NAMES.

Time and local acceptance have a considerable influence upon the quality of names. What is in perfectly good taste in one age and country-not to say county-may be offensive in another. Words degrade through use; what was proper, becomes tainted: what was polite, becomes gross; what was honest, becomes equivocal; and what was at best objectionable, becomes intolerable. It is not sufficient for the taste and pride of the bearers of undesirable names to reflect that these are no longer significant; and that to-day they serve no other purpose than to mark out the families or the individuals to which they attach, and to difference them from all others. Nothing but change, it appears, will suit the fastidiousness of the owners of some of these disadvan tageous designations. Yet they might think that it is possible for a mean name to be a valuable foil to a noble man, or at any rate they might learn resignation from Camden's sensible remarks: - "For neither the good names do grace the bad, neither do evil names disgrace the good. If names are to be accounted good or bad, in all countries both good and bad have been of the same suinames.

Shenstone, the poet, is said to have been grateful that he had a name which was not obnoxious to the vile art of the punster. Of course we shall not stay to degrade ourselves to a demonstration; but it strikes us that a genius like Hood or Hook would easily have convicted him of being thankful for very small mercies. To have a name that offers itself as a common to every goose is galling enough to a sensitive and delicate mind; and many persons, to avoid puns, or, generally, for the sake of euphony, have been glad to change their names. Guez (a beggar) became Balzac; Schwartzerds became Melanethon, and Gerard Gerard Desiderius Erasmus. Eunt, the coal-heaver, having found himself promoted to the pastoral office, lengthened his name to Huntington, and so signed it, with the letters S. S. (sinner saved) appended therete, "The late Whittle Sheepsbanks, Esq.," writes Mr. Marc Antony Lower, in his Patronymica Britannica, "was an eminent farmer; and it is related of him, that having once made a purchase at a northern fair, the seller asked him for a reference for payment, and Mr. Sheepshanks replied, 'Why, don't you know me? I thought everybody hereabouts knew Whittle Sheepshanks. Upon which the other, fearing a hoax, rejoined, "Hoot, Mon, wha ever heard o' a sheepshank, wi' a whittle (pocketknife) to it?' and actually declined the transaction. The worthy gentleman soon after took the name of Yorke by sign-manual, and thus was

"The winter of his discontent Made glorious summer by the same of Yorke." -London Society.

AERIAL NAVIGATION. - Says the London Graphic:-The spectacle of aeronauts quietly sailing over the heads of the besiegers of Paris, bearing despatches for the Government at Tours, and sacks of letters from special correspondents, is naturally irritating to the German commanders. It is, therefore, a matter of course that we hear of schemes for bringing the Paris balloon post to an untimely end. The simple efforts of the Prussian riflemen, who tried to make holes in M. Nadar's silken globe at a height of thing like two miles and a half, rily failed; nor were the bombs, which were directed to the same object, more successful. It is obvious that if ballooning is to be put a stop to, it must be by some means of the same kind. Indeed, the Prussians are already reported to have sent a balloon of their own in pursuit of the last aerial travelling post-office that ascended from the heights of Montmartre. The effort, it is true, does not seem to have been successful; but it may be assumed that it will be renewed with more careful preparation. A letter balloon, chased by another balloon conveying skilled sharpshooters, must necessarily carry arms, or risk the fate of the helpless buzzard when the hawk swoops down with relentless beak. The prospects of the British tourist, who persists in wandering about France at this time, and regards the war as an entertaining spectacle, are evidently improving. There has been lately almost a surfeit of suggestions for new modes of warfare-from the vulgar petroleum bottle to the more terrible and mysterious canister of picrate of potass; but a balloon duel carried on at a height of two miles and a half is an idea at once novel and suggestive. The Geneva Convention would not perhaps preclude the use of explosive bullets when only directed against an enemy's silk, and humanity seems to suggest that the intrepid aeronaut, when fairly beaten, might be permitted to abandon his bags and make his descent in a parachute. Warfare of this kind is evidently capable of extension, and it is quite possible that afterdinner orators may one day be called upon to respond to the toast of "Her Majesty's land, sea, and aerial forces."

