BURNING OF A HINDOO RAJAH.

An Extraordinary Funeral Scene at Florence-Setting Fire to the Fagots-Camphor and Perfumes-tinchering the Ashes.

From the Italic, of Florence. The Rajah of Kolapore, who died yesterday, was little made than twenty years of age, and was travelling for his education. He had been brought up at Bombay, and his sove-reignty extended over a population of 600,000 inhabitants. The extreme darkness of his complexion did not prevent him from being a handsome young man, of middle height, with a broad chest, and singularly-expressive large eyes. In the course of his travels he caught, while skating at Inspruck, the germs of the illness which the severity of that climate rapidly augmented. It was necessary to convey him to his bedroom immediately on his arrival in Florence. He received the regular attendance of two English physicians, MM. Freetzer and Brow (2), who called in for consultation ProfessorsCipriana and Ghinozzi. Whilst following the prescriptions of these physicians, the traditional Hindoo means were not neglected, such as keeping

NEAR THE PATIENT DOMESTIC ANIMALS, believed to act as absorbents of the noxious principles, or at least as preservatives and disinfectants for the attendants of the patient. These animals ought to have been thrown from the windows into the street; but as that could not be practised here, they were simply thrown into a court yard. Notwithstanding the various kinds of treatment, the prince always got worse. Unable to remain any longer in bed, he insisted on being

LAID ON THE CARPET

with his legs crossed; in this posture he died, and was found by Dr. Passigli, whose duty it was, as district medical officer, to verify the disease. Later the corpse was examined by Dr. Bargiotti. The aide-de-camp of the Prince, assisted by the members of the British Legation, took the necessary steps at the municipality to have the funeral rites perfermed according to the Hindoo fashion. M. Ciotti, a municipal funtionary, acted as interpreter to the aide-de-camp, who spoke only English, and the register of the death was drawn up in his presence in the office of Government Registration. The municipality permitted the ceremony to take place; certain other authorities raised difficulties which, however, were soon removed.

THE CEREMONY

was fixed for 1 o'clock after midnight, at the extreme point of the Cascine, just by the side of the river, in accordance with the prescription of Vishnu. The pro-syndic charged Drs. Bargiotti and Passigli, M. Ciotti, and the head of the municipal police to be in attendance. Besides, measures had been taken, in concert with the Government police authorities, that the Gardes de Ville, with their commanding officer, and the Guards of Public Safety should be in attendance. In the evening the corpse was prepared and dressed in splendid robes. The head was covered with a turban bearing the distinctive marks of the rank of the deceased, and over this was stretched a large scarlet mantle, richly embroidered with gold. The arms had bracelets, and the neck a pearl necklace. At 1 o'clock in the morning the corpse was placed in an omnibus, in which the attendants of the prince took their seats. Behind the omnibus came other carriages, with the persons we have already referred to, and many other carriages filled with sight seers. On arriving at the spot referred to, the cortege found a crowd much greater than was expected, especially of ladies; and there as also the Chevalier Amour, the head of the Government police.

A funeral pile was prepared: it was about feet in height and about 6 feet in length and 41 feet in breadth. The corpse had been stretched on the ground, betel was placed in the mouth, whilst a Brahmin wearing a large robe of white linen covering the head effered up prayers whilst kneading dough. The attendants scattered on the pile camphor and various kinds of perfumes. The death having again been officially verified, the corpse was placed on the pile, and the board on which it had been stretched out immediately

removed. PERFUMES AND ESSENCES

were again strewed over the corpse, and the dough broken into pieces, placed by its side. More wood placed round the corpse enveloped it as if in a case, closed over by the addition of other pieces of wood. All this while camphor and other perfumes were being constantly thrown on the pile. At 2 o'clock the whole was covered with fagots: they were set fire to at different points, and a flame of great brightness shot out in the direction of Arno, into which there was at the same time thrown the board on which the corpse had been laid. About this time many persons quitted the scene. The Indians continued to keep the fire alive, and to throw on it perfumes, so as to prevent the smell of the burnt flesh from being perceived. The police and some of the municipal functionaries remained on the spot until 7 o'clock in the morning. At 9 o'clock water was thrown on

THE SMOULDERING ASHES.

