market street

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 DEFOT.

TRAINS ARRIVE AT DRFOT.

Cincinnati Express . 3:10 A. M.
Philadelphia Express . 7:00 A. M.
Erie Mail . 7:00 A. M.
Paoli Accommodat'n, 8:20 A. M. & 3:50 & 6:40 P. M.
Parkesburg Train . 9:00 A. M.
Fast Line and Buffalo Express . 9:50 A. M.
Lancaster Trein . 12:00 Neon Lancaster Train . . . . 12 00 Noon. 5·46 P. M. 5·45 P. M. 3·25 P. M. 5·45 P. M. Erie Express Lock Haven and Elmira Express Hardsburg Accommodation

For further information apply to

JOHN F. VANLEER, JR., Ticket Agent.

No. 901 CHESNUT Street.

FRANCIS FUNK, Ticket Agent.

No. 116 MARKET Street.

SAMUEL H. WALLACE,

Ticket Agent at the Denot 9.40 P. M.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, makes taken by special contract.

whor, unless taken by special contract.
A. J. CASSATT, theneral Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAIL-N ROAD COMPANY, ON AND AFTER MONDAY, October 17, 1879, ON AND AFTER MONDAY, October 17, 1819.
Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:

FROM PHILADELPHIA

For West Chester at 745 and 1129 A. M., 239, 645, and 1120 P. M. Stops at all stations.

For West Chester at 440 P. M. This train stops only at stations between Media and West Chester.

bly at stations between Media and West Chester For B. C. Junction at 4:10 P. M. Stops at all stations. FOR PHILADELPHIA From West Chester at 630 and 1045 A. M., 155,

4.55, and 6.55 P. M. Stops at all stations. From West Chester at 7.55 A. M. This train stops only at stations between West Chester and Media From B. C. Junction at 8.40 A. M. Stops at all stations.
ON SUNDAY-Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and W. C. WHERLER, Superintendent. 10 14

WEST JERSEY BAILROADS; FALL AND WINTER ARRANGEMENT

FAIL AND WINTER ARRANGEMENT,
COMMENCING MONDAY, SEPTEMBER 19, 1876.
Trains will leave Philadeiphia as follows:—From
foot of Market street (upper ferry),
8\*15 A. M., Passenger for Bridgeton, Salem,
Swedesboro, Vinciano, militville, and way stations,
11 45 A. M., Woodbury Accommodation. 3 15 P. M., Passengerfor Cape May, Millvale, and way stations below Glassboro 2:50 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations. 5:50 P. M., Accommodation for Woodbury, Glass-

oro, Clayton, and intermediate stations Freight Train leaves Camden daily, at 12 M. WILLIAM J. SEWELL, Superintendent.

PROPOSALS.

PROPOSALS FOR THE ERECTION OF PUL-OFFICE OF THE COMMISSIONERS FOR THE

EXECTION OF THE PUBLIC BUILDINGS, PHILADELPHIA, Nov. 3, 1870. Proposals will be received at the Onice of the President of the Commission, No. 129 S. SEVENTH Street, until December 31, 1879, for the following materials and labor:— 1. For excavations for cellars, drains, ducts, foundations, etc., per cubic yard.

2. For concrete foundations, per cubic foot.

 For foundation stone, several kinds, laid per perch of twenty-five feet, measured in the walls. 4. For hard bricks per thousand, delivered at Broad and Market street during the year 1871. 5. For undressed granite per cubic foot, specifying the kind. 6. For undressed marble per cubic foot, specify-6. For undressed marcie per cubic toot, spicitying the kind.
7. For rolled from beams (several sizes), per
ilineal yard of given weight.
The Commissioners reserve to themselves the
right to reject any or all of the proposals.
Further information can be obtained by applying
to the President of the Board, or to the Architect,
The Marchine Ir. at its office, No. 295 S. SIX TH.

John McArthur, Jr., at als office, No. 205 S. SIXTH Proposals must be scaled, and will be received until 3 o'clock of the day mentioned, but will not be opened until after the decision of the Court on the

etition for an injunction now pending. By order of the Commission.

IOHN RICE, President. CHAS. R. ROBERTS, SCCretary.

STOVES, RANGES, ETO.