THE FIRST BRIDGE ACROSS THE THAMES. The exact period at which the first bridge across the Thames, uniting London and Southwark, was erected "no man knoweth." It must have been at a very early period of our history. Such a bridge, we know, is mentioned as existing in the times of Ethelred, for in the laws of that august potentate is specified the enforcement of a toll or tax upon all vessels coming to Billingsgate, or ad Pontem. Thus a bridge clearly existed in the days of Ethelred. William of Malmesbury, also, a very early authority, makes mention of "this bridge at London." We think it could not have been earlier than A. D. 993, for in that year there can be no doubt that Unlaf the Dane "sailed up the river as far as Stianes," as say the Saxon chronicles, and so, of course, at that period there could have been no bridge to oppose his progress; and we are sure that it was not later than A. D. 1016, for the same authority declares that at that date Canute the Great, King of Denmark, in besieging London, found the bridge a great obstacle, it being no doubt strongly fortified. His ingenuity, however, enabled him to hit upon an expedient. He cut a vast ditch on the south side of the Thames at Rotherhithe, which he continued, at a distance from the bridge, in the form of a semicircle, until it opened into the river west of the bridge. Through this he drew his ships, and effectually completed the blockade of the city. Of course, we are not bound to believe this implicitly, but, at least, so say the Saxon chroniclers; and if we can't give them credence, we are naturally led to inquire, "What and whom can we believe?" It is only fair, however, toward the Saxon chroniclers to admit this much, that, within the last two or three centuries antiquaries have discovered very many remains of embankments, and that kind of thing, throughout the whole course of the supposed canal, and they one and all affirm that, if these remains are not the evidences and proofs of the canal of Canute the Great, why, then, they do not know what they are! -

KING WILLIAM.

Fe li Text of the King of Prussia's General Or-der to the German Armies. SOLDIERS OF THE CONFEDERATE GERMAN

ARMIES:-We have again arrived at a crisis of the war. When I last addressed you the last of the hostile armies which, at the commencement of the campaign, confronted us, had, by the capituta-tion of Metz, been destroyed. The enemy has since, by extraordinary exertions, opposed to us newly-formed troops, and a large portion of the inhabitants of France have forsaken their peaceful, and by us unhindered vocations, in order to take up arms. The enemy was frequently superior to us in numbers, but you have nevertheless again defeated him; for valor and discipline and confidence in a righteous cause are worth more than numerical preponderance. All attempts of the enemy to reak through the investment lines of Paris have been firmly repulsed, often, indeed, with many bloody sacrifices, as at Champigny and at Le Bourget, but with a heroism such as you have everywhere displayed towards him. The armies of the enemy, which were advancing from every direction to the relief of Paris, have all been defeated. Our troops, some of whom only a few weeks [ago stood before Metz and Strasburg, have to-day advanced as far as Rouen, Orleans, and Dijon, and, among many smaller victorious engagements, two new important battles—those of Amiens and the several days' fight at Orleans the several days' been added to our former triumphs. Several fortresses have been conquered, and much war material has been taken. I have reason, therefore, for the greatest satisfaction, and it is to me a gratification and a duty to express this to you. I thank you all, from the general to the common soldier. Should the enemy persist in a further prosecution of the war. I know you will continue to show that exertion of all your powers to which we owe our great success hitherto, until we wring from him an honorable peace, worthy of the great sacrifices of blood and life which have been

HEADQUARTERS, VERSAILLES, Dec. 6, 1870. The Attempted Assessination of King Wil-La Liberte reproduces, from the Avenir du

offered up.

WILLIAM.

