## THE NEW EMPIRE.

The New German Band and its Constitution. The Berlin correspondent of the London Times gives the following analysis of the Constitution of the new German Empire: -The Constitution of the North German Confederacy, as well as that of the German Confederacy by which it is about to be superseded, claims military and naval affairs, as well criminal and commercial law, tariff, excise, and some minor subjects as the domain of the Central Government and Parliament. To these the remodelled Constitution adds legislation on the right of forming private socie-ties and on the liberty of the press -an extension which is sure to be further incressed, as, indeed, the limits of this jurisdiction have never been very anxiously observed by the Federal bodies politic. The Government of the Confederacy is carried on by a Federal Council, formed by the representatives of the various sovereigns. In voting upon the measures proposed by any of them, each representative is accorded a number of votes, supposed to be proportionate to the size and importance of the State he sits for. While Hamburg, for instance, has one vote, Brunswick has two, Saxony four, and Prussia seventeen. In the Federal Council, as it existed up to the present war, there were 48 votes altogether, of which Prussia herself, possessing nearly half, could always count upon so many more as made her practically paramount in the assembly. In the new Council, as it will be after the entry of the Southern States, though the number of votes is increased by fifteen, Prussia retains only her former number, and accordingly has her influence proportionately weakened. Bavaria possessing six votes, Wurtemberg four, Saxony four, and Hesse three, will together have as many votes as the presiding power of the Confederacy, and by a coalition be always able to neutralize their principal colleague. If this arrangement seems to bear an ominous resemblance to the old Bund, in which the various German States so effectually neutralized each other all that long time from 1815 to 1866, it ought to be remembered that Prussia at present is the only real power in the Confederacy, while formerly there were two - Prussia and Austria - each equally strong and equally likely to draw a number of minor States after it. Without an hereditary rival to combat her every action, Prussia's ascendancy will be very great in an assembly of minor States, even though the influence constitutionally assigned her may be comparatively small.

To secure, however, the main points of unity against even the possibility of a change in the wrong direction, Prussia retains the right she already possesses of vetoing any modification of the military and naval arrangements, and, which is a remarkable progress, acquires the same right with regard to the tariff and excise. This renders her mistress of the Federal finances, and, together with her command over the army, is sure to weld the various States together into a solid whole. By way of counter-concession to the Southern States, she has voluntarily divested herself of her present privilege of declaring war in the name of the Confederacy without the sanction of the Federal Council. Except in case of attack by a foreign foe, when she may act without consulting her allies, declarations of war in future will proceed not from Prussia, but from the Council that represents the Deutscher Bund. Two more important concessions have to be recorded. Threefourths of the voters of the Federal Council. instead of two-thirds, as hitherto, will be required for any alteration in the Constitution -a provision which, as every coming change is sure to strengthen unity at the expense of the local Governments, is clearly in favor of the minor dynasties. Again, in each of the special committees of the Federal Council, which have to prepare the laws and superintend the different branches of the administration, four minor States, instead of two, as formerly, will be represented in addition to Prussia. Other points are of minor importance. Baden, Bayaria, and most probably, also, Wurtemberg, as they retain the legislation on the beer and spirit excise-a matter of the greatest moment to the Southern exchequers, which rely principally upon the creature wants pally of the subject-will not vote on these points in the Federal Council. A privileged position has been accorded to Bavaria in military matters, which leaves her the exclusive organization and direction of her own army in time of peace; Wertemburg, it seems, secures the less considerable exception made in favor of Saxony some time ago, and conforming to the Federal laws in all that concerns organization, retains the direction of her troops in time of peace; but the opposite policy is followed by Baden, who, not satisfied with the diminution of her military sovereignty decreed by the Federal charter, has concluded a special treaty with this Government, in which she renounces even the financial portion of her military business, as well as the right to appoint officers, and some other points of secondary importance constitutionally left to the local governments. The Baden army simply becomes embodied with the Prussian, as have so many of the other Federal States. By the way, these different gradations in the way in which they give up their armies to be commanded and employed by Prussia curiously reflects the degree of importance belonging to each minor sovereign. Proud Bavaria only consents to keep a certain number of troops and place them at Prussia's disposal in war; Saxony and Wurtemberg go a step further, and, while promising succor in war, accept the Prussian organization; Hesse, Branswick, and a few other States, adhering to the letter of the Federal laws, claim the privilege of appointing the greater part of their officers, and of provisioning, clothing, equipping, and paying their forces, who in every other respect are Prussians, while most minor States have not thought it worth their while to preserve these scanty rights constitutionally left them, but, ceding to Prussia a proportionate amount of their share in the Zollverein revenue, have entirely banded over their couple of regiments to the Berlin Government. To conclude, Southern Hesse will send 6, Baden 14 members to the Federal Parliament, whose total is thus swelled to 317. The exact number of the Wurtemberg and Bavarian Depu-