When completely extinguished the remains of the corpse were religiously gathered together and placed in a porcelain vase. Everything which had formed part of the pile was thrown into the water by two Indians, who went into the middle of the river. The spot was then swept, fresh earth was thrown on it, and traced in the form of a heart, around which were placed small vessels filled with rice. Then all the Indians knelt and prayed with their faces to the ground. They then departed, taking with them the funeral urn. The ceremony was finished. The bones preserved in the vase will at a later period be thrown into the Ganges, for the Indians believe that those whose bones are thrown into that river will enjoy a million of happy years.

-A child about four years of age, who was abandoned by a wandering party of gypsies last summer, in Ottawa county, Ohio, has since been in the family of a farmer residing in Ottawa, and he, thinking the little girl may have been stolen from her parents, has now advertised the fact.

-Massachusetts papers report that President Eliot, of Harvard College, has told some of the students that he has sufficient evidence to convict in a court of justice one of those concerned in the recent "gunpowder plot," but if that stu-dent will make a full confession his punishment shall go no further than expulsion from the col-

Two sons of the late Francis Kittle, who was murdered in Stephentown by his blind sou, Asa, deny that their father was in any way responsible for Asa's blindness, or that he caused is other son's lameness. They say that "the unfortunate man now sleeping in his grave may have had his faults, but he was not such a brute as he has been represented to be, and they are bound to defend his memory against such as-

An experienced planter from the South, who has been experimenting in cotton-growing in Merced county, California, has come to the conclusion that twenty acres of land in that Strte. cultivated to cotton under the right conditions, will pay more than double the profit ordinarily realized from 100 acres of wheat.

LADY NURSES AT THE SEAT OF WAR -Dr. Marion Sims, one of the most distinguished American surgeons of the day, and Surgeonin-Chief of the Anglo-American ambulance at Sedan, has recently addressed to Colonel Loyd-Lindsay a most interesting letter, containing an account of the doings of that ambulance at Sedan, which has been published in one of the medical journals. After describing the trouble and annoyance caused by the various sets of infirmiers-or male hospital attendants-with which he and the other members of the staff were provided, he states that, "in the midst of this perplexity about nursing," he heard that there were some English ladies "diligently attending sixteen wounded Germans at Donchers"about three miles off-"while he had more than four hundred in the greatest need of their kind care." He secured the services of six of these ladies; and, at about the same time, four Sisters of Charity from the town volunteered their help. From the moment that women were introduced as nurses the whole aspect of the establishment was changed. 'How often," he observes, "in the last ten days have I passed through our wards at midnight and found the man-nurse asleepabsolutely snoring-beside his brother man who was in the last agony of death! But the woman slept not; there she stood, with cordials and kind words; and, while she gently smoothed his pillow, listened to the last words of love sent, in broken whispers, to doting mother or heartbroken wife." He records, especially, how one of the lady nurses, Miss Neligan, saved a wounded soldier's life in a most remarkable manner. The case was one of secondary hemorrhage, occurring some ten days after the primary injury. The bleeding was not arrested until pressure had been continuously exerted on the blood-vessel for fully tw hours; during the whole of which time Miss Neligan, stood by, aiding the surgeon. It was midnight. Dr. Sims was tired and went to bed, and so did the other surgeons and the men nurses-all well satisfied with what they had done. But she-the weak womanremembered that in her OWE ward were three or four badly wounded men, to whom a similar accident might occur. So, going round to the different beds, she gently uncovered the shoulder of one, the arm of another, and the chest of a third; when, to her horror, she found one of her patients lying in a pool of blood, still gushing forth in a great stream. Instinctively she grasped the wound and stanched the blood by compression; then called up a sleeping dolt of an infirmier and sent for the surgeon in charge, who came at once and permanently arrested the flow of blood. In less than five minutes, probably in two, the man would have been dead, the male nurse sleeping soundly by his bedside. "As nurses," says Dr. Marion Sims, "I would not exchange one woman for a dozen men.' -Once a Week.