THE AMERICAN STOVE AND HOLLOWWARE COMPANY, PHILADELPHIA,

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

OFFICE, 209 North Second Street. FRANKLIN LAWRENCE, Superintendent, EDMUND B. SMITH, Treasurer.

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

ROOFING.

R E A D Y R O O F I N G.can be applied to STEEP OR FLAT ROOFS at one-half the expense of tin. It is readly put or old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and ferniture 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 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, Bon-Dust, Rtc. Large and small GUNNY BAGS constantly hand. Also, WOOL SACES.

JOHN FARNUM & CO., COMMISSION MER. Cutters a chants and Manufacturers of Concestors, Ticking, etc.

AUD FION SALES, M THOMAS & SONS, AUCTIONEERS, NOS.

SALE OF REAL ESTATE, STOCKS, ETC. On Tuesday, Dec. 20, at 12 o'clock, noon, at the Exchange, will include—
GOOD STREET, west of JOHNSON, Twenty-secon t war-Frame Dwelling. Ninetkenth Street (South), No. 902-Handsom

WALLACE STREET, No. 1611-Handsome Resince, with stable and coach house, two fronts. HUNTINGDON Street, east of SEPVIVA-Two Brick CHESNUT STREET, No. 3244 Marble Front Rest-THIRD and CANAL STREETS, S. E. corner-Tavera

and Dwelling.
THIRD STREET AND FRANKLIN AVENUE, S. W. COPPET Tavern and Dweiling.
CHEVY CHASE and LOWNES' LANES, Trenty-sixth ward-Lot, 6 scres. Eighth Street (North), No. 318—Valuable Lot and Building. Wood, No. 802—Two-story Brick Dwelling.

WOOD STREET, No. 809 Rear of Brick Dwelling. SECOND and JEFFERSON-N. W. corner-Eight tores and Dwellings. WALLAGE STREET, No. 2200 Modern Dwelling. KLEVENTH (South), No. 206—Brick Livery Stable, PINE STREET, No. 2201—Destrable Brick Dwelling, PARRISH, No. 2206—Genteel Dwelling. PARISH, NO. 2005 - General Dwelling.
SPRUCE STREET, NO. 412 - Desirable Dwelling.
MONTROSE STREET, NO. 1909 - Brick Dwelling.
ELLSWORTH STREET, NO. 1510 - Store and Dwelling. SCHUYLKILL COUNTY, Rush Township-1-16 Interest in Coal Land. MARRIOTT STREET, Nos. 827 and 829-Ten Brick Ninth Street, No. 1007—Store and Dwelling.

SHARPNACK STEERT, Germantown—Eight Frame Owellings and Lots of Ground. LAPAYETTE STREET, Germantown - Two Brick Wellings. BUTLER STREET, Twenty-fifth Ward-Lot. GROUND RENTS -\$21, \$24, and \$36 a year (silver). STOCKS.

Peremptory Sale.
For account of whom it may concern. 356,000 Predericksburg and Gordonsville Rudroad Company's Bonds, For other accounts.

24 shares Provident Life and Trust Co. 100 shares American Sewing Machine Co. 7 shares Consolidation National Bank. 54 shares First National Bank of Camden, N. J. 100 shares Central National Bank 50 shares Northern Liberties Gas Co. 112 16 3t 5 shares Union Railroad and Transportation. 1 share Philadelphia and Southern Mail Steamship

B. SCOTT, JR., AUCTIONBER. GREAT CHRISTMAS ART SALE. MR. C. F. HASELTINE will sell at his gatheries No. 125 CHESNUT Street, on the evenings of MONDAY and WEDNESDAY, December 19 and 21, his entire collection of OIL PAINTINGS, comprising some of the most Valuable Paintings ever offered in Philadelphia, being perhaps his finest sale.

will be on exhibition on and after WED NESDAY B SCOTT, Jr., will officiate as Auctioneer. The collection will contain choice works by the ollowing artists:

P. C. Compte, Vibert, Herbathoner, Boulanger, De Nittis, Jordan, Meyerhetm, W. T. Richards, Ad. Weber, Kuwasseg fils, Duvieux, Verboeckhoven Lovenx. Hofer, Robie, Sistere. Brillouin, O. Achenbach, Amberg Meyer von Bre-Trayer, Landelle, men Castan, Triebel.

To be followed by a SALE OF FRAMED ENGRAVINGS, CHROMOS, PLAIN AND COLORED PHOTOGRAPHS, being the entire stock on the first floor of his esta-blishment unsold up to the time of the sale, which will be on THURSDAY and FRIDAY EYEN-INGS, December 22 and 23, commencing each evening at 7% o'clock.
Galleries open every evening until after the sale. This sale will not interfere with Mr. Haseltine's regular retail sales of his immense stock, which he

is offering at greatly reduced rates. THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 1107 Sansom street.

MINERALS, SHELLS, AND CURIOSITIES.

On Monday, 19th instant, at S o'clock P. M., at the auction store, No. 111e Chesput street, will be sold a collec-tion of curiosities, minerals, shells, corals, etc. Catalogues will be ready on Saturday. 12 16 2t

DUNTING, DURBOROW & CO., AUCTIONEERS Nos. 232 and 284 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EURO PEAN DRY GOODS. On Monday Morning. December 19, at 19 o'clock, on four months' cre-

SALE OF 2000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, ETC., On Tuesday Morning December 20, at 10 o'clock, on four months' cre-

LARGE SALE OF BRITISH, FRENCH, GERMAN.
AND DOMESTIC DRY GOODS.
On Thursday Morning, [12 16 5t] December 22, at 10 o'clock, on four months' credit. MARTIN BROTHERS, AUGTIONEERS.

SALE TO LOTS BLEGANT HOLIDAY GOODS, IN LOTS TO SUIT, On Saturday Morning, At 10% o'clock, at the auction rooms, No. 704 Chesnut street.

GENUINE BUSSIAN AND ITUDSON BAY SABLE SETS, ROYAL ERMINE SETS, MINKS, BROWN AND BLACK BEAR ROBES, ETC.
On Wednesday Morning, On Wednesday Morning,
Dec. 21, at 10), o'clock, at the suction rooms, No.
704 Chesnut street, by catalogue, the linest stock of
furs ever offered in this city, embracing 200 lots elegant furs and robes; genuine Russian and Hudson
Bay sable sets; royal ermine sets; fine Hudson Bay
sable sets; French ermine sets; Grebe sets; chinchila, Siberian squirrei, Astrachas, Alaska mink

sables, German fifth, etc. FINE LAP ROBES, Also, 10 fine brown and black bear robes and Huden Bay wolf robes, handsomely trimmed. Every lot will be guaranteed.

Will be on exhibition on Tuesday. FINE COLLECTION MODERN OIL PAINTINGS,
By prominent American and Foreign Artists.
AT AUCTION,
At the Salesmons, No. 704 Chesnut street,
A CHOICE COLLECTION OF

FINE OIL PAINTINGS.
Embracing Landscapes, Marines, Cattle, Game, Groups, Figures, and Scriptural Pieces, by Artists of acknowledged ability,
The entire collection will be sold without reserve.
Will be on exhibition two days previous to the

BY BARRITT & CO., AUCTIONEBRS.

No. 220 MARKET Street, corper of Bank street.

Cash advanced on consignments without extra

CONCERT HALL AUCTION ROOMS, No. 1919
CHESNUT Street.
T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Rooms.

No. 1219 Chesnut street, every Monday and Thurs-For particulars see "Public Ledger." N. B .- A superior class of furniture at private sale

CITY BAZAAR AND TATTERSALL'S,
No. 1126 RACE Street.
Regular Auction Sale of Horses. Wagons, Harness, Etc., every Thursday, commencing at 10 o'clock A. M. No postponement on account of the weather. Gentlemen's private establishments disposed

at public or private sale to the best advantage, and a general assortment of Holses, Carriages, Har-ness, Etc., to suit the need of all classes of pur-chasers, constantly on hand. Carriages taken on Storage.

Carriages taken on Storage.

Superior Stabling for Horses on sale or at livery.

Superior Stabling for Horses on sale or at livery.

Superior Stabling for Horses, Carriages, and
Liberal advances made on Horses, Carriages, and

Harness.

DOYLE & NICHOLS,

Anctioneers.

COTTON AND WOOL FINISHING MA-Chines Ehouss, Broshing, Napping and Pulling, Lapping and Measuring Mactines, Iron Temples, New Cutters and Ledgers, and repairs a spacialty.

687 m . 17 South KIGHTERNTH Street.