-The Congressional doughbeads who voted against the resolution to report a bill for the repeal of the odious income tax ought to be sent back to their constituents and committed to the nearest lunatic asylum for wilful idiocy. They've got the one idea in their noddles that the country will go to smash it so much of the general revenue is withdrawn, and it seems a hopeless task to attempt to dislodge it.

ties is still unknown.

-Governor Arny, of New Mexico, has brought very many valuable specimens of the product of that Territory to the East. He gives the follow-ing as the Indian ceusus of that region:—Paeblo (civilized) Indians, men, 2502; Pueble women and children, 5056; total, 7648. Wild Indians of all tribes, 14,349. Of these the males number 4278, and the latter are divided among the tribes as follows: -- Utes, three bands, 441; Apaches seven bands, 1237; Navajoes, one band, 2600.

SOME THINGS THAT MIGHT BE | CHANGED.

From the N. Y. World.

Nothing could well be in a more senseless and higgledy-piggledy condition than the calendar of the Federal Government. The terms of the President and members of Congress begin on the 4th of March, but the regular annual sessions open on the first Monday in December. The financial year commences in July, the legislative year in December, and the political year in March. Congress meets at the beginning of December, and after a dawdling, do-nothing session of two or three weeks, it adjourns over till January, when the business of the session really commences. There is at present a law requiring each new Congress to meet and organize on the 4th of March, although the election of members from several States is strong along through the ensuing spring and summer months. This straggling confusion has not heretofore worked any great practical inconvenience; but it is of late years becoming important, and the time approaches when it ought to be rectified.

The meeting of Congress on the first Monday in December, though its business does not really commence until the second week in January, is a practical absurdity which admits of an easy remedy. The only date specified in the Federal Constitution is that given for the annual meeting of Congress; but that is not so fixed as to preclude change. This is the language: -

"The Congress shall assemble at least once in every year, and such meeting shall be on the first Monday in December, unless they shall by law ap-point a different day."

As Congress has authority to fix any other day, it ought to do away with the humbug of beginning the session five weeks in advance of any serious business. For the first half century the assembling of Congress in December was not a preliminary sham. Before the era of railroads, when Washington could be reached only by a slow and tedious jour-ney in stage coaches, the members, once assembled, could not easily flit off on pleasure excursions, and legislative business proceeded in regular train from the opening of the session. But those days are past never to return. With the growth of wealth the customs of our people are becoming more fes-tive, and rapid transit and free passes on the railroads make the temptation irresistible for members to participate in the hilarity of the holidays. In England, Parliament conforms to holiday customs and does not begin its regular annual session until February, the holiday festivities continuing in great English houses through the greater part of January. If our Congress would change by law its annual meeting to the second or third week of the new year, nothing would be lost to the public business, and members could spend the holidays at their homes without the trouble of an idle and profitless journey to Washington.