Guerrss, the following account, appending to it an editorial note, stating that the Prussian Government has denied the circumstances in question, but that the account is so circumstantial, and has gained so much credence throughout France, that La Liberte reproduces it, but with all reserve:-

The King of Prussia, desiring sumptuously to celebrate the anniversary of the birth of the Princess of Wales, had given the day before the first of December, at Versailles, some splendid fetes and a gala banquet at the Prefecture, to which eighty per-sons had been invited. Public balls had taken place, and military bands had been playing until 11 o'clock at night. The fountains played in the presence of the whole court, including the King, the Crown Prince, and the Prince of Wurtemberg and Baden Baden, General Moltke and twenty other generals with their full staff. The cay after these festivities the King was walking through the picturesque scenery between Louvesiennes and Bou-gaval, surrounded by a small escort. Suddenly a letonation was heard, and a bullet whistled past the ear of the King, who became giddy, and leaned on the arm of one of the escorts. Meantime the attendants ran in the direction from whence the shot came and made a strict search, and a few minutes later brought to the King's feet a Bavarian soldier with a countenance still defiant, and holding in his hand agun still warm. The King looked at him, and, without addressing him a single word, made a sign. Two minutes afterwards, and at a few yards from the spot, the Bavarian was shot through the

King William in Reply to the Offer of the Imperial Dignity.

The King of Prussia, on receiving the address of the North German Parliament at Versailles, first thanked the deputation for the support the Parliament had afforded the Government, by voting supplies for the prosecution of the war, and by co-operating in the work of national unity. His Majesty continued as follows:—"The request addressed to me by the King of Bavaria, to re-establish the dignity of Emperor of the old German 'Reich,' has filled me with deep emotion; but you know that, in this question, which affects such highly esteemed interests, and memories so greatly cherished by the German nation, my own feelings or my own judgment cannot trauence my decision, Only in the unanimous voice of the German Princes and free towns—only in the united wish of the German nation and its representatives—shall I recogize a call from Providence, to which, relying upor lod's blessing, I could conform.

THE CCMULGEE ACCIDENT.

Eils' Bedy Recovered-A Perishing Man Saved by a Hog.

The Macon Telegraph of last Saturday reports the finding of the body of Mr. Henry Ediadrowned by the accident reported recently, and the safety of Mr. Henry Napier. A party went in search of the lost hunters, and the find ing of Mr. Ells is thus referred to:-

Soon after the place where the accident occurred was pointed out by Mr. Barclay, the party found the body clinging to a tree in lifteen feet of water, and about twenty feet from the bank. It seems that Mr. Elis had subk near this tree, and he had climbed up it to the surface of the water, as he was found with his feet and arms tightly embracing the tree in a climbing position, and the top of his head out of the water. It required considerable effort to release his frozen limbs from the tree, but after this was done, the body was taken down the river in a batteau to Durham's Landing, and thence to the railroad sta-tion, and brought home yesterday afternoon about 5

Of Mr. Napier, who swam ashore and landed in a dense canebreak, where it was feared he had per-ished from cold and hunger, the Telegraph says:— Mr. Napier then turned his attention to his own desperate condition, for he was chilled to the very bones, and he immediately set about finding his way out of the swamp. After wandering for several hours through a dense thicket, ice and water (at times up to his waist), and finding nothing that indicated a way out, he sank down in despair by a tree on a dry spot, and began to think of the horrible death he would soon have to suffer, if not providentially delivered. He sat there, shivering and exhausted, for some minutes, when a hog passed him, and he determined to follow its track through the swamp, thinking that, as it was nearly night, it was wending its way home to some settlement. Aroused thus with the desperation of a last and only hope, he courageously struggled forward, and, as he had hoped, the narrow track led him out of the swamp and to the plantation of Mr. Frederick, where he was kindly and hospitably received.

SAFE DEPOSIT COMPANIES. SECURITY FROM LOSS BY BURGLARY ROBBERY, FIRE, OR ACCIDENT.

The Fidelity Insurance, Trust and Safe Deposit Company OF PHILADELPHIA,

IN THEIR New Marble Fire-proof Building, Nos. 329-331 CHESNUT Street. Capital subscribed, \$1,000,000; paid, \$600,000.

COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.

The Company also rent SAFES INSIDE THEIR BURGLAR-PROOF VAULTS, at prices varying from \$15 to \$75 a year, according to size. An extra size for Corporations and Bankers. Rooms and deaks adjoining vaults provided for Safe Renters.

DEPOSITS OF MONEY RECEIVED ON INTE. REST at three per cent., payable by check, without notice, and at four per cent., payable by check, on TRAVELLERS' LETTERS OF CREDIT furnished

available in all parts of Europe. INCOME COLLECTED and remitted for one per

The Company act as EXECUTORS, ADMINISTRATORS, and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, Corporations, and Individuals.

