"THE LITTLE CHURCH ROUND THE the Chassepot. They often penetrate but a little way; and are easily found under the

# BY A. E. LANCASTER.

BY A. K. LANCASTER. 1"Mr. Joseph Jefferson, who made the applica-tion to the clergyman to officiate, said that he re-retted the publicity that had been given to the fair, both for the sake of religion and in view of he feelings of the bereaved family. It appears that is take place from his church, but, when he learned int Mr. Holland had been an actor, he withdrew is consent. He added that there was a little introh around the corner from his where funerals in actions had taken place, and where the advised fr. Jefferson to make application. Mr. Jefferson fit with the characteristic and almost poetical re-arts, 'All honor to that little church around the orner !"-Morning Newspapers.)

Bring him not here, where our sainted feet Are treading the path to glory ! ring him not here where our Saviour sweet Repeats, for us, His story! o take him where 'such things' are done, (For he sat in the seat of the scorner,) o where they have room, for we have none-To that little church round the corner !"

So spake the holy man of God Of another man, his brother, Whose cold remains, ere they sought the sod. Had only asked that a Christian rite Might be read above them by one whose light Was, "Brethren, love one another"-Had only asked that a prayer be read Gre his flesh went down to join the dead, Whilst his spirit looked, with suppliant eyes, Searching for God throughout the skies.

But the priest frowned "No !" and his brow was bare

Of love in the sight of the mourner: and they looked for Christ and found Himwhere?

In that little church round the corner ! h ! well; God grant, when, with aching feet, We tread life's last few paces, That we may hear some accents sweet. And kiss, to the end, fond faces ! Bod grant that this tired flesh may rest ('Mid many a musing mourner), While the sermon is preached, and the rites

are read, n no church where the heart of love is dead

and the pastor a pious prig at best; But in some small nook where God's confessed-

Some little church round the corner ! -N. Y. Sunday Times.

HE SURGICAL ASPECTS OF THE WAR. rom the Pall Mall Gazette.

Drs. Goujon and Felizet, who were engaged the temporary hospital at Metz, have prered a report on the effects of the different russian arms. They are of opinion that se are not as murderous as they are suposed to be, but that the frequency and verity of certain wounds result from the nfavorable positions which the men were mpelled by their leaders to assume. The ollowing details are extracted from a sumhary of this report: -

The Prussians, for the most part at least, se the triangular bayonet, now generally discarded, the wounds from which are far less erious than those inflicted by the swordayonet, which our infantry possessed. One of us saw on the night of the 31st of August, fter the fight of Servigny-Sainte-Barbe, heap of Prussians with wounds in the chest heasuring nearly thirty centimetres in the Family, Pulpit, and Photograph ntercostal space. We have seen but two wounds with the Prussian bayonet, and hose healed rapidly. The bayonet is not the arm which the Prussians excel in. They are CHRISTMAS, often too closely packed to have free scope, and make little active at much passive resistance. Hence our oldiers say that a charge of bayonets goes brough them like butter. Sword wounds ere more frequent on our side, but chiefly ponfined to cavalry who had charged the russian horse. The worst we saw was that a French cuirassier, whose left wrist had een completely disarticulated with as much gularity as if it had been done by a surgeon. e saw several dragoons who had received many as six sword cuts on the head, the ands, and the trunk. The left arm is always a object of the Prussians in a cavalry harge; they endeavor to cut the horse's widle or the hand which holds it. These ounds are seldom serious, being superficial and soon healed. There can be no doubt of the great part he Prussian artillery has played in our disasers. With regard to wounds from firearms, e have observed on an average 70 wounds om the bursting of shells and 30 from aden bullets. Out of 100 wounds from agments of shells, we have always observed n an average 60 wounds in the back or where the shoulders join the neck, and 40 ounds in front or on the sides and limbs. he large Prussian projectiles are all explo-ve: they burst on touching the ground. It hay, however, be mentioned that their ful-minating apparatus is defective. One of us t Gravelotte saw the muddy soil covered ith shells which had not burst. The of the fragments of shell is varied; so is their weight. We extracted some which weighed nly three grammes; but, on the other and, one of us extracted a piece exceeding 00 grammes in weight. We have sometimes and little irregular fragments, which have ten rise to the idea that explosive bullets d been used, but no doctor at Metz has and any such. Wounds from shells genelly heal easily; when the skeleton is affected e case is more serious, but not more so than ractures, comminuted or not, complicated th flesh-wounds. Thus in our hospital, here the sick have been for nearly two onths deprived of salt, condemned to horsesh, rationed as to bread, deprived of andy and quinine, and subject to terrible oral depression, we have seen many cures wounds from the explosion of shells. The equency of these wounds intimidates the oldier. To what then is this frequency owing ? he following facts speak for themselves. At the battle of Gravelotte whole regiments reneir faces in the furrows about 3000 meters om the enemy, and remained in this state om seven in the morning to two or four clock in the evening; the shells rained upon hem, and many of our soldiers parished vithout firing a shot. At Sainte-Barbe seve-al regiments received the same order and ustained considerable loss. The enemy had their own way with troops which a com lete ignorance of the operation of shells had endered stationary on an open place. The younds we observed in the back and at the mion of the shoulder and neck are precisely hose which a man lying flat on his face would seive. Now, are these wounds less frequent when charging a battery? On the 7th of October the 7th Voltigeurs, the Ohasseurs of the Guard, and a regiment of the Line, car-ried the Chateau of Ladouchamps, where two russian batteries were established. These en marched in quick time over 3500 meters of ground, under a heavy fire, charged with he bayonet, carried the position, and took he guns. Of the wounded in this affair 47 out of 60 were wounded by balls. There were but 13 wounds from bursting shellsthe former proportion was inverted. The Prussian balls are much larger than those of