SEA BATHING IN VENICE, -And here I am reminded of another pleasure of modern dwellers in Venetian palaces, which could bardly have been indulged by the patricians of old, and which is hardly imaginable by people of this day, whose front doors open upon dry land-I mean to say, the privilege of sea bathing from one's own threshold. From the beginning of June until far into September all the canals of Venice are populated by the araphibious boys, who clamor about in the brine, or poise themselves for a leap from the tops of bridges, or show their fine statuesque figures, bronzed by the ardent sun, against the facades of empty palaces, where they hover among the marble sculptures, and meditate a headlong plunge. It is only the Venetian ladies, in fact, who do not share this healthful amusement. Fathers of families, like so many plump domestic drakes, lead forth their aquatic broods, teaching the little ones to swim by the aid of various floats, and delighting in the gambols of the larger ducklings. When the tide comes in fresh and strong from the sea, the water in the Grand Canal is pure and refreshing; and at these times it is a singular pleasure to leap from one's doorstep into the swift current, and spend a half hour, very informally, among one's neighbors there. The Venetian bathing-dress is a mere sketch of the pantaloons of ordinary life; and when I used to stand upon our balcony, and see some bearded head ducking me a polite salutstion from a pair of broad, brown shoulders that showed above the water, I was not always able to recognize my acquaintance, deprived of his factitious identity of clothes. But I always knew a certain stately consulgeneral by a vast expanse of baldness upon the top of his head; and it must be owned, I think, that this form of social assembly was, with all its disadvantages, a novel and vivacious spectacle. The Venetian ladies, when they bathed, went to the Lido, or else to the bath-houses in front of the Ducal Palace, where they saturated themselves a good part of the day, and drank coffee, and, possibly, gossiped .- W. D. Howells, in the Atlantic

THE COUNT OF PARIS,-It may be said that the title of the Count of Paris is perhaps the most illustrious title in Europe. It points to the very origin of the French nation. The Count of Paris was the nucleus of France. When Robert the Strong obtained a grant of the City and County of Paris, as a march against the Northmen, from a German King, who became a Roman Emperor, he laid the foundation of modern France. The great siege of Paris by the Northmen made the city and its Count famous, and assured Paris of its future grandeur. May the present siege in some unknown way be overruled to some results of glory and of good! It would be correct to say that for ages primal France was to what we now call France what primal Prussia was to Germany. The readers will see all this set forth in M. Mourin's work, "Les Comtes de Paris," on which able papers have appeared in the Saturday Review, we suspect by Mr. E. A. Freeman or Mr. Green. The reviewer says:—"The royal family of France is one of the few families in the world whose pedigree is a real thing. It is something to be able to trace one's descent through an unbroken line of Kings, Dukes, and Counts for a thousand years. The line of Bourbon is not a line patched up through grandmothers, and tricked out with pilfered surnames. The genuine blood of the first Count of Paris flows in the veins of him who, after so many ages, again bears his title."-London Society.

-Managers of fancy fairs in Boston complain that the receipts this year are smaller than

-The Albany Journal was the only evening paper printed in New York, if not in the country, on Monday. Selma, Ala., expects to count up 70,000 bales of cotton received there this season,

against 51,385 bales last year. -General Halbert E. Paine, of Wisconsin. denles that he has ever sought the appointment of Commissioner of the General Land Office. -The Lafayette (Ind.) Journal says that of two car-loads of hogs shipped from that city to

Indianapolis on Friday evening last, only ten

arrived alive, all the rest being frozen to death.

RAILROAD LINES.

PHILABELPHIA, WILMINGTON. AND BAL-TIMORE RAILROAD.— COMMENCING MONDAY, NOVEMBER 91, 1870. Trains will leave Depot, cerner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and Salisbury with Wisomico and Pocomoke Railat Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11:45 A. M. (Sundays excepted) for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-le-(frace. 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 Rast, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. and Stemmer's Run.

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

Passengers for Fortress Monroe and Norfolk will take the 11'45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 6:00, ant 7:00 P. M. The 5:00 P. M. train connects with Delaware 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 Fhiladelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6.45 A. M. and 4.00 M. will connect at Lamokin Junction with the 7.00 A. M. and 4.80 P. M. trains for Baltimore Cenral Railroad.

ral Raliroad.

From Baltimore to Philadelphia.—Leave Baltimore 7-26 A. M., Way Mail; 9-25 A. M., Express; 2-26 P. M., Express; 7-25 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, Linwood, and Chester. wood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3.55 P. M.
Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at

their residence by the Union Transfer Company, H F. KENNEY, Superintendent. 1870. FOR NEW YORK-THE CAMPEN ton Railroad Companies' lines from Philadelphia to New York and Way Places.

to New York and way riscos.

FROM WALNUT STREET WHARF.

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

At 7 A. M. and 3.30 P. M. for Freehold and Far-At 7 and 10 A. M., 12 M., 2, 3.30, and 5 P. M. for Trenton.