N. B. BROWNE, President, C. H. CLARK, Vice-President. ROBBET PATTERSON, Secretary and Treasurer. DIRECTORS. Alexander Henry, N. B. Browne. Clarence H. Clark, Stephen A. Caldwell, George F. Tyler, Charles Macalester, Edward W. Clark, Henry Pratt McKean. [5 13 fmw]

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RAILROAD LINES

PHILABELPHIA, WILMINGTON. AND BAL-TIMORE RAILROAD.— COMMENCING MONDAY, NOVEMBER 21, 1810.

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

Way Biali 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 Scaford with Horshester and Delaware Rail. at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11.45 A. M. (Sundays excepted) Express Train at 11 45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:30 P. M. (Daily), for Halti-

and Stemmer's Run.

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

Passongers for Fortress Monroe and Norfolk will take the 11:45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:90 A. M., 2:30, 5:00, ant 7:00 P. M. The 5:00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

stations. 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 Dally; all other ac-

commodation trains Sundays excepted. Trains leaving Wilmington at 6-45 A. M., and 4-00 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.80 P. M. trains for Baltimore Conral Railroad. From Baltimore to Philadelphia.—Leave Balti-

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mali; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express; SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
On Sundays, leave Philadelphia for West Grove and Intermediate stations at \$300 A. M. returning.

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.

PROM WALBUT STREET WHARP.
At 7 A. M., Mail and Accommodation, via Camden and Amboy, and at 3:30 P. M., Accommodation, via Camden and Jersey City. At 2 and 6 P. M., for Amboy and intermediate sta. At 7 A. M. and 3.30 P. M. for Freehold and Far-mingoale. At 7 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for Fat 7 and 10 A. M., 12 M., 2, 5 30, 5, 6, 7, and 11 30 P. M. for Bordentown, Florence, Burlington Edgewater, Severly, Delanco, Riverside, Riverton. and Palmyra. At 7 and 10 A. M., 12 M., 5, 6, 7, and 11 80 P. M.

Ferry (upper side). PROM WEST PHILADRIPHIA DEPOT, At 7:30 and 9:45 A. M., 1:20, 3:10, 6:30, 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, 5:30, 6:45, and 12 P. M. for Trenton. At 9:45 A. M. 1:20, 6:45 and 13 P. M. for Bristol.

The 11:30 P. M. line leaves from Market Street

At 12 P. M. (night) for Morrisville, fullytown, chenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. Sunday Lines leave at 9.45 A. M., 6 45 P. M., and

PROM KENSINGTON DEPOT. At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 9:30 A. M. and 6 P. M. for At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown. At 7 80 and 9 30 A. M., 2 30, 8, and 6 F. M. for Schenck's, Eddington, Cornwells, Torrecdale, 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, Wissinoming, Bridesburg, and

VIA BELVIDERE DELAWARE RAILROAD. At 7.80 A. M. for Niagara Falls, Buffalo, kirk, Elmira, Rochester, Syracuse, Great Bend, Vilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc.

At 5 P. M. for Lambertville and intermediate stations. FROM MARKET STREET PERRY (UPPER SIDE), VIA NEW JEESEY SOUTHERN RAILSOAD
At 11 A. M. for New York, Long Branch, and
Intermediate places.

VIA CAMBIN AND BURLINGTON COUNTY RAILROAD. At 646 and 11 A. M., 1, 230, 330, 6, and 630 P. M., and on Thursday and Saturday nights at 1130 P. M. for Morchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 6.45 A. M., 2.80 and 6.80 P. M. for Lumberton and Medford. At 6 45 and 11 A.M., 8 30, 5, and 6 30 P.M., for Smith-

ville, Ewansville, Vincentown, Birmingham, and At 6 48 A. M., 1 and 8 80 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hightstown. WM. H. GATZMER, Agent. Dec. 12, 1870.

PHILADELPHIA AND ERIS BAILROAD.
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 Philapelphia:

WESTWARD.

MAIL TRAIN leaves Philadelphia

Williamsport - 7 25 A. M.

T-40 P. M.

ERIE EXPRESS leaves Philadelphia

"Williamsport - 7-40 P. M.

ELMIKA MAIL leaves Philadelphia - 7-40 A. M.

Williamsport - 8-50 P. M.

Tarrives at Eric - 7-40 A. M.

Williamsport - 8-50 P. M.

Williamsport - 7-40 A. M.

Williamsport - 7-40 A. M.

6-36 P. M.

arrives at Lock Haven 7-50 P. M. MAIL TRAIN leaves Erie - 9 00 A. M.
Williamsport - 10 06 P. M.
arrives at Palladelphia 6 60 A. M. ERIE EXPRESS leaves Erie . . . Williamsport " Williamsport 8.25 A. M.
arrives at Philadelphia 5.30 P. M.
ELMIRA MAIL leaves Lock Haven - 8.15 A. M.
" Williamsport 9.25 A. M.
arrives at Philadelphia 5.30 P. M.
BUFFALO EXP. leaves Williamsport 12.35 A. M.
" Sunbury - 2.30 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,

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.

General Superintendent.

gton 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. Oxford Wednesdays and Saturdays only at For Chadd's Ford and Chester Creek Railroad at A. M., 10 A. M., 430 P. W. 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 4:30 P. M. connect at Chadd's Ford Junction with the Wilmington and Beading 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 A. M., 10:35 A. M. and 5:20 P. M. Sundays at 5:30 P. M. only,
Chadd's Fordiat 7:26 A. M., 11:58 A. M., 3:55 P. M.,
and 6:42 P. M. Sundays 6:42 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. General Superintendent.

RAILROAD LINES.

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

To Pottsville..... 8:15 From Reading... The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.

For Downingtown and points on Chester Valley Railroad, take 7:30 a m., 12:30 aoon, and 4 p. m.

For Schwenksyllie and points on Per-kiomen Railroad, take 7:30 a. m. 12:30 noon, and. 4 p. m.
For Mt. Pieasant 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. n., passing Reading at 1:55 and 10:05 p. m., connect ng 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 8-10,
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 ob-

ained 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 Race and Vine streets, connecting with other lines, run close to the Depot.

Baggage collected and delivered by Dungan's Bag-

rage 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, 8%, 9-95, 10, 11, 12 A. M.; 1, 2, 2, 30, 3, 15, 3, 45, 4, 05, 4, 40, 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, 9%, 10, 11, 12, a. M.; 1, 2, 3, 3, 50, 4, 4, 45, 5, 5, 30, 6, 6, 30, 7, 8, 9, 19, 11 p.

The 8-90 and 9, 90 down trains, 9, 30, 2, 15, and 5, 15 M.; 1, 2, 3, 3 50, 4, 4 45, 5, 5 30, 6, 6 20, 7, 8, 9, 19, 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 n. 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 RAILBOAD .- Leave at 6, 8, 10, 12

CHESNOT HILL RAILROAD.—Leave at 6, 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.; 12:40, 5:40, 9:25 p. m.
FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 6, 7:30, 9, 11:05 a. m.: 1 20, 8, 4, 5, 5:30, 6:15 8:05, 10: 11:45 p. m. Leave Norristown at 5:30, 6:25 7, 7:45, Sco. 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 Manayunk.—Leave at 6, 7:30, 9, 11:05 a. m.; 1:30, 3, 4, 5, 5:30, 6:15, 8:05, 10, 11:45 p. m. Leave Manayunk at 6, 6:55, 7:30, 8:10, 9:20, 11:30 a. m.; 2, 2:30, 5, 6:45, 8:30, 10 p. m. On Sundays, leave at 9 a. D.; 2:30, 4, 7:30 p. m. Leave Manayunk at 7:30 a. m.; 3:30, 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. ad.

The 7:46 a. m. train :1016 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 York at Intersection Station.

The 8:50 a. m., 12:30 and 5 p. m. trains from New York stop at Intersection Station.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JANUARY 1, 1870. The trains of the Pennsylvania Central Raliroad 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 oars run within one square of the Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders lett at No. 901 Chesnut street, or No. 118 Market street,

will receive attention. TRAINS LEAVE DEPOT. Pittsburg Express 12:11 A. M. Mail Train 8:00 A M. Lock Haven and Elmira Express 9:49 A. M. Paoli Accommodation, 10:10 A. M. & 1:10 and 7:10 P. M. East Line M. M. & 1:24 P. M. A. M. & 1:24 P. M. Fast Line Erie Express Harrisburg Accommodation . Parkesburg Train Cincinnati Express Erie Mail and Buffalo Express 8.00 P. M. 9.50 P. M. Pacific Express
Paoli Accommodation, No. 4

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 Philadelphia at 8:10 A. M. Sunday Train No. 2 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.

Philadelphia at 6 20.

Cincinnati Express . 8 10 A. M.
Philadelphia Express . 7 60 A. M.
Erie Mail . 7 00 A. M. Eric Mail
Paoli Accommodat'n, 8-20 A. M. & 3-50 & 6-40 P. M.
Parkesburg Train
Past Line and Buffalo Express . 9-50 A. M.
12-20 P. M. Parkesburg Train
Fast Line and Buffalo Express
Lancaster Train 5 45 P. M. 5 46 P. M. 3 25 P. M. 5 45 P. M. 9 40 P. M. Erie Express Lock Haven and Elmira Express

PRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street,
SAMUEL H. WALLACE, . 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. CASSATT,
4 28 General Superintendent, Altoona, Pa.

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

Trains will leave and arrive at the Depot, THIRTY-FIRST 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 4.40 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted). (Greenwood excepted). For B. C. Junction at 4.10 P. M. Stops at all stations.

FOR PHILADELPHIA From West Chester at 6.30 and 10.45 A. M., 1.55, 4.55, and 6.55 P. M. Stops at all stations.

From West Chester at 7.55 A. M. This train stops only at stations between West Chester and Media From B. C. Junction at 8:40 A. M. Stops at all ON SUNDAY—Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and 4 P. M. 1014 W. C. WHEELER, Superintendent

WEST JEESEY BAILBOADS; FALL AND WINTER ARRANGEMENT; COMMENCING MONDAY, SEPTEMBER 19, 1970.

COMMENCING MONDAY, SEPTEMBER 19, 1970.
Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry).
8-16 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations.
11 46 A. M., Woodbury Accommodation.
8-16 P. M., Passenger for Cape May, Bullville, and way stations below Glassboro.
8-30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.
5-30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.
Freight Train leaves Camden daily, at 12 M.
WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHEFN PENNSYLVANIA, SOUTHERN AND IN15 RIOR 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,
corner of Berks and American streets (Sundays
excepted), as follows:—
7-00 A. M. (Accommodation) for Fort Washing.
ten.

At 7-28 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley Elmira, and in connection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rechester, Cleveland, Chicago, San Francisco, and all points in the Great West

8-26 A. M. (Accommodation) for Doylestown, 9-46 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Esseg Railreads.

town, 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 15 P. M., for Abington.

1 45 P. M. (Express) for Bethiehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazieton.

2 30 P. M. (Accommodation) for Doylestown, At 3 20 P. M. (Bethiehem Accommodation) for Bethiehem, Easton, Allentown, and Coplay.

4 15 P. M. (Miail) for Doylestown. 4.15 P. M. (Mail) for Doylestown. 5.00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

11:30 P. M. (Accommodation) for Lansdale. 11:30 P. M. (Accommodation) for Fort Washing-

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10:35 A. M.; 2:15, 5:05, and 8:25 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 236, 6 55, and 9 85 P. M. ON SUNDAYS. ON SUNDALS.

Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia 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. 10cc. 19, 1870. ELLIS OLARK, Agent.

NEW JERSEY SOUTHERN RAILROAD LINE. 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.

BETWEEN PHILADELPHIA AND SANDY HOOK, ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH. ON AND AFTER MONDAY, July 4, 1970, trains will run as follows:—
LEAVE NEW YORK,
from Pier No. 25 NORTH River, foot of Murray street,

at 6.45 A. M. Accommodation and 4.80 P. M. Express. LEAVE PHILADELPHIA. from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:30 P. M. Express.

The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business,

the former with unequalled accommodations, and will make the connection between New York and Sandy

"Traveller's" and "Appleton's Guides."

C. L. KIMBALL, Superintendent THE PHILADELPHIA AND BALTIMORE CEN-

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 at 7 A. M., 430 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.

days only, at 2.30 P. M.
Train leaving Philadelphia at 7 A. M., connects at
Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4.30
P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

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. 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. Sundsys at 6 49 P. M. only.

HENRY WOOD, General Superintendent. LUMBER.

SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1871 1 SEASONED CLEAR PINE. 1 SEASONED CLEAR PINE. 1 CHOICE PATTERN PINE. EPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1871

FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. 1871 ASH FLOORING. WALNUT FLOORING, FLORIDA STEP BOARDS, RAIL PLANK.

1871 WALNUT BOARDS AND PLANK. 1871 WALNUT BOARDS, WALNUT PLANK. 1871 UNDERTAKERS' LUMBER 1871

WALNUT AND PINE. SEASONED POPLAR. SEASONED CHERRY. 1871 WHITE OAK PLANK AND BOARDS, HICKORY.

CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. CAROLINA SCANTLING. CAROLINA H. T. SILLS. 1871

NORWAY SCANTLING. CEDAR SHINGLES. 1871 1871 CYPRESS SHINGLES. 1871
MAULE, BROTHER & CO.,
No. 2500 SOUTH Street.

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

Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 11 30 5m No. 1715 RIDGE Avenue, north of Poplar St.

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 SACKS. EASTON & MCMAHON,

SHIPPING AND COMMISSION MERCHANTS, No. 2 COENTIES SLIP, New York, No. 18 SOUTH WHARVES, Philadelphia, No. 45 W. PRATT STREET, Baltimore. We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortess AUD FION BALES.

M THOMAS & SONS, AUCTIONEERS, NO. Bunting, OURBOROW & CO., AUUTION KERS Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

SPECIAL AND PEREMPTORY SALE OF 1485 CASES METALLIC OVERSHOES: ALSO, THE STOCK OF A RETAILER, AND A GENERAL ASSORTMENT OF BOOTS, SHOES, ETC. On Tuesday Morning, January 10, at 10 o'clock, on four months' credit,

comprising—
406 cases women's F overs, regularly assorted. see cases women's M overs, regularly assorted.

10 cases women's M imitation, regularly assorted.

16 cases women's M gossamer, regularly assorted.

64 cases women's M gossamer, regularly assorted. 864 cases men's M overs, regularly assorted.
36 cases men's M overs, regularly assorted.
36 cases misses overs, 10@2.
N. B.—The above will be sold in large lots and strictly without reserve.
the entire stock of a retail dealer, comprising a choice line of custom-made greeks.

choice line of custom-made goods. a line of men's, women's, and children's wear, of the

BY MAGILL, FARREL & CO., No. 318 MARKET Street.

PEREMPTORY SALE BY AUCTION OF THE ENTIRE FURNISHMENT OF THE HOTEL, KNOWN AS THE WASHINGTON HOUSE, NOS. 709 AND 711 CHESNUT STREET, BY CATALOGUE.

On Tuesday Morning,
January 10, 1871, commencing at 9 o'clock. Including—Parior, chamber, dining, sitting, and barroom furniture; mirrors, oil paintings; gas fixtures, etc. etc.

Further particulars in future advertisements.

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

Sale at No. 1110 Chesnut street.