little way; and are easily found under the skin, which they often raise for a considerable distance without going deeper. Their size renders their extraction easy. Wounds in the limbs from these balls are mere setons, easily cured. Gun-shot wounds in the chest

are not as serious as might be supposed. Among the wounded whose cases we could follow thirteen had received a ball through the chest, and nine of these were cured in a space of time varying from fifteen days to two months. Wounds in the chest are of course more or less serious, according to the seat of the wound. Those on the right side are more likely to be cured than those on the left, because of the neighbor-hood of the heart. Those high up in the lungs are better than those in the centre of the organ of respiration, where the great vessels are. Wounds from the Chassepot bullet are very serious: the size of the orifice made by the ball in passing out causes great laceration of the tissues. The bones fractured by these balls are reduced into a great number of fragments, and as many as twelve and even fifteen splinters have been taken from these wounds. The Chassepot bullet always penetrates deeply, and being small is diffi-cult to extract. We now think we have shown:-First. That the wounds inflicted by the Prussians with sword or bayonet are not frequent or serious. Secondly, That their balls are less murderous than those of the Chassepot. Thirdly. That it is by means of their shells that we have suffered most loss. Fourthly. That this murderous result of their fire depended less upon that than upon the mistaken position of our men. Fifthly. That, other things being equal, wounds from the fragments of shells are not worse than those made by other projectiles. Considering, further, that the shell does not burst in all directions, only forward in a jet, it will be seen that flight plays into the hands of the enemy, and that marching forward, obliging him to change his aim every moment, puts his artillery into a fatiguing situation at 3000 metres, and a dangerous one at 1000.

NEW PUBLICATIONS,

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PRESENTATION BIBLES,

THE HOLY BIBI

### RAILROAD LINES.

N ORTH PENNSYLVANIA RAILROAD THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH. ERN PENNSYLVANIA, SOUTHERN AND IN. TERIOR NEW YORK, BUFFALO, CORRY, BOCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. WINTER ARRANGEMENT. Takes effect December 10, 1876. Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:-790 A. M. (Accommodation) for Fort Washing-tin.

THE DAILY EVENING TELEGRAPH-PHILADELPHIA, TUESDAY, JANUARY 10, 1871.

BS folows :---

at 12 o'clock noon.

At 7-85 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilke barre, Williams-port, Mahanoy City, Harleton, Postston, Towanda, Waverley, Elmira, and in connection with the ERIE RAIL WAY for Buffalo, Niagara Fails, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

the Persiomen and Colebrookdale Kairroads, For Downingtown and points on Chester Valley Rairroad, take 7 30 a m., 12 30 noon, and 4 p. m. For Schwenksville and points on Per-kiomen Rail-road, take 7 30 a. m. 12 30 noon, and 4 p. m. For Mt. Plessaut and points on Colebrookdale Railroad take 7 30 a. m. and 4 00 p. m. N. Y. EXPRESS FOR PITTEBURG AND WEST. Trains leave New York at 900 a m and 500 p. in the Great West. 8 25 A. M. (Accommodation) for Doylestown. 9 45 A. M. (Express) for Bethlehem, Easten, Al-lentown, Mauten Chunk, Williamsport, Mahanoy City, Wikesbarre, Pittston, Scranton, Hacketts-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 Bethlehem, Easton, Al-lentown, Mauch Chunk, Mahanov City, Wikes-

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-ing at Harrisburg with Fennsylvania and Northern Ing at Harrisonrg with Founsylvania 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. Aratins for New York leave Harrisburg at 3:10, \$10, and 11:45 s. m., and 2:50 p. m. Additional train leaves New York for Harrisburg at 12 of lock troop. lentown, Mauch Chunk, Mahanoy Olty, Wilkes-barre, Pitteton, and Hasleton. 230 P. M. (Accommodation) for Doylestown. At 320 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, and Coplay.

4 16 P. M. (Mail) for Doylestown. 500 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6 20 P. M. (Accommodation) for Lansdale. 11'80 P. M. (Accommodation) for Fort Washing-

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

TRAINS ARRIVE IN PHILADELPHIA FROM Betsiehem at 8 55, and 10:86 A. M.; 2:15, 5:05, and 8:24 P. M.

Berning at 80, and 90 and 636 P. M.
Doylestown at 826 A. M., 440 and 636 P. M.
Lansdale at 730 A. M.
Fort Washington at 920 and 1120 A. M., 310 P. M.
Abington at 236, 656, and 936 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 930 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
Beggage Express Office, No. 105 S. Fifth street.
Dec. 19, 1870.

idering, t in all will be s of the obliging nt, puts at 3000	Abington at 2'86, 6'66, and 9'36 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9'30 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 baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 106 S. Fifth street. Dec. 19, 1870. ELLIS OLARE, Agent.	GERMANTOWN AND NORRISTOWN BRANCH, Depot. Ninth and Green. Trains leave for Germantown at 6, 7, 8, 85, 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 Ger- mantown, 6, 6:55, 7:30, 5, 8:20, 9, 93, 10, 11, 12 a. M.; 1, 2, 3, 3:70, 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.
	1870FOR NEW YORK-THE CAMDEN ton Railroad Comparies' lines from Philadelphia to New York and Way Places. FROM WALNUT STREET WHARP. At 7 A. M., Mall and Accommodation, via Cam- den and Amboy, and at 5:30 P. M., Accommoda- tion, via Camden and Jersey City. At 2 and 6 P. M., for Amboy and intermediate sta.	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 6, 8, 10, 12 a. m.; 2'30, 3'45, 5'45, 7, 9 and 11 p. m. Leave Ches- nut Hill at 7'10, 8, 9'10, 11'40 a. m.; 1'40, 3'40, 5'40, 6'40, 8'40, 10'40 p. m. On Sundays, leave 9'15 a. m.; 12'40, 5'40, 9'25 p. m.
	tions. At 7 A. M. and 3.30 P. M. for Freehold and Far- mingdale. _At 7 and 10 A. M., 12 M., 2, 3.30, and 5 P. M. for	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 Sun- days Leave at 9:30, 4:30, 6:15, 8, 9:30 p. Leave Nor-
T S11	Trenton. FAt 7 and 10 A. M., 12 M., 2, 8:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington' Edgewater, Beverly, Delanco, Riverside, River- ton, and Palmyra. At 7 and 10 A. M., 12 M., 6, 6, 7, and 11:30 P. M. for Fish House. The 11:30 P. M. Hne leaves from Market Street Ferry (upper side).	days, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Nor- ristown at 7 a. m.; 1, 5:30, 9 p. m. FOR MAXAYUNK.—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, 11:20 a. m.; 2, 8:20, 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.
ONS	<ul> <li>FROM WEST FHILADELFHIA DEPOT.</li> <li>At 7:80 and 9:45 A. M., 1:20, 3:10, 5:30, 6:45 and 12</li> <li>P. M., New York Express Lines, and at 11:30 P. M., Line, via' Jersey City.</li> <li>At 7:30 and 9:45 A. M., 1:20, 3:10, 5:33, 6:45, and 12</li> <li>P. M. for Trenton.</li> <li>At 9:45 A. M. 1:20, 6:45 and 13 P. M. for Bristol.</li> <li>At 12 P. M. (night) for Morrisville, fullytown, Schenck's, Eddington, Cornwells, Torresdale,</li> </ul>	The 7.45 a.m. train from Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane, Passengers taking the 7.12, 9.05 a.m., and 6.30 p.m. traits from Ninth and Green streets will make close connections with the trains for New York at Intersection Station, The 8.50 a.m., 12.30 and 5 p.m. trains from New York stop at Intersection Station. 11
лE,	Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. Sunday Lines leave at 946 A. M., 645 P. M., and	PENNSYLVANIA CENTRAL RAILROAD.
Bibles.	12 night. FROM 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 Bristol. At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown. At 7:30 and 9:30 A. M., 2:30, 6, and 6 F. 51. for Schenck's. Eddington, Cornwells, Torresdals, and Holmseburg Junction. At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bust's ton, Holmesburg, and Holmesburg Junction. At 7 and 9:30 A. M., 12:30, 5:16, 6, and 7:30	AFTER 8 P. M., SUNDAY, JANUARY 1, 1870. The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR- KET Streets, which is reached directly by the Mar- ket street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within ene square of the Depot. 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 cs.
	P. M. for Tacony, Wissinoming, Bridssburg, and	for and dollars haven on at the damat findam late

RAILROAD LINES.

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

For particulars see Guide Books, which can be ob-tained at No 511 Chesnut street, and at all stations,

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

RAILROAD LINES

PHILABELPHIA, WILMINGTON. AND BAL-TIMORE RAILROAD.-TIME TABLE. OOMMENCING MONDAY. NOVEMBER 21, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as fellows:-Way Mail Train at 8'80 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyras Branch Railroad and Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-road. 

Express Train at 11:45 A. M. (Sundays excepted), for Baltimere and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Cen-nects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for

Express Train at 4 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-pert, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewoed, Magnolia, Chase's and Stemmer's Run. Night Express at 11'30 P. M. (Daily), for Balti-more and Washington, stopping at Chester, idn-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man'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

WillMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11-90 A. M., 2-80, 5-90, ant 7-90 P. M. The 5-90 P. M. train connects with Dela-ware Railroad for Harrington and intermediate stations. 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 Daily; 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 4.30 P. M. trains for Baltimore Cen-ral Railroad. From Baltimore to Philadelphia.-Leave Balti-more 7.25 A. M. Way Mall: 9.35 A. M. Express:

tained at No. 511 Chesnut street, and at all stations, without charge. Season, School, Mfleage, 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 and Fifteenth, and Decoded View Streets correction and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the Depot. Baggage collected and delivered by Dangan's Bag-gage Express. Orders left at Depot, or at No. 225 S.

GERMANTOWN AND NORRISTOWN BRANCH.

From Baltimore to Philadelphia.—Leave Balti-more 7-26 A. M., Way Mali; 9-38 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 Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester. On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, leif West Grove at 8:65 P. M. Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828

Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where bise 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 Unien Transfer Company. H. F. KENNEY, Superintendent.

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

more.

more. Oxford at 6:05 A. M., 10:35 A. M. and 5:30 P. M. Sundays at 5:30 P. M. only. Chadd's Fordiat 7:96 A. M., 11:58 A. M., 3:55 P. M., and 6:49 P. M. Sundays 6:49 P. M. only. Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same. HENRY WOOD, 10:3 General Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS.

FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING.

ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS.

RAIL PLANK.

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

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CAROLINA SCANTLING. CAROLINA H. T. SILLS.

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THE AMERICAN STOVE AND HOLLOWWARD COMPANY, PHILADELPHIA,

IRON FOUNDERS,

FOUNDRY, Second and Mirtin Streets, OFFICE, 209 North Second Street, FRANKLIN LAWRENCE, Superintendent,

President. JAMES HOEY,

General Manager.

EDMUND B. SMITH, Treasurer.

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

CEDAR SHINGLES. 187 CYPRESS SHINGLES. 187 MAULE, BROTHER & CO., No. 2000 SOUTH Street.

UNDERTAKERS' LUMBER. 1871 RED CEDAR.

will run as follows :-

OB and after MONDAY, October 3, 1870, trains

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AUO TION BALES."

HENRY W. & B. SCOTT, JR., AUCTIONEERS AND COMMISSION MERCHANTS,

17 2012/07/2

No. 1125 CHESNUT Street.

(Until negotiations for a permanent and eligible location, row pending, are consumm ited, sales on the premises receive prompt and personal atten-

M THOMAS & SONS, AUCTIONEERS, NOS.

Sale at the Auction Rooms. SUPERIOR HOUSEHOLD FURNITURE, PIANOS, Fire-proof Safes, Office Furniture, Hair Mattresses, Frather Beds, Fine Window Curtains, China, Glassware, Stoves, Fine Carpets, Etc. Jan. 12, at 9 o'clock, about 500 lots superior House-hold Furniture comprising a semeral according

Also, 2 rosewood planos. Also, 2 rosewood planos. Also, 3 large and superior fire-proof safe, made by

Marvin & Co.

Also, 2 superior fire-proof safes, made by Lihie. Also, 4 suits fine damask window curtains. 110 St

SALE OF VALUABLE OIL PAINTINGS AND ENGRAVINGS. On Saturday Morning, Jan. 14, at 11 o'clock, a collection of very valuable paintings, including some choice pieces presented to the late Dr. N. Chapman by Joseph Bonaparte (Count Survillers), among which will be found an original Survillers), among which will be found an original "La Charite," by Schidone, and a fine architectural picture by Canaletto; also, portraits of Chief Jus-tice Marshal, by Inman, and of Dr. Rush, by Sully. The catalogue also includes 12 fine specimens of C. Krieghoff, landscapes by Doll, H. Seefisch, W. Mayerheim, C. J. de Vogel, etc.; Aquarcils by Verbek-hoven, Professor Schreder and Professor Guaglio; a fine marine by Lepoittevin, and a number of rare

The collection is arranged for inspection in the second-story salesroom of the auction store. 1.7.6t

BUNTING, DURBOROW & CO., AUCTIONREES, Nos. 239 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

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

On Wednesday Morning, Jan. 11. commencing at 10 o'clock, by catalogue. CLOSING SALE OF FURS, ROBES, LAPS, ETO., To which we call the special attention of the trade, DRY GOODS, BTC.-Also, an assortment of dry

goods, notions, etc. CLOTHING.-Also, 100 lots ready-made Cloth-1 9 2t

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 Thursday Morning, January 12, 1871, commencing at 9 o'clock. In-cluding—Parlor, chamber, dining, sitting, and bar-room furniture; mirrors, cil paintings; gas fixtures, etc. etc. [1231 St [12 31 St

Further particulars in future advertisements

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

SALE OF CORNICES, CURIOSITIES, MINERALS, ETC., ETC. On Wednesday atternoon, At 3 o'clock, at the auction store, No. 1110 Ches-nut street, will be sold a collection of United States silver and copper coins, medals, tokens, books, minerals, shells, etc. 11

MARTIN BROTHERS, AUCTIONEERS,---

CONCERT HALL AUCTION ROOMS, No. 1918 OHESNUT Street. T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household for-

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 80, 1871, consisting of the entire Stock and Fixtures of Dr. James L. Thayer & New Circus, lately travelling in the South; every-thing necessary for a first-class circus:-42 first-class Horses. 8 first-class Ring Horses. 3 first-class trained Pad Horses. 9 Trick Mules, the best in the business. Leave Philadelphia from Depot of P. W. & B. R. R., corner of BROAD Street and WASHINGTON Ave-12 Platform Spring Wagons, nearly new. Ticket Wagon; Performers' Wagon, nearly new. Band Wagon, Concord built, nearly new; cost nuc:-For Port Deposit at 7 A. M. and 4:80 P. M. For Oxford at 7 A. M., 4:30 P. M., and 7 P. M. For Oxford on Saturdays only, at 2:30 P. M. For Chadd's Ford and Chester Creek Railroad, at 7 A. M., 10 A. M., 4:30 P. M. and 7 P. M. Satur-days only, at 2:30 P. M. Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore \$:500. Advertising Wagon, Pole Wagon, Poles, Scats, and everything required for canvas. 25 sets Double Harness, almost new. 20 Bridles and Saddles, almost new.

WEDDING, and BIRTHDAY PRESENTS. New ard superb assortment, bound in Rich Levant Turkey, Panelled and Ornamental Designs, equal to the London and Oxford editions, at less than half their prices. Chain-Back Albums. The superiority of "THE HARDING PATENT FLEXIBLE CHAIN-BACK ALBUM" over all others heretofore manufactured will, upon the slightest examination, be apparent to all. Also, a large assortment of Photograph Albums, new and beautiful styles, made in the usual manner. W. W. HARDING, No. 326 CHESNUT STREET, BELOW FOURTH STREET. 12 16 ENGINES, MACHINERY, ETO. PENN STEAM ENGINE AND BOILER WORKS.-NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MA-CHINISTS, BOILER-MAKERS, BLACKSMITHS, **CALMAC** WORKS,—NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MA-CHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron 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 pre-pared 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, scorew Cutting, and all other work connected with the above business. Drawings and specifications for all work done the establishment free of charge, and work gus ranteed. ranteed. The subscribers have ample wharf dock-toom for The subscribers nave anyte what does tool for repairs of boats, where they can lie in perfoci anety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights. JACOB C. NEAFIR, JOHN P. LEVY, 8 155 BEACH and PALMER Streets. GIRARE TUBE WORKS AND IRON CO., FHILADELPHIA, PA., Manufacture Plain and Galvanized WROUGHT-IRON PIPE and Sundries for Gas and Steam Fitters, Plumbers, Machinists, Railing Makers, Oll Refiners, etc. WORKS, TWENTY-THIRD AND VILBERT STREETS, OFFICE AND WAREHOUSE, 81 NO. 42 N. FIFTH STREET.

# EASTON & MCMAHON,

SHIPPING AND COMMISSION MERCHANTS, No. 9 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, Wilmirgton, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest active.

M. for Tacony, Wissinoming, Bridesburg, and Frankford.

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

At 5 P. M. for Lambertville and intermediate stations.

FROM MARKET STREET PERRY (UPPER SIDE), VIA NEW JERSEY SOUTHERN RAILROAD At 11 A. M. for New York, Long Branch, and

At 11 A. M. for New York, Long Branch, and intermediate places. Via CAMDEN AND BURLINGTON COUNTY RAILBOAD. At 6:46 and 11 A. M., 1, 2:30, 3:30, 6, and 0:80 F. M., and on Thursday and Saturday nights at 11:30 F. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 6:46 A. M., 2:30 and 6:30 F. M. for Lumberton and Madford.

and Medford. At6 45 and 11 A.M., 3 30, 5, and 6 30 P.M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

Pemterten. At 6 45 A. M., 1 and 8:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and

Hightstown. WM. H. GATZMER, Agent. Dec. 12, 1870.