EAt 7 and 10 A. M., 12 M., 2, 3.30, 5, 6, 7, and 11.30 P. M. for Bordentown, Florence, Burlington's Edgewater, Beverly, Delanco, Riverside, Rive ton. and Palmyra. At 7 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M. The 11:30 P. M. line leaves from Market Street Ferry (upper side).
FROM WEST PHILADELPHIA DEPOT.

At 7:80 and 9:45 A. M., 1:20, 3:10, 5:30, 6:45 and 12 . 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, 8:46, and 12

At 736 and 645 A. M., 120, 510, 539, 646, and 12 P. M. for Trenton.

At 945 A. M. 120, 645 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. 12 night. At 7:30 A. M., 2:30, 3:30, and 6 P. M. f and Bristol, and at 9'30 A. M. and 6 P. M.

At 7:80 A. M., 2:30, and 5 P. M. for Morrisvil o and Tullytown.

At 7 80 and 9 30 A. M., 2 30, 5, and 5 1'. M. for Schenck's Eddington, Cornwells, Forcedale, and Holmesburg Junction. At 7 A. M., 12'80, 5'15, and 7'80 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 and 9'80 A. M., 12'80, 2'80, 5 15, 6, and 7'80 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford

VIA BELVIDERE DELAWARE RAILROAD.
At 7-89 A. M. for Nisgara Falls, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc. At 730 A. M. and 3'80 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. At & P. M. for Lambertville and intermediate FROM MARKET STREET FERRY (UPPER SIDE).

VIA NEW JERSEY SOUTHERN HALLROAD At 11 A. M. for New York, Long Branch, and intermediate places. At 6.45 and 11 A. M., 1, 2.30, 3.30, 5, and 6.80 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, 6, and 6 30 P.M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberten.
At 6 45 A. M., 1 and 8.30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Uream Ridge, Imlaystown, Sharon, and Hightstown. WM. H. GATZMER, Agent. Dec. 12, 1970.

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

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

NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK,
ASK FOR TICKETS VIA PEMBERTON AND
LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:-LEAVE NEW YORK,

from Pier No. 28 NORTH River, foct of Murray street, at 645 A. M. Accommodation and 430 P. M. Express.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:30 P. M. Express.
The NARRAGANSETTT STEAMSHIP COMPANY'S press.

Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy Hook.
Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in a style unsurpassed by any Helel in America. Fare between Philadelphia and New York......\$300
"" "Long Branch......\$300
"" "Long Branch......\$300
For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the Unavellerber and "Ampleton's Guides."

"Traveller's" and "Appleton's Guides." 6 27 C. L. KIMBALL, Superintendent PHILADELPHIA AND ERIE RAILEOAD.
WINTER TIME TABLE.
On and after December 4, 1870, the trains on the
Philadelphia and Brie Railroad will run as follows from Pennsylvania Railroad Depot, West Phila-WESTW ARD.

MAIL TRAIN leaves Philadelphia 9 40 P. M Williamsport 7 25 A. M ERIE EXPRESS leaves Philadelphia 12 20 A.

Williamsport 8 50 P.
7 40 A. 7:46 P. N ELMIKA MAIL leaves Philadelphia - 9:39 A. M.
Williamsport 6:35 P. M. Williamsport 6.35 P. M. arrives at Lock Haven 7.50 P. M.

MAIL TRAIN leaves Erie . . 9 00 A. M "Williamsport . 10-05 P. M. arrives at Philadelphia 6:50 A. M. ERIE EXPRESS leaves Eric - 9-00 P
Williamsport 8-25 A
arrives at Philadelphia 6-30 P ELMIRA MAIL leaves Lock Haven - 8 15 A Williamsport 9 25 A " arrives at Philadelphia 5 30 P.
BUFFALO EXP. leaves Williamsport 12 25 A " Sunbury - 23) A. M arrives at Philadelphia 9-40 A. M

Express, Mail, and Accommodation, east and west,

connect at Corry, and all west bound crains and Mail and Accommodation east at Irvineton with OH Greek and Allegheny River Railroad, WM, A. BALDWIN, General Superintendent.

RAILROAD LINES.

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

as 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 & Pottsv'e Ac.10:20
Phila. & Potts'e Way
Train.......12:30 Harrisb'g&Potts'e Ex 1:00
P. M. Harrisb'g&Potts'e Ex 3:30
Pottstown Accommo. 4:00
Read'g& Pottsv'e Ac. 4:45
ON SUNDAYS. A. M.
To Reading......8:00
P. M. From Pottsville....12:35 P. M. From Pottsville..... 12 35 To Pottsville..... 3:15

From Reading The Sunday trains connect with similar trains on the Perklomen and Colebrookdale Railroads.
For Downingtown and points on Chester Valley Railroad, take 7:30 a m., 12:30 noon, and 4 p. m.
For Schwenkspille and points on Per-klomen Railroad, take 7:30 a. m. 12:30 noon, and. 4 p. m.
For Mt. Pleasant 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. m., passing Reading at 1:55 and 10:05 p. m., connect.

m., passing Reading 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. Trains for New York leave Harrisburg at 3:10

10, and 11 45 a. m., and 2 50 p. m. Additional train leaves New York for Harrisourg at 12 o'clock noon. For particulars see Guide Books, which can be obtained at No. 511 Chesnut street, and at all stations,

without charge. Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer. No. 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading. STREET CARS.—The Thirteenth at 4 Fifteenth, and Race and Vine streets, connecting with other lines,

run close to the Depot, Baggage collected and delivered by Dungan's Bag-gage Express. Orders left at Depot, or at No. 225 S. 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, 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, 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 and 15-45 and up trains, will not stop on the Germantown branch. Leave Germantown, 8:15 a, m.: 1, 3, 6, 9:45 p, m Passengers taking the 6:55, 9 a. m., and 6:30 p. m. trains from Germantown, will make close connection with the trains for New York at Inter-

section Station.
CHESNUT HILL RAILROAD.—Leave at 8, 8, 10, 12 a. m.; 2·30, 3·45, 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.; 1240, 540, 925 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 5-30, 6-25, 7, 7-45, 8-50, 11 a. m.; 1-30, 3, 4-30, 6-15, 8, 9-30 p. m. On Sandays, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Nor-risiown at 7 a. m.; 1, 5:30, 9 p. m. FOR MANAYUNE.—Leave at 6, 7:30, 9, 11:05 a. m.;

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

Leave Plymouth at 6:20 a. m. and 2:30 p. M.
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. trains from Ninth and Green streets will
make close connections with the trains for New York at Intersection Station, The 8:30 a. m., 12:30 and 5 p. m. trains from New York stop at Intersection Station.

DENNSYLVANIA CENTRA:, RAILPOAD, AFTER 8 P. M., SUNDAY, JANUARY 1, 1870. AFTER 8 P. M., SUNDAY, JANUARY 1, 1870.
The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Deport

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. 118 Market street, will receive attention.

TRAINS LEAVE DEPOT. Pittsburg Express 12:11 A. M Mail Train
Lock Haven and Elmira Express
9:49 A. M.
Paoli Accommodation, 10:10 A.M. & 1:10 and 7:10 P. M. Fast Line
Erie Express
Harrisburg Accommodation .12-40 P. M. 12-40 P. M. 4·10 P. M. 5·30 P. M. 8·00 P. M. ancaster Accommodation . Parkesburg Train
Cincinnati Express
Erie Mail and Buffalo Express

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 M.; arrives at Paoli at 949 A. M. Sunday in No. 2 leaves Philadelphia at 640 P. M.; ar-

rives at Pacil at 7:40 P. M.
Sunday Train No. 1 leaves Paoli at 6:50 A. M.;
strives at Philadelphia at 8:10 A. M. Sunday
Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6 20.

TRAINS ARRIVE AT DEPOT.
Cincinnati Express
Philadelphia Express

Cincinnati Express . 8:10 A. M.
Philadelphia Express . 7:00 A. M.
Erie Mail . 7:00 A. M.
Paoli Accommodat'n, 8:20 A. M. & 8:50 & 6:40 P. M.
Parkesburg Train . 9:00 A. M.
Fast Line and Buffalo Express . 9:50 A. M.
Lancater Train . 12:20 P. M. Lancaster Train . . Erie Express Lock Haven and Elmira Express 5.45 P. M. 5.45 P. M. 3.25 P. M. Lock Haven and Elmira Express 5-45 P. M.
Pacific Express 5-25 P. M.
Southern Express 6-46 P. M.
Harrisburg accommodation 9-40 P. M.
For jurther information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot. . 10 50 P. M

Ticket Agent at the Depot.