HANDSOME WALNUT PARLOR, LIBRARY, CHAMBER, AND DINING-ROOM FURNITURE: CHAMBER, AND DINING-ROOM FURNITURE;
Elegant English Brussels and Other Carpets; Four
Rosewood Plano-Fortes; Wainut Secretarie; and
Bookcases; Wardrobes; Easy Chairs; Library,
Centre, and Office Tables; Spring, Hair, and Husk
Mattresses, Feather Beds, Bolsters, and Pillows;
China; Glassware; Cutlery; Second-hand Furniture; Stoves, Etc., Etc.
On Friday Morning,
At 9 o'clock, at the Auction Store, No. 1110 Chesnut street, will be sold a large assortment of new
and second-hand furniture, carpets, china, glassware, stoves, etc.,

ware, stoves, etc., ROSEWOOD PIANO-FORTES. At 1 o'clock will be sold four rosewood plano-fortes, grand plano, etc. INVOICE OF FINE WINES AND LIQUORS. To be sold at 1% o'clock, on account of whom it may concern, 6 gallons old French brandy, do. old blackberry brandy, 8 do. old rye whisky, 5 do. sherry wine, 3 do. Holland gin, 1 do. Scotch whisky, 5 do. cherry brandy, S do. port wine, 4 do. layender brandy, 2 do. Jamaica rum, 2, do. apple brandy. 14 2t

MARTIN BROTHERS, AUCTIONEERS,-No. 704 Chesnut street.

CONCERT HALL AUCTION ROOMS, No. 1812
T. A. McCLELLAND, AUCTIONERR
Personal attention given to sales of household fur-

niture 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

C IRCUS AT AUCTION.— Great sale of Circus property at Raleigh, N. C., on MONDAY, January 50, 1871, consisting of the entire Stock and Fixtures of Dr. James L. Thayer's New Circus, lately travelling in the South; every-tining necessary for a first-class circus;—

42 first-class Horses. 8 first-class Ring Horses, 8 first-class trained Pad Horses, 2 Trick Mules, the best in the business. 12 Platform Spring Wagons, nearly new.

Ticket Wagon; Performers Wagor, nearly new, Band Wagon, Concord built, nearly new; cost Advertising Wagon, Pole Wagon, Poles, Seats, and everything required for canvas.

25 sets Double Harness, almost new.

26 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 nume-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 hostlers can
be employed on reasonable terms.

12 29tJ30

OLOTHS, CASSIMERES, ETC.

CLOTH HOUSE. JAMES & HUBER. No. 11 North SECOND Street.

Sign of the Golden Lamb, w receiving a large and splendid assortment of new styles of

FANCY CASSIMERES And standard makes of DOESKINS, CLOTHS and COATINGS, (3 98 mws

AT WHOLESALE AND RETAIL STOVES, RANGES, ETO. THE AMERICAN STOVE AND HOLLOWWARD

IRON FOUNDERS, (Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson,)
Manufasturers of STOVES, HEATERS, THOM. SON'S LONDON KITCHENER, TINNED, ENA

MELLED, AND TON HOLLOWWARE FOUNDRY, Second and Midlin Streets. OFFICE, 209 North Second Street. FRANKLIN LAWRENCE, Superintendent, EDMUND B. SMITH, Treasurer.

JNO. EDGAR THOMSON, President. JAMES HOEY. General Manager. ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL BUSINESS WALCHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been excinsively engaged in building and repairing Marine and River Engines, high and low pressure, iron Boilers, Water Tanks, Provide less are the respectfully offer their services. 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

pared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Bollers of the best Pennsylvania Charcoal iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, ocrew Cutting, and all other work connected with the above business.

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

ranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, fails, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE,

BEACH and PALMER Streets. GIRARD TUBE WORKS AND IRON CO.

PHILADELPHIA, PA., Manufacture Plain and Galvanized WROUGHT-IRON PIPE and Sundries for Gas and Steam Fitters, Plumbers, Machinists, Railing Makers, Oil Refiners, etc.

WORKS,

TWENTY-THIRD AND FILBERT STREETS,

OFFICE AND WAREHOUSE,

8 1 No. 42 N. FIFTH STREET.

COTTON SAIL DUCK AND CANVAS, OF ALY
numbers and brands. Tent, Awning, Trunk
and Wagon-cover Duck. Also, Paper Manufacturers' Drier Feits, from thirty to seventy-siz
inches, with Paulins, Beiting, Sail Twine, etc.

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

OTSTER KNIVES OF FINE Cast Steel. No. 309 S. FIFTH St. BRICKMAKERS' CLAY-SPADES AND TOOLS, Miller's make, No. 809 S.FIFTH Street, 129 1m