W	PHIA AND ERIE RAILROAD. INTER TIME TABLE. In December 4, 1870, the trains on the
Philadelphia	and Eric Raliroad will run as follows
T HIBUOIPHIS	vania Railroad Depot, West Phila-
	Awnie trantond Dobos' Most Lung-
pelphia:-	
	WESTWARD.
MAIL TRAIN	I leaves Philadelphia · 940 P. M
	" Williamsport - 7 25 A. M.
	arrives at Erio - 7.40 P. M.
RRIE EXPRE	SS leaves Philadelphia 12-20 A. M.
11	" Williamsport . 8.50 P. M.
and a second second second	
ELMIKL DI	AIL leaves Philadelphia - 9.39 A. M.
	" Williamsport 6.35 P. M.
44	arrives at Lock Haven 7.50 P. M.
and the second strends	MASTWARD.
MAIL TRAD	N leaves Erio 9.00 A. M.
44	Williamanort - 10:06 P M

arrives at Philadelphia 6.60 A. M. 8:25 A ELMIRA MAIL leaves Look Haven - 6 15 A. M. "Williamsport 9 25 A. M. "arrives at Philadelphia 5 30 P. M. BUFFALO EXP. leaves Williamsport 5 30 P. M.

"
arrives at Philadelphia 5 30 P. M. BUFFALO EXP. leaves Williamsport 12 35 A. M. "
Sunbury - 2 30 A. M. "
arrives at Philadelphia 940 A. M.

Bryress, Mall, and Accommodation, east and west, connect at Corry, and all west bound trains and Mall and Accommodation east at Irvineton with Cil Creck and Allegheny River Railroad. WM. A. BALDWIN, General Superintendent.

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

and AN EXPRESS TRAIN

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

SPLENDID PALACE CARS. NO CHANGE OF CARS BETWEEN PHILADELPHIA AND SANDY HOOK. ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH. ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:-LEAVE NEW YORK, from Pier No. 28 NORTH River, foot of Murray street, at 645 A. M. Accommodation and 480 P. M. Ex-press.

press.

IEAVE PHILADELPHIA, from foot of WALNUT Street, at 7.00 A. M. Accom-monation and 3.30 P. M. Express.

modation and 3'80 P. M. Express. The NARRAGANSETTT 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

BEST AVAILABLE

Ticket Office, N. W. corner Ninth and Oheseets, and at the Depot. for and deliver baggage at the depet. Orders loit at No. 901 Chesnut street, or No. 116 Market street,

will receive attention. TRAINS LEAVE DEPOT.

 

 TRAINS LHAVE DEPOT.

 Pittsburg Express
 12.11 A. M.

 Mail Train
 5.00 A M.

 Lock Haven and Elmira Express
 9.40 A. M.

 Paoli Accommodation, 10.10 A.M.& 1.10 and 7.10 P. M.

 Fast Line
 .12.40 P. M.

 Erie Express
 12.40 P. M.

 Harrisburg Accommodation
 2.80 P. M.

 Lancaster Accommodation
 4.10 P. M.

 Parkashurg Train
 6.80 P. M.

 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 Parkesburg Train Cincinnati Express Erie Maii and Buffalo Express 5.80 ] 8.00 I 9.50 P Pacific Express . 10 10 P. M. Pacific Express . 10 10 P. M. Pacific Express . 11 10 P. M. Eric Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night pas-sengers will leave Philadelphia at 10 10 P. M.

Cincinnati and Pacific Express leaves daily. All other trains daily except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-

except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M. at No. 116 Market street. Sunday Train No. 1 leaves Philadelphia at 8:49 A. M.; airives at Paoli at 9:49 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; ar-rives 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. TRAINS ARRIVE AT DEPOT.

Cincinnati Express B10 A. M. Philadelphia Express 760 A. M.

Erie Express Lock Haven and Eimira Express

W EST 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 745 and 11-20 A. M., 2:30, 6:15, and 11:20 P. M. Stops at all stations. For West Chester at 4:46 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted).

115 PANEL

(Greenwood excepted). For B. C. Junction at 4.10 P. M. Stops at all sta-

FOR PHILADELPHIA From West Chester at 630 and 1045 A. M., 155, 455, and 655 P. M. Stops at all stations. From West Chester at 755 A. M. This train stops

only at stations between West Chester and Media

WEST JERSEY BAILBOADS,

W LST JERSET BRANCE BRANCEMENT;
 FALL AND WINTER ARRANGEMENT;
 COMMENCING MONDAY, SEPTEMBER 19, 1870.
 Trains will leave Philadeiphia as follows:—From foot of Market street (upper ferry);
 8°15 A. M., Passenger for Bridgeton, Salem,
 Swedesboro, Vineland, Milliville, and way stations.
 146 A. M., Woodbury Accommodation.
 3°16 P. M., Passenger for Bridgeton, Salem,
 3°30 P. M., Passenger for Bridgeton, Salem,
 Swedesboro, and way stations.
 5°30 P. M., Passenger for Bridgeton, Salem,
 Swedesboro, and marmediate stations.
 Freight Train leaves Camden daily, at 12 M.
 William J. SEWELL, Superintendent.