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, unless taken by special contract.

A. J. UASSATT,

4 29 General Superintendent, Altoona, Pa.

TEST CHESTER AND PHILADELPHIA RAIL-ON AND AFTER MONDAY, October 17, 1870 Trains will leave and arrive at the Depot, THIRTY-IRST and CHESNUT Streets, as follows:— FROM PHILADELPHIA

For West Chester at 7:45 and 11:20 A. M., 2:30, 6:15, and 11:30 P. M. Stops at all stations. For West Chester at 440 P. M. This train stops nly at stations between Media and West Chester For B. C. Junction at 4 10 P. M. Stops at all sta-FOR PHILADELPHIA

From West Chester at 6:30 and 10:45 A. M., 1:55, 15, and 6:55 P. M. Stops at all stations. From West Chester at 7.55 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted), From B. C. Junction at S-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. WHEELER, Superintendent,

WEST JERSEY BAILBOADS, FALL AND WINTER ARRANGEMENT, COMMENCING MONDAY, SEPTEMBER 19, 1870.

COMMENCING MONDAY, SEPTEMBER 19, 1870.
Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry).

8-15 A. M., Passenger for Bridgeton, Salem, Swidesboro, Vinelanc, Millville, and way stations.

11 45 A. M., Woodbury Accommodation.

2-15 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.

3-30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.

5-50 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.

Freight Train leaves Camden daily, at 12 M.

Freight Train leaves Camden datty, at 12 M.
WH-LIAM J. SEWELL, Superintendent.

RAILROAD LINES

JORTH PENNSYLVANIA RAILBOAD-THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN FENNSYLVANIA, SOUTHERN AND IN-TIRIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. WINTER ARRANGEMENT.

Takes effect December 19, 1870.
Fifteen Daily Trains leave Passenger Depot, orner of Berks and American streets (Sundays excepted), as follows:-7.00 A. M. (Accommodation) for Fort Washing-

At7-85 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Harleton, Pittston, Towarda, Waverley, Elmira, and in connection with the ERIE PALLWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West

8 25 A. M. (Accommodation) for Doylestown.
8 25 A. M. (Accommodation) for Doylestown.
9 45 A. M. (Empress) for Bethlehem, Easten, Allentown, Manano Chunk, Williamsport, Mahanoy City, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and

Morris and Esseg Hadireads.

11 A. M. (Accommodation) for Fort Washington
1 15 and 5 20 and 8 15 P. M., for Abington.
1 45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hasleton,
2 30 P. M. (Accommodation) for Doylestown.
At 3 20 P. M. (Bethlehem Accommodation) for
Bethlehem, Easton, Alientown, and Coplay.
4 16 P. M. (Mail) for Doylestown,
5 00 P. M. for Bethlehem, Easton, Alientown,
and Manch Chank.

and Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale. 11 86 P. M. (Accommodation) for Fort Washing-

ton.
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 25 P. M. 25 P. M.
Doylestown at 8-26 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.
(N. SUNDAYS,
Philadelphia for Bethlehem at 9-35 A. M.
Philadelphia for Doylestown at 2-00 P. M.
Doylestown for Philadelphia at 7-A. M.
Bethlehem for Philadelphia at 4-00 P. M.
Tickets sold and baryane between through to

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street, Dec. 19, 1870. ELLIS CLARK, Agent. Dec. 19, 1870.

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 of BROAD Street and WASHINGTON Ave-

For Port Deposit at 7 A. M. and 4:30 P. M For Oxford on Saturdays only, at 2.50 P. M. For Chadd's Ford and Chester Crock Railroad, at A. M., 10 A. M., 4.30 P. M. and 7 P. M. Satur-lays only, at 2.30 P. M. Train leaving Philadelphia at 7 A. M., connects at

Port Deposit with train for Baltimore, Trains leaving Philadelphia at 19 A. M. and 4:30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia:—

Leave Port Deposit at 9.25 A. M. and 4.25 P. M.,
on arrival of trains from Baltimore.

Oxford at 6.05 and 10.35 A. M. and 5.30 P. M. Sun-

days af 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. Sundsys at 6 49 P. M. only.
HENRY WOOD, General Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD,—CHANGE OF HOURS.
On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue.

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 Saturlays 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 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 430 M. connect at Chadd's Ford Junction with the Vilmington 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. ondays at 5:30 P. M. only. Chaod's; Ford[at 7:26 A. M., 11:58 A. M., 3:55 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 same. HENRY WOOD General Superintendent. 103

COAL.

ANTERACITE COAL. Per Ton of 2240 Lbs., Delivered. LEHIGH-Furnace, \$7 25; Stove, \$7:50; Nut, \$6:25. SCHUYLKILL-Furnace, \$6:50; Stove, \$6:75; Nut,

SHAMOKIN-Grate, \$6.50; Stove, \$6.75; Nut, \$5.75.

EASTWICK & BROTHER, Yard corner TWENTY-SECOND Street and WASH-INGTON Avenue. [8 90 rptf

Office, No. 228 DOCK Street. ROTHERMEL & MANNING.

LEHIGH AND SCHUYLKILL COAL, Depot N. E. Corner NINTH and MASTER, Offices, { 43 South THIRD Street, 724 SANSOM "

\$4.75 FOR A LONG TON OF NUT COAL, Yard, TWENTY-SECOND Street and WASHING-TON Avenue.

PROPOSALS.

TO CONTRACTORS AND BUILDERS. Sealed Prope als, endorsed "Proposals for Building a Public School-house in the Twentyseventh Ward," will be received by the undersigned, at the Office S. E. corner of SIXTH and ADELPHI Streets, until FRIDAY, January 6, 1871, at 12 o'clock M., for building a Public School-house, on a lot of ground situate on the corner of Thirty-eighth and Spruce streets, in the Twenty-seventh ward, said school-house to be built in accordance with the plans of L. H. ESLLER, Superintendent of School Buildings, to be seen at the office of the Board of Public Education. No bids will be ransidered unless accompa-

nied by a certificate from the City Solicitor that the provisions of an ordinance, approved May 25. 1860, have been complied with. The contract will be awarded only to known master builders.

By order of the Committee on Property.
H. W. HALLIWELL, 12 22 4t Secretary.

OAKS CEMETERY COMPANY OF PHILADELPHIA.

This Company is prepared to sell lots, clear of all encumbrances, on reasonable term. Purchasers can see plans at the office of the Company, NO. 518 WALNUT STREET,

Or at the Cemetery, where all information needed will be cheerfully given. By giving notice at the office, carriages will meet persons desirous of purchasing lots at Tioga Station on the Germantown Railroad, and convey them to the Cemetery and return, free of charge.

ALFRED C. HARMER, President. MARTIN LANDENBERGER, Treas. MICHAEL NISBET, See'y, 10 5 wim 6m

MATS AND OAPS.

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.

AUD FION BALES, MAGILL FARREL & CO., No. 318 MARKET Street.

Sale on Taursday Morning, January 5, 1871, commencing at 10 o'clock, by catalogue, of MADE-UP FURS, consisting of - Ladies', misses', and children's muffs,

capes, boas, and collars of every description.

PEREMPTORY SALE BY AUCTION OF THE ENTIRE FURNISHMENT OF THE MOTOL KNOWN AS THE WASHINGTON HOUSE, NOS. 709 AND THE CPLENUT STREET, BY CATALOGUE

Also, a full line of sleigh and carriage robes, laps,

January 10, 1871, commencing at 9 o'clock. In-cluding—Parlor, chamber, dining, sitting, and bar-room furniture; mirrors, oil paintings; gas fixtures, Further particulars in future advertisements.

M THOMAS & SONS, AUCTIONEERS, NOS.

COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 1107 Sansom street. MARTIN BROTHERS, AUCTIONEERS.-No 704 Chesnut street.

THOMAS BIRCH & SON, AUCTIONEERS AND

BUNTING, DURBOROW & CO., AUGTIONEERS, Nos. 289 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

CONCERT HALL AUCTION ROOMS, No. 1918
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 Thursay. 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 CITY BAZAAR AND TATTERSALL'S. Gentlemen's private establishments disposed of at public or private sale to the best advantage, and a general assortment of Horses, Carriages, Har-ness, Etc., to suit the need of all classes of pur-

Chasers, constantly on hand. Carriages taken on Storage. Superior Stabling for Horses on sale or at livery. Outside Sales solicited and promptly attended to, Liberal advances made on Horses, Carriages, and arness. DOYLE & NIUHOLS,

C IRCUS AT AUCTION .-C., on MONDAY, January 30, 1871, consisting of the entire Stock and Fixtures of Dr. James L. Thayer's New Circus, lately travelling in the South; every-

thing necessary for a first-class circus:-5 first-class Ring Horses. 5 first-class trained Pad Horses. 2 Trick Mules, the best in the business. 12 Platform Spring Wagons, nearly new.