To such a change there is but one valid objection. The second session of each Congress terminates on the 4th of March; and if it did not commence until the middle of January, there would be only six weeks for the business of the session. But as six or seven weeks are all that are given to business now, the change would make no real difference. We would accompany this change with another, namely, removing the absurdity of beginning the political year on the 4th of March. The political year ought to begin with the annual sessions of Congress. Wherever the political year has been arranged with intelligent foresight, regular legislative sessions start with the inauguration of the executive and the commencement of the terms of the members. In the State of New York, the Governor is inducted into office on the 1st of January; the sessions of the Legislature begin at the same date, each new Legislature commencing its business precisely when the terms of the old members expire. The Federal Calendar is an absurd muddle, because intelligence and foresight did not preside over its adoption. The Constitution left it to chance; and chance is the parent of confusion. When the Federal Constitution was formed, it was the wish of its framers that it should go into operation as soon as possible after its ratification by the requisite number of States. But nobody could foresee at what dates the ratifications would be given. The Constitution therefore fixed no date when the new government should be organixed. This was left to the discretion of the old Congress of the Confederation. The necessary ratifications were completed about midsummer, 1788, and in September of that year, the old Congress, having received the certificates, took steps for setting the new government in motion at the earliest convenient date. It provided for the choice of Presidential electors in January, their meeting and voting in February, and the organization of the new government on the first Wednesday of March, which happened to be the 4th. The beginning of our political year was thus fixed for the 4th of March, without any other reason than temporary convenience. But having been thus accidentally begun, it cannot be changed without an amendment of the Constitution. The Constitution positively makes the term of the President four, and of members of Congress two years. As they originally began on the 4th of March, they must necessarily terminate Lt that date. The incongruity ought to be remedied by an amendment of the Censtitution fixing the beginning of the political year some time in January, and requiring the regular sessions of Congress to commence at the same time. The only inconvenience that would result would be the shortening of the terms of one set of Congressmen and one President by six or seven weeks. The convenience that would be gained is manifest. Every second session of Congress, instead of being cut short, as now, by the 4th of March, might run on as far into the spring or summer as the necessities of legislation should render expedient. There is at present a law requiring each new Congress to organize on the 4th of March. But it organizes merely to disperse, requiring new members to make long journeys from the Pacific coast and other distant points merely to be sworn in, their heavy travelling expenses being of course paid by the Government. And yet some of the States are not represented at all at that date; their elections of Congressmen having been arranged with reference to the regular annual meeting in December. With the beginning of the political year in January, Congress should pass a law fixing a uniform time for the elec-

each session. We believe the change here indicated must ultimately be made; but probably the time has not yet come for an earnest consideration

tion of its members; insuring a representa-

tion from all the States at the beginning of

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy sinches, with Paulins, Belting, Sail Twins, etc.

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

1230 CHESNUT STREET. 1230

LADIES' FANCY FURS

he most costly FURS at the most moderate prices

CHARLES LEWISSON FURRIER.

No. 1230 CHESNUT STREET. RUSSIAN SABLES. HUDSON BAY SABLES, CANADA MINK SABLES, FINE ROYAL ERMINE. BUENOS AYRES CHINCHILLA. BLACK AND WHITE ASTRAKHAN.

GRESE, SEAL, SQUIRREL, And every known FUR in every variety of style made and finished i the most superior manner.

A NOVELTY!-LE GANT MEFF. SLEIGH ROBES AND GENTS' FURS! LADIES' FOOT MUFFS AND GLOVES!

## CHRISTMAS GIFTS. FURS! FURS!! FURS!!!

HENRY RASKE. HAVING REMOVED TO

NO. 830 ARCH STREET, Now offers great inducements in

Ladies' and Children's Fancy Furs,

IN A GREAT VARIETY OF STYLES, AT HALF THE USUAL PRICES!
THERE IS NO HUMBUG ABOUT IT!
CALL AND EXAMINE FOR YOURSELVES!
ALL GOODS WARRANTED AS REPRESENTED OR THE MONEY REFUNDED.

OLD FURS CLEANED, REPAIRED, AND ALTERED TO THE LATEST STYLES.

## HENRY RASKE,

12 15thstutf No. 830 ARCH Street. RAILROAD LINES.

NORTH 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
Takes effect December 19, 1870.

Takes effect December 19, 1870. Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:7-00 A. M. (Accommodation) for Fort Washing-

At 7.35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahanoy City, Hazleton, Pittston, Towanda. Waverley Elmira, and in connection with the ERIE BAIL WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points

n the Great West
8 28 A. M. (Accommodation) for Doylestown.
9 48 A. M. (Express) for Bethlehem, Easton, Allentown, Mauen Chunk, Williamsport, Mahanoy
City, Wilkesbarre, Pittston, Scranton, Hackettztown, Schooley's Mountain, and N. J. Central and Morris and Essez Railreads.