P. M. connect at Connect S Port Sunction 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-Chadd's Ford at 7:56 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. HEMLOOK HEMLOCK, 1871 1 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTEEN PINE. BPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1871

1871

1871

1871

1871

Frie Mail Frie Mail Paoli Accommodat'n, 8'20 A. M. & 8'50 & 6'40 P. M. Parkesburg Train Fast Line and Buffalo Express 9'50 A. M. 9'00 A. M. 9'0 5 45 P.

1871

1871

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

(Greenwood excepted), From B. C. Junction at 8'40 A. M. Stops at all

Stations. ON SUNDAY-Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and 4 P. M. 1014 W. C. WHEELER, Superintendent.

(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.

JNO. EDGAR THOMSON,

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-

rous to mention. All the above property will be sold to the highest All the acash. T. E. LEE, Sherin Wake county, N. C.

N. B.-Nihe experienced drivers and hostlers can be employed on reasonable terms. 12 22130

PROPOSALS.

PROPOSALS FOR PUBLIC PRINTING AND BINDING.

P BINDING. Notice is hereby given that Sealed Proposals for the Public Printing and Binding for the State of Pennsylvania, for the term of three years from the first day of July, 1871, will be received by the Speakers of the Senate and House of Hepresentatives from this date to the fourth Tuesday of January, 1871, in compliance with the act of Assembly entitled "An act in relation to Public Printing," approved 9th of April, 1856; said proposals to be accompanied by bonds, with approved securities, for the faith-ful performance of the work, as required by the act of 25th February, 1862, eutitled "A further Supplement to an Act in relation to Public Printing," approved the 9th day of April, 1856. Printing," approved the 9th day of April, 1856. F. JORDAN,

Secretary of the Common wealth HARRISBURG, Jan. 2, 1871. 1 2 180 1 2 18t

NAVY PAYMASTER'S OFFICE, No. 497 CHESNUT Street.

PHILADELPHIA, Jan. 6, 1871. PHILADELPHIA, Jan. 6, 1871. Sealed Proposals, endorsed "Proposals, Con-struction and Repairs," will be received at this office until 1 P. M. MONDAY, the sixteenth day of January, 1871, for the following supplies, which must be of the very best quality, to be delivered at the Philadelphia Navy Yard, free of charge subject to the usual conditions of of charge, subject to the usual conditions of

Inspection, approval, etc., viz.:-One (1) Planer, to plane 30 inches wide by 30 inches high and eight feet long; to be put up in complete running order, with shafting, belting, pulleys, etc.

One (1) twelve (12) inch Shaping Maching, to be put up, etc., as above. One (1) Lathe, to swing 22 inches over V

slides, and 14 inches over rest carriages, etc.

Full specifications of the requirements in the above tools can be seen on application at this Office, or to the Naval Constructor at the Navy

Bidders must state in their bids the time within which the articles can be delivered. Responsible security required for the prompt and faithful delivery of the above, in con-formity with stipulations on the blank forms for bids, to be had at this office; otherwise bids, will not be entertained.

A. W. RUSSELL, Paymaster U. S. Navy. 16 fmwSt

RODGERS & WOSTENHOLM'S POCKET KNIVES, Fearl and Stag handles, and

beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lo-coultre Razor; Ladies' Scissors, in cases,

of the finest quality ; Rodgers' Table Cutlery, Carvers

and Forks, Razor Strops, Cork Screws, etc. Ear in-struments, to assist the hearing, of the most ap-proved construction, at P. MADEIRA'S,

SAXON GREEN

NEVER FADES.

8 1 6m

No. 115 TENTH Street. below Cheanut

OUTLERY, ETO.