Ticket Wagon: Performers' Wagon, nearly new, Band Wagon, Concord built, nearly new; cost Advertising Wagon, Pole Wagon, Poles, Scats, and everything required for canvas. 25 sets Double Harness, almost new. 20 Bridles and Saddles, almost new. A complete outfit of Entree Dresses, for ladies,

men, and horses; Pads for horses, etc.; Instru-ments for brass band, and other articles too numerous to mention. All the above property will be sold to the highest

bidder for cash, T. E. LEE, Sheriff Wake county, N. C. N. B.—Nine experienced drivers and hosters on the employed on reasonable terms. 12 29tJ30

LUMBER. SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HHMLOCK. 1871

SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR.

FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING VIRGINIA FLOORING. DELAWARE FLOORING.
ASH FLOORING.
WALNUT FLOORING.
FLORIDA STEP BOARDS.
RAIL PLANK.

1871 WALNUT BOARDS AND PLANE. 1871 WALNUT BOARDS. WALNUT PLANK.

UNDERTAKERS' LUMBER. 1871 RED CEDAR WALNUT AND PINE.

SEASONED BOPLAR. 1871 SEASONED CHERRY. WHITE OAK PLANK AND BOARDS,

HICKORY. CIGAR BOX MAKERS'
CIGAR BOX MAKERS'
SPANISH CEDAR BOX BOARDS,
FOR SALE LOW. 1871 1871 1871

CAROLINA SCANTLING CAROLINA H. T. SILLS NORWAY SCANTLING. CEDAR SHINGLES. 18711871 MAULE, BROTHER & CO., No. 2500 SOUTH Street. OANEL RLANK, ALL THICKNESSES.— COMMON PLANK, ALL THICKNESSES.— 1 COMMON BOARDS.

WHITE PINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS, 1% and 4% SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY, Together with a general assortment of Building

ENGINES, MADRINERY, ETO.

11 30 cm No. 1715 RIDGE Avenue, north of Poplar St.

Lumberfor sale low for cash. T. W. SMALTZ,

PENN STEAM ENGINE AND BOILER PENN STEAM ENGINE AND PRACTI-CAL AND THEORETICAL ENGINEERS, MA-CHINISTS, BEILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged an occasifi operation, and occasively engaged a building and repairing Marine and River Engines, the hand low pressure, Iron Boilers, Water Tanks, the pellers, etc. etc., respectfully offer their services of the public as being fully prepared to contract for engines of all sizess, Marine, River, and Stationary; naving sets of patterns of different sizes, are prepared to execute orders with quick, despatch. Every scription of pattern-making made at the shortest stice. High and Low Pressure Fine Tubular and slinder Bollers of the best Pennsylvania Charcoal One of the best Pennsylvania Charcoal ion. Forgings of all size and kinds. fron and the Castings of all descriptions. Roll Turning, on w Cutting, and all other work connected ith the above business.

Drawings and specifications for all work done is stablishment free of charge, and work are

e istablishment free of charge, and work gua The subscribers have ample wharf dock-toom for

The subscribers have simple what doct-told for repairs of boats, where they can lie in perfect stiets, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C, NEAFIE,

JOHN P, LEVY,

BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO., PHILADELPHIA, PA.,

Manufacture Plain and Galvanized WROUGHT-IRON PIPE MROUGHT-IRON PIPE

and Sundries for Gas and Steam Fitters, Plumbers,
Machinists, Railing Makers, Oil Refiners, etc.
WORKS,
TWENTY-THERD AND FILBERT STREETS,
OFFICE AND WAREHOUSE,
81 No. 42 N. FIFTH STREET.

EASTON & MCMAHON,

SHIPPING AND COMMISSION MERCHANTS. No. 2 COENTIES SLIP, New York, No. 18 SOUTH WHARVES, Philadelphia, No. 45 W. PRATT STREET, Baltimore. No. 45 W. PRATT STREET, Baltimore.

We are prepared to ship every description of
Freight to Philadelphia, New York, Wimington, and
intermediate points with promptness and despatch.
Canal Boats and Steam-tugs furnished at the shortest
actice.