11 A. M. (Accommodation) for Fort Washington 1-15 and 5-20 and 8-16 P. M., for Abington. 1-46 P. M. (Express) for Bethlehem, Easton, Al-entown, Mauch Chunk, Mahanoy City, Wilkeslentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.
2:30 P. M. (Accommodation) for Doylestown.
At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, and Coplay.

4-16 P. M. (Mail) for Doylestown.
6-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. mmodation) for Langdale

11:80 P. M. (Accommodation) for Fort Washing-The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot. TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and 8 26 P. M. Doylestown at 8-25 A. M., 4-40 and 6-35 P. M. Lansdale at 7-30 A. M. Fort Washington at 9-20 and 11-20 A. M., 3-10 P. M.

Abington at 238, 5 58, and 9 35 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Loylestown at 200 P. M. Doylestown for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 4:00 P. M.
Tickets sold and baggage checked through to
principal points at Mann's North Pennsylvania
Baggage Express Office, No. 106 S. Fifth street.
Dec. 19, 1870.
ELMS OLARK, Agent.

PHILADELPHIA AND ERIE RAILROAD.
WINTER TIME TABLE.
On and after MONDAY, December 6, 1870, the
trail to a the Philadelphia and Eric Railroad will

MAIL TRAIN leaves Philadelphia ... Williamsport . ERIE EXP. ESS leaves Philadelphia 12 40 P. M.
Williamsport 8:60 P. M.
Williamsport 8:60 P. M.
arrives at Erie 740 A. M.
arrives at Erie 740 A. M. ELBURY MAIL leaves Philacelphta - 9:39 A. M.

"Williamsport 6:35 P. M.

arrives at Lock Haven 7:56 P. M. leaves Erie 10 06 P. M. arrives at Philadelphia 6 50 A. M. 900 P. M. 845 A. M. BASTWARD. MAIL TRAIN leaves Brie . . . 9 60 A. M. Williamsport . 10 06 P. M. ERIE EXPRESS leaves Erie - Williamsport Williamsport 8-25 A. M. arrives at Philadelphia 8-30 P. M.

ELMIRA MAIL leaves Lock Haven - 800 A. M.
Williamsport 926 A. M.
arrives at Philadelphia 530 P. M.
BUFFALO EXP. leaves Williamsport 1236 A. M. " Mitton - 1 60 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. THE PULLADELPHIA AND BALTIMORE CEN-TRAL RAILHOAD. CHANGE OF HOURS. On and after MONDAY, October 3, 1870, trains ill run as follows:--Leave Philadelphia from Depot of P. W. & B. R. R., corner of EROAD Street and WASHINGTON Ave-

For Port Deposit at 7 A. M. and 4:30 P. M. For Port Deposit at 7 A. M., and 4-30 P. M.
For Oxford at 7 A. M., 4-30 P. M., and 7 P. M.
For Oxford on Saturdays only, at 2-30 P. M.
For Chadd's Ford and Chester Creek Railroad, at 7 A. M., 10 A. M., 4-30 P. M. and 7 P. M. Saturdays only, at 2-30 P. M.
Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Ballimore,
Trains leaving Philadelphia at 10 A. M. and 4-30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Kallroad.

P. M. cossect at Chadd's Ford Junction with the Wilmington and Reading Hallroad.

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

HENRY WOOD, General Superinten tent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD,—CHANGE OF HOURS.
On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington 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 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. Wednes 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. confect 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 % A. M., 10 % A. M. and 5 % P. M. Oxford at 606 A. M., 1006 A. M., 255 P. M., Sundays at 530 P. M., only.
Chadd's Fordiat 726 A. M., 1158 A. M., 355 P. M., and 649 P. M. Sundays 649 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 server. HENRY WOOD,

RAILROAD LINES.

DHILADELPHIA AND READING BAILROAD Depot, THIRTEENTH and CALLOWHILL Strepts. Until further notice trains will Leave and Arrive as folows :--

TRAINS LEAVE. A. M. TRAINS ARRIVE. A. M. Read'g & Allent'n Way 7'39 Pottstown accom. 9 15 Harrisb'g & Potts'e Kx S'15 Read'g & Potts'e Ac. 10'90 Phila. & Potts'e Way Train. 12'30 Pottstown Accommo. 4'00 Read'g & Potts'e Kx 3'30 Pottstown Accommo. 4'00 Read'g & Potts'e Ac. 4'45 Harrisbg & Otts'e Ex 7'00 Harrisbg. Pottsville, on Sundays. A. M. To Reading. S'00 ON SUNDAYS. A. M. From Pottsville. 12'85 Prom Reading. 7'25 The Sunday trains connect with similar trains on

The Sunday trains connect with similar trains on the Persiomen and Colebrookdale Railroads.

For Downingtown and points on Chester Valley Railroad, take 7.20 a m., 12.80 noon, and 4 p. m.

For Schwenksville and points on Persiomen Railroad, take 7.20 a m., 12.80 noon, and 4 p. m.

road, take 730 a. m. 1230 noon, and 4 p. m.
For Mt. Pleasaut and points on Colebrookdale
Railroad take 730 a. m. and 400 p. m.
N. Y. EXPRESS FOR PITTSBURG AND WEST.

N. Y. EXPRESS FOR PITTSBURG AND Whol.
Trains leave New York at 9:00 a. m. and 5:00 b.
m., passing keading at 1:55 and 10:05 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.
Sleeping cars accompany these trains through be tween Jersey City and Pittsburg without change. tween Jersey City and Pittsburg without change.
Trains for New York leave Harrisburg at 3:10,
8:10, and 11:45 a, m., and 2:50 p, m.
Additional train leaves New York for Harrisburg

at 12 o'clock noon. For particulars see Guide Books, which can be obed at No. 811 Chesnut street, and at all stations. without charge. Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolis, General Superintendent, Reading, STREET CARS.—The Thirteenth and Fifteenth, and

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,

Race and Vine streets, connecting with other lines

GERMANTOWN 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, 230, 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, 8:20, 9, 9½, 10, 11, 12 a. M.; 1, 2, 3, 3:50, 4, 4:45, 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 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.; 1, 3, 6, 9:45 p. m.

Passengers taking the 6:55, 9 a. m., and 6:30 p. m. trains from Germantown, will make close connection with the trains for New York at Intersection Station.

section Station. CHESNUT HILL RAILROAD .- Leave at 6, 8, 19, 12 A. m.; 2 30, 2 45, 5 45, 7, 9 and 11 p. m. Leave at 6, 8, 10, 12 a. m.; 2 30, 145, 5 45, 7, 9 and 11 p. m. Leave Chesnut Hill at 7 10, 8, 9 10, 11 40 a. m.; 1 40, 3 40, 5 40, 6 40, 8 40, 10 40 p. m. On Sundays, leave 9 15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7 50 a. m.; 12 40, 5 40, 9 25 p. m.

FOR CONSHORDEREN AND NORBISTOWN.—Leave at 7 750 0, 11 50 a. m.; 12 2 40, 5 40, 11 50 a. m.; 12 2 40, 5 40, 9 25 p. m. 6, 750, 9, 1105 a. m.; 130, 3, 4, 5, 530, 645 805, 19, 1145 p.m. Leave Norristown at 530, 625 7, 745,

11:45 p.m. Leave Norristown at 5:30, 6:25.7, 7:45, 8:59, 11 a.m.; 1:30, 3, 4:30, 6:15, 8, 9:30 p.m. On Sundays, leave at 9 a.m.; 2:30, 4, 7:30 p.m. Leave Norristown at 7 a.m.; 1, 5:30, 9 p.m.

FOR MANAYUNE.—Leave at 6, 7:30, 9, 11:05 a.m.; 1:30, 3, 4, 5, 5:30, 6:15, 8:05, 10, 11:45 p.m. Leave Manayunk at 6, 6:55, 7:20, 8:10, 9:20, 11:30 a.m.; 2, 3:30, 5, 6:45, 8:20, 10 p.m. On Sundays, leave at 9 a.m.; 1:30, 4:17:30 p.m. Leave Manayunk at 7:30 a.m.; 1:30, 6:15, 9:30 p.m.

FOR PLYMOUTH.—Leave at 6 a.m. and 5 p.m. Leave Plymouth at 6:20 a.m. and 2:30 p. 44.

Leave Plymouth at 6 20 a. m. and 2 30 p. 46.

The 7 45 a. m. train rom 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. traits 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.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, DEC. 4, 1870. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving. Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

Depot.
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 depot. Orders let at No. 901 Chesnut street, or No. 116 Market street,

will receive attention. TRAINS LEAVE DEPOT. Pittsburg Express Mail Train
Lock Haven and Elmira Express . 9:40 A. M.
Paoli Accommodation, 10:10 A. M. & 1:10 and 7:10 P. M.
. 12:40 P. M. Fast Line Eric Express Harrisburg Accommodation 12:40 P. M. 2:30 P. M. 4:10 P. M. Lancaster Accommodation . Parkesburg Train Cincinnati Express . Brie Mail and Buffalo Express . . 8.00 P. M. 9.50 P. M. 10.10 P. M. 11.30 P. M. Pacific Express . . Way Passenger

Eric Mail leaves daily, running on Saturday night to Williamsport only. On Sun lay night passengers will leave Philadelphia at 10·10 P. M.

Cincinnati and Pacinc Express leaves daily, All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Market street.

Sunday Train No. 1 leaves Philadelphia at 8:40
A. M.; arrives at Paoli at 9:40 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

Train No. 2 leaves Factor

Philadelphia at 6 20.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express . 3 10 A. M.

Philadelphia Express . 7 to A. M.

Pric Mail . 7 to A. M.

Paoli Accommodat'n, 8-20 A. M. & 3-50 & 6-40 P. M.

Parkesburg Train . 9-00 A. M.

Parkesburg Train . 9 to A. M. Lancaster Train . . Erie Express Lock Haven and Elimira Express 6.45 P. M. 6.45 P. M. 3.25 P. M. Lock Haven and Elmira Express
Pacific Express
Southern Express
Southern Express
Harrisburg Accommodation
For jurther information apply to
JOHN F. VANLEER, Ju., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Papersylvania Ralicoad Company will no

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

General Superintendent. Altoona, Pa.

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS and FOUNDERS, having for many years been it successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, from Boilers, Water Tanks, 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 prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, sorew Outting, and all other work connected with the above business.

Drawings and specifications for all work done the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-toom for

ranteed.

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,

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GIRARD TUBE WORKS AND IRON CO.

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

INSURANCE COMPANY

NORTH AMERICA. JANUARY 1, 1870, Incorporated 1794, Charter Perpetual. Losses paid, 1969......\$1,055,386'84 STATEMENT OF THE ASSETS. First Mortgages on City Property...... \$766,450 United States Government and other Loan 

Accrued Interest.
Premiums in course of transmission.....
Unsettled Marine Premiums..... Real Estate, Office of Company, Philadelphia.... DIRECTORS. Arthur G. Coffin, Samuel W. Jones, John A. Brown, Francis R. Cope, Edward H. Trotter, Edward S. Clarke, Charles Taylor, T. Charlton Henry, Alfred D. Jessup, Louis C. Madeira, Charles W. Cushman, Clement A. Griscom, William Brockie. Ambrose White, William Welsh, S. Morris Waln, George L. Harrison, William Brockle.

ARTHUR G. COFFIN, President,
CHARLES PLATT, Vice-President.

381,944

1829. CHARTER PERPETUAL. 1870. Franklin Fire Insurance Company OF PHILADELPHIA.

C. H. REEVES, Assistant Secretary.

Office, Nos. 435 and 437 CHESNUT St. Assets Aug. 1, '70 \$3,009,888'24

INCOME FOR 1870, LOSSES PAID IN 1869. \$310,000. \$144,00842. Losses paid since 1829 over \$5.500,000

Perpetual and Temporary Policies on Libera: The Company also issues policies upon the Rents of all kinds of Buildings, Ground Reuts, and Mor-The "FRANKLIN" has no DISPUTED CLAIM.

DIRECTORS. Alfred Fitler, Thomas Sparks, William & Grant, Thomas S. Eitls, Alfred G. Baker, Samuel Grant George W. Richards, ALFRED G. BAKER, President. JAMES W. McALLISTER, Secretary. # (219 THEODORE M. REGER, Assistant Secretary.

FIRE ASSOCIATION INCORPORATED MARCH 17, 1820. OFFICE, No. 34 NORTH FIFTH STREET,

INSURE BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY From Loss by fire (in the City of Philadelphia only) ASSETS, JANUARY 1, 1570, 81,572,734

TRUSTEES. William H. Hamilton, Charles P. Bower, John Carrow, George I. Young, Jesse Lightfoot, Robert Shoemaker Peter Armbruster, M. H. Dickinson, Lyndall, Levi P. Coats, Samuel Sparhawk

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THE PENNSYLVANIA FIRE INSURANCE COMPANY.
Incorporated 1825—Charter Perpetual. No. 510 WALNUT Street, opposite Independence

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Sarpins Fund is invested in the most careful manner, which enables them to offer to the insured an undoubted secu

DIRECTORS. Daniel Smith, Jr., Isaac Haziehurst, Thomas Robins, Thomas Smith, Henry Lewis, J. Gillingham Fell, Daniel Haddock, Franklin A. Comiy. DANIEL SMITH, Js., President. WM. G. CROWELL, Secretary.

THE ENTERPRISE INSURANCE CO. OF
PHILADELPHIA.
OMCC S. W. COT. FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ICSUED. F. Ratchford Starr,
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John M. Atwood,
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George H. Stuart,
John M. Brown
James M. Montgomer
James M. Alertsen John H. Brown,
F. RATCHFORD STARP, President.
THOMAS H. MONTGOMERY, Vice-President,
ALEX. W. WISTER, Secretary.
JACOB E. PETERSON, Assistant Secretary.

FAME INSURANCE COMPANY No. 809 CHESNUT Street.

INCORPORATED 1856. CHARTER PERPETUAL. CAPITAL \$200,000. FIRE INSURANCE EXCLUSIVELY. Insurance against Loss or Damage by Fire either by Perpetual or Temporary Policies.

DIRECTORS. Robert Pearce,
John Kessler, Jr.,
Edward B. Orne,
Charles Stokes.
John W. Everman, Charles Richardson, William H. Rhawn, William M. Seyfert, John F. Smith, George A. West,
George A. West,
CHARLES RICHARDSON, President.
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IMPERIAL FIRE INSURANCE CO., LONDON. ESTABLISHED 1808. Paid-up Capital and Accumulated Funds,

#8,000,000 IN GOLD. PREVOST & HERRING, Agents, No. 107 S. THIRD Street, Philadelphia. OHAS. M. PREVORF CHAS. P. HERRING OUTLERY, ETC.

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. MADEIRA'S, proved construction, at No. 115 TENTH Street below Chesnut.

EASTON & MCMAHON,

BHIPPING 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-lugs farnished at the shortest
Lotics,

ABO FION SALES, M THOMAS & SONS, AUCTIONBERS, NOS

HOLIDAY BOOKS,
CARD.—Bookisales every afternoon during this
18 19 5t week at 3 o'clock, HANTSOME RESIDENCE AND ELEGANT PUR-NITURE, I ANDSOME MIRR IR, SATIN AND LACE CUI TAINS, AUBUSSON AND WILTON CARPET\*, RICH CUT GLASSWARE, FINE FRENCH CHINA, CUT GLASS CHANNE-LIERS ETC.

LIERS, ETC.

Dec. 28, at 10 o'clock, at No. 1985 Spruce street, N. E. corner of Twentieth street, the educe furniture, Previous to the sale of furniture, will be sold the modern four-story residence. Lot, 22 feet 9 inches front by 50 feet. Immediate possession.

Catalogues now ready.

12 21 2t Catalogues now ready.

The MAS BIRCH & SON, AUCTION SERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 1110 Chesnut street.

HANDSOME WALNUT PARLOR, LIBRARY,
DINING-ECOM, CHAMBER, AND OFFICE FURNITURE; several Rosewood Planos and Melodeon, Large and Small Mantel and Pier Glasses,
Brossels and other Carpets, Matreases, Boisters
and Pillows, Beds, etc.; Silver-plated Ware and
Cutlery; Fibe Parls made Fancy Goods; Spring
Booking Horses, 19 Dozen New Sleds, Plan Hocking Horses, 12 Dozen New Sieds, Play Houses, 160 Fine Chromos of New Subjects, Se-cond-hand Furniture, Liquors, etc. On Friday Morning, December 23, at 9 O'clock, at the auction store,

No. 1110 Chesnut street, will be sold, a large assort-ment of new and second-hand furniture, carpets, mirrors, beds, mattresses, china, glassware, etc. PAR.S MADE FANCY GOODS. Also, a large assortment of Parian and Bisque

Figures, Ibsstands, ets., lately imported.
FINE LIQUORS AND WINES.
Also, about 40 demij-lins of liquors and wines.
TOY THEATRE, SPRING ROCKING HORSES,
12 DOZEN SLEDS, TOYS, ETC.

Also, several spring horses; 12 dozen new steds:
play houses; tors, etc.
ROSEWOOD PIANOS, AT 1 O'CLOCK.
Also, 4 rosewood pianos, by Raven & Bacon and
et hers, and resewood melodeco.
100 FRENCH AND GERMAN CHROMOS. Also, 160 chromes, with walput frames, mostly new subjects.

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

CLOSING FALL SALE OF CARPETINGS, OIL CLOTHS, ETC. On Friday Morning,
December 23, at 11 O'clock, on four months' credit,
about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings; oil cloths, rugs, etc. 12 17 6t

CLCSING FALL SALE OF 2000 CASES BOOTS, SHOES, TRAVELLING BAGS, HATS, ETC., On Tuesday Morning, December 27, at 10 o'clock, on four months' cre-

MARTIN BROTHERS, AUCTIONEERS.-No 764 Chesnut street. BY BARRITT & CO., AUCTIONEERS CASH AUCTION HOUSE, No. 230 MARKET Street, corner of Bank street. AUCTIONEERS. Cash advanced on consignments without extra charge.

FOURTEENTH TRADE SALE OF 1000 LOTS OF FURS AND ROSES. December 28, at 10 o'clock.

CONCERT HALL AUCTION ROOMS, No. 1818 T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of bousehold furniture at awellings.
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 No. 1126 RACE Street.
Regular Auction Sale of Horses, Wagons, Harness, Etc., every Thursday, commencing at 10 o'cleck A. M. No postponement on account of the

Gentlemen's private establishments disposed of at public or private sale to the best advantage, and a general assortment of Horses, Carriages, Haress, Etc., to suit the need of all classes of purcrasers, constantly on band.

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
tarness.
BOYLE & NICHOLS. Auctioneers.

MATS AND CAPS. WABBURTON'S IMPROVED VENTILATED and easy-sitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, ext door to the Pest Office.

GRODERIES, ETC.

C HRISTMAS GROCERIES. Full assortment of every variety of CITRON, CURRANTS ORANGES,

GRAPES, NUTS, WINES, CORPIALS, CHAMPAGNES, FOREIGN AND DOMESTIC CHEESE, CIGARS, ALBERT C. ROBERTS. Corner ELEVENCH and VINE Sts.

LUMBER. SPRUCE JOIST. SPRUCE JOIST, HEMLOUK. 1870 SEASONED CLEAR PINE. 1870 1870 CHOICE PATTERN PI SPANISH CEDAR, FOR PATTERNS, RED CEDAR.

FLORIDA ELOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. 1870DELAWARE FLOORING ASH FLOORING.
WALNUT FLOORING.
FLORIDA STEP BOARDS.
RML PLANK.

1870 WALNUT BOARDS AND PLANK, 1870 WALNUT BOARDS, WALNUT PLANK. UNDERTAKERS' LUMBER, 1870
RED CEDAR,
WALNUT AND PINE

SEASONED POPLAR. SEASONED CHERRY. 1870 WHITE OAK PLANK AND BOARDS, HICKORY.

GIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW.

CAROLINA SCANTLING. CAROLINA H. T. SILIS. NORWAY SCANTLING, CEDAR SHINGLES. 1870
CYPRESS SHINGLES. MAULE, BROTHER & CO.,
No. 2000 SOUTH Street. 1870 11.6

ANEL PLANK, ALL THICKNESSES.— COMMON PLANK, ALL THICKNESSES. 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING GOARDS.
YELLOW AND SAP PINE FLOORINGS, 14 and
4% SPRUCE JOIST, ALL SIZES.
HEMLOUK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY,

Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 11 80 cm No. 1716 RIDGE Avenue, north of Poplar St.

Corn Exchange Bag Manufactory. JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Ste. ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lima, Bon-Dust, Etc. Large and small GUNNY BAGS constantly hand. Also, WOOL SACKS.

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