

WINTER ON MOUNT WASHINGTON.

A DESCRIPTION OF THE "FROST WORK."
The "frost work" is one of the most remarkable phenomena of this high altitude. As few have ever seen it, and as the causes that produce it are but imperfectly understood, we shall perhaps be pardoned if we present some rather crude ideas in regard to it.

From the study given to it last winter, and the opportunities we have had of observing its formation this, we are able to give what seems to us a plausible, if not a correct, theory to account for this, the most plastic of all the handwork of nature.

At our very first observation we see that it forms only when the wind is northward, i. e., at some point between north and west of north and east, and never when the wind is southerly.

It begins with mere points, on everything that the wind reaches, on the rocks, on the snow, on the railway, and on every part of the buildings, even on the glass.

On the south side it is very slight, as the wind reaches there only in eddying gusts. When the surface is rough, the points, as they begin, are an inch or more apart; when smooth, it almost entirely covers the surface at the very beginning; but soon only a few points elongate, so, on whatever surface it begins to form, it has very soon the same general appearance, presenting everywhere the same beautiful, feathery-like form.

In going up the mountain we do not see it until we get some distance above the limit of the trees; it is nearly a mile before it is seen in its characteristic forms, and it is only immediately about the summit it presents its most attractive features.

We notice also that it always forms toward the wind—never from it, and the rapidity with which it forms and the great length of the horizontal masses are truly wonderful.

We placed a round stick, an inch in diameter, in a vertical position, where it was exposed to a full force of the wind, and in less than two days some of the horizontal icicles—we call them icicles for the want of a more appropriate name—were two feet in length, and scarcely any thicker than the stick itself.

INSURANCE COMPANY OF NORTH AMERICA.

INCORPORATED 1794. CAPITAL \$500,000 ASSETS January 1, 1871. \$2,050,536 STATEMENT OF THE ASSETS.

First Mortgages on Philadelphia City Property \$334,980 United States Government Loans 325,933 Pennsylvania State Loans 160,310 Philadelphia City Loans 200,000

1829. FRANKLIN FIRE INSURANCE COMPANY. Office, Nos. 435 and 437 CHESTNUT ST. Assets Aug. 1, '70 \$3,009,888 2/4

INCORPORATED MARCH 17, 1850. No. 24 NORTH FIFTH STREET. INCURABLE BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY.

THE PENNSYLVANIA FIRE INSURANCE COMPANY. INCORPORATED 1828—Charter Perpetual. No. 510 WALNUT STREET, opposite Independence Square.

FAME INSURANCE COMPANY. No. 809 CHESTNUT STREET. INCORPORATED 1825—Charter Perpetual. CAPITAL \$300,000. FIRE INSURANCE EXCLUSIVELY.

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA. Office No. 5, cor. FOURTH and WALNUT STREETS. FIRE INSURANCE EXCLUSIVELY.

IMPERIAL FIRE INSURANCE CO., LONDON. ESTABLISHED 1803. Paid-up Capital and Accumulated Funds, \$5,000,000 IN GOLD.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tens, Awning, Frank and Wagon-covers, Duck, Paper, Manufacturers' Drier Felt, from thirty to seventy-four inches, with Fanning, Beating, Salt Twine, etc.

CLOTHS, CASSIMERS, ETC. CLOTH HOUSE. JAMES HUBER. No. 11 North SECOND Street, Sign of the Golden Lamb.

FANCY CASSIMERS. And standard makes of DOESKINS, CLOTHS and COATINGS. AT WHOLESALE AND RETAIL.

COTTON—MIDDLING FAIR AND MIDDLING. Gulls, Alabama and Uplands, samples, clean stain, etc., for sale by WILLIAM M. GREINER, No. 109 CHESTNUT STREET.

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD. DEPART THIRTEENTH and CALLOWHILL STREETS. Until further notice trains will leave and arrive as follows:

TRAINS LEAVE AT 7:30 A. M. 12:30 P. M. 3:30 P. M. 6:30 P. M. 9:30 P. M. TRAINS ARRIVE AT 7:30 A. M. 12:30 P. M. 3:30 P. M. 6:30 P. M. 9:30 P. M.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. COMMENCING MONDAY, NOVEMBER 21, 1870. Trains will leave Philadelphia at 7:30 A. M. and 3:30 P. M.

PENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M. SUNDAY, JANUARY 15, 1871. The trains of the Pennsylvania Central Railroad will leave Philadelphia at 7:30 A. M. and 3:30 P. M.

PHILADELPHIA AND ERIE RAILROAD. The trains on the Philadelphia and Erie Railroad will run as follows from the Pennsylvania Railroad Depot, West Philadelphia, on Monday, January 24, 1871.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY. ON and AFTER MONDAY, October 17, 1870. Trains will leave Philadelphia at 7:30 A. M. and 3:30 P. M.

WEST JERSEY RAILROADS. FALL and WINTER ARRANGEMENTS. COMMENCING MONDAY, SEPTEMBER 19, 1870. Trains will leave Philadelphia at 7:30 A. M. and 3:30 P. M.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD. THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SCHUYLER AND INTERIOR NEW YORK, BUFFALO, CLEVELAND, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

TRAINS LEAVE AT 7:30 A. M. 12:30 P. M. 3:30 P. M. 6:30 P. M. 9:30 P. M. TRAINS ARRIVE AT 7:30 A. M. 12:30 P. M. 3:30 P. M. 6:30 P. M. 9:30 P. M.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD. CHANGE OF HOURS. On and after SUNDAY, October 3, 1870, trains will run as follows:

TRAINS LEAVE AT 7:30 A. M. 12:30 P. M. 3:30 P. M. 6:30 P. M. 9:30 P. M. TRAINS ARRIVE AT 7:30 A. M. 12:30 P. M. 3:30 P. M. 6:30 P. M. 9:30 P. M.

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AUCTION SALES.

HENRY W. & R. SCOTT, JR. AUCTIONEERS AND COMMISSION MERCHANTS. Having taken (temporarily) the store, No. 24 CHESTNUT Street, under the O'Rand House, are now prepared to receive Oil Paints for sale of 1870 and 1871 instances, full particulars of which will be given in morning papers. 194

M. THOMAS & SONS, AUCTIONEERS, Nos. 129 and 141 S. FOURTH Street. Sale at the Auction Rooms. SUPERIOR HOUSEHOLD FURNITURE, MIRRORS, FIRE-ROOF SAFES, OFFICE FURNITURE, BOOKS, PLATE GLASS SHOW-CASES, FINE HAIR MATTRESSES, FEATHER BEDS, CHINA, GLASS AND PLATED WARE, COUNTERS, STOVES, FINE CARPETS, ETC.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 110 CHESTNUT Street; rear entrance No. 107 Sanson street. SALE OF COINS, MINERALS, BOOKS, POSTAGE STAMPS, CURIOSITIES, ETC.

BUNTING, BURBORG & CO., AUCTIONEERS, Nos. 222 and 224 MARKET Street. Successors to John B. Myers & Co. SPECIAL AND PEREMPTORY SALE OF FOREIGN AND DOMESTIC DRY GOODS, IN ENTIRE PACKAGES.

MARTIN BROTHERS, AUCTIONEERS—No. 704 Chestnut Street. SALE OF OIL PAINTINGS, ON TUESDAY EVENING, At the Auction Rooms.

MR. JOHN M. GARDNER'S SUPERB PRODUCTIONS IN CABINET WORK, ON THURSDAY FEBRUARY 2, At the Warerooms, 1816 CHESTNUT STREET. AN ELEGANT SELECTION OF THE FINEST CABINET FURNITURE.

CONCRETE HALL AUCTION ROOMS, No. 1 CHESTNUT STREET. T. A. MOGELLAN, AUCTIONEER. Personal attention given to sales of household furniture at dwellings.

U. S. LIGHTHOUSE DEPOT. Office Light-house Engineer Third District, TOMPKINSVILLE, Staten Island, N. Y., January 13, 1871. PROPOSALS FOR SCREW PILE LIGHTHOUSES.

SAFE DEPOSIT COMPANIES. SECURITY FROM LOSS BY BURGLARY, ROBBERY, FIRE, OR ACCIDENT. The Fidelity Insurance, Trust, and Safe Deposit Company OF PHILADELPHIA.

ALEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS. No. 56 NORTH WHARF. We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and Canal Boats and steam-tugs furnished at the shortest notice.