THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, JANUARY 27, 1871.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics-Compiled Every Day for the Evening Telegraph.

THE SALT SWINDLE. From the N. Y. World.

When Martin Chuzzlewit exhibited nauses at the conduct of the gentleman upon the steamboat who imbibed his own knife preparatory to helping himself to butter with it. the Hon. Elijah Pogram observed, apostrophizing space, "The inveterate hatred of Britishers to our institutions is something remarkable.

So the Tribune meets statements of plain facts and demands for simple justice with the imputation of unpatriotism, and considers that the aversion of free-traders and revenuereformers to American products is something remarkable. The World showed that under the present tariff, and for the benefit of a few thieves and receivers of stolen goods, the people were compelled to pay for salt which was available for packing meats five times its real worth and original cost. The Tribune retorts that the World is actuated by a fiendish desire to break the bruised salt-boiler and quench the smoking smelter of pig-iron. This is easy, but inconclusive.

Before the final provocatio ad populum we prefer to make an appeal to Congress. This salt swindle has been thoroughly discussed, and no Congressman has any excuse for ignorance of the real state of the case. It is an enormous tax upon an article of prime necessity and universal use. Everybody in the United States suffers from it except the few salt-boilers who are made corruptly rich by it. It is the most shameless and indefensible-though that is a bold word-of all the swindles which Congress has perpetrated and which Congress sustains. If it has any possible excuse in policy, it is because it is almost the only quid pro quo which New York can claim for her consent to the woollen swindles of New England and the pig-iron swindles of Pennsylvania. But New York, by the voice of her people and their chosen Governor, has proclaimed that she does not want it, and that her submission to the other swindles is not to be conciliated by it. Then, in the name of common sense, which may have some chance of a hearing in Congress, as well as of common justice, which has not, why not abolish it and put salt upon the free list? Among these great wrongs, do one little right, and earn yourself the name. if not of public spirit, at least of shame enough not to uphold an impost which has been so clearly shown to be an unmitigated robbery, and in behalf of which its ablest apologists have nothing but drivel and abuse to offer.

THE NEEDS OF WOMAN.

From the N. Y. Tribune.

Two diverse and somewhat inconsistent lamentations assail our ears, that of wives and mothers dying of over-work; that of sisters and daughters who can find nothing to do. How shall we reconcile these simultaneous ululations?

The mistresses of households rarely complain that their husbands-when they have husbands-are too poor or too niggardly to provide them with needful help. On the con-

of the old ballads in it, because we have no Scotts, Leslies, or Grahams to transmit deadly THE FICKEN CASE. feuds from generation to generation, and

vary the even course of stealing their neigh-

bors' cattle with a robust and refreshing

habit of breaking each other's heads. Tragedy

languishes because such bloody quarrels

because we have no more Guelphs and Ghib-

belines to give a touch of sanguinary

sally forth of an evening, attended by his

admiring and faithful henchmen. If New

York was not jealous at seeing her own

ruffians excelled in their own especial walk,

William Varley, alias "Reddy the Black-smith," certainly was. He felt that the blue

ribbon of pure rascality was in danger of

being snatched from Manhattan, and so,

having an unquestionable right to become

its champion, he meditated mischief to the

young Philadelphian. The smouldering feud

burst into flame some months ago, when,

after a day's conviviality, the two doughty

champions had a "battle royal" amid the

congenial surroundings of a Broadway

saloon. On that memorable occasion, the

bold representative of the City of Brotherly

Love had recourse to what may be termed

his "swashing blow," and which consisted of

getting an opponent's head in chancery-i. e.,

under his arm-and then and there pummel-

ing it very badly with a decanter. Haggerty,

being either too useful a character to be

locked up before an election, or his capture

being too dangerous an achievement for the

police, was allowed to enjoy unmolested all

the honors of victory. It is impossible to say how soon he might have become a Com-

mon Conneilman, or even a Sheriff, had not

the untoward accident of Tuesday night

brought his career to a beautiful termi-

nation. "Reddy" doubtless suffered some-

what in reputation from his inglorious de-

feat, but he appears to have borne it philo-

sophically, sustained by the certainty that his

opportunity for retrieving it would in due

course occur. On Tuesday Haggerty had

been bracing a constitution already showing

signs of wear, with the natural stimulant of sleighing and the artificial one of numerous

deserved.

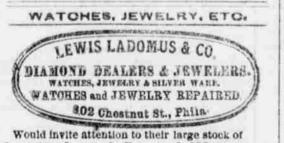
Millenaries and Attey Boys-A Nimred of the

Under the heading of "Penn-ylvinia Justice" the N. Y. Tribune publishes the following editorial article:-

Justice, ih the land of Penn, has always worn as those of the Montagues and Capulets a significant smirk on her visage since that aucient worthy bought in her name his posare supposed to have no parallel; and history, even, loses half its fascination sessions from the red-skins for a bag or two of beads, instead of stealing them outright with his other confreres. If she is not blind now, she appears to have a certain cast in her eye which personal hatred to the affairs of nations and promptly turns in the other way if any one empires. On the principle that a living dog thooses to drop a douceur on the side of he is better than a dead lion, we fail to see any scales. good reason why the modern ruffian may not

This was noticeably the case the other day. yield poetic suggestion as well as the ancient A Mr. Ficken, a millionaire, and also the owner of a very peppery temper, became incensed at mess-trooper and noble or royal swashbucklers. What, for example, could be more the frequent ringing of his door-bell on last Valentine's Day, and, posting himself in the replete with materials for a ballad-writer or a hall, worked off his annoyance by putting a buldramatist than the progress and termination let into a little boy who was running past, of the great feud between Jim Haggerty apologizing, when the child was taken up as dead and found to be respectable, by and "Reddy the Blacksmith?" Two rival cities trained the pair, and sent them saying "he really had supposed it was only one of those alley boys," whom Mr. Ficken apparently regarded his legitimate proy, conforth as a challenge to the world whom Mr. Ficken to show scoundrels of a deeper dye. Philadelphia, however, failed to apsiderately provided for him by nature, as the gorillas for Du Chaillu. A man arrested at the same time for stealing a slice of ham was kept, preciate her favored son, and, like an ungracious step-dame, sent him adrift in a we learn, in Moyamensing Jail for months world that was hardly prepared to welcome him. In New York he found at length conbut justice in Philadelphia flows to whole-sale dealers in sugar like Mr. Ficken largely tempered with mercy. This plstoller of babies was released on bail, which he solation for the ingratitude of his own fellow-citizens. There he had but one steadfast friend in the city government; here he promptly forfeited and retreated to Europe at soon discovered he might easily find a good many; there the policemen were not afraid leisure, to increase his skill as a marksman. A week or two ago he stated to the Governor that his longer sojourn abroad would be damaging to arrest him when the occasion presented; to the sugar business, and that the payment of here he was regarded with impressive awe by the ball by his partner was also a drawback to the force, and treated with that considerabe avoided if possible. Upon the boy he had shrewdly settled a snm equivalent to that which tion and respect which his versatile talents a suit for damages would have extorted from There was but one man who ventured to dispute his supremacy when it pleased him to

Justice, in the shape of Governor Geary, instantly pronounced absolution upon Richard Ficken, condoning any offenses which he might bave committed against the State or civil government. Now, whether the proper course was to hang this Nimrod of the Innocents or let him loose upon the rising generation, is a question we cannot decide. The point we question we cannot decide. The point we note in the matter is that the Pennsylvania Governor pardons before trial. The pardoning power in other executive officers is held to lie in the remittance of sentence; but Mr. Geary is jury, judge, and Governor, all in one, In New York such an assumption of power would be held as compounding a felony; but the Philadelphians bow to it with Quaker-like submission. Hereafter Pennsylvania justice is open to a certain kind of remonstrance from any felon who may find "imprisonment injurious to his business." If the Governor has this apostolic power of pardon before trial, why not before the act? Why not sell indulgences to any sugar-dealer with a trustworthy bank account and an idiosyncracy for winging little boys on his front-door steps ?



Ladles' and Cents' Watches Of American and foreign makers.

DIAMONDS in the newest styles of Settings. LADIES' and GENTS' CHAINS, sets of JEWELRY of the latest styles, BAND AND CHAIN BRACELETS, Etc. Etc.

Our stock has been largely increased for the approaching holidays, and new goods received daily.

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

 Image: Constraint of the second se

To Pottsville..... 3.15

For Schweckswille and points on Per-klomen Rail-road, take 7:30 a. m. 12:30 noon, and, 4 p. m. For Mt. Pleasaut and points on Colebroowdale 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. a.d 5:00 r L. passing Reading at 1:55 and 10:05 p. m., connect m., passing Reading at 155 and 1005 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chlosgo, Chechnati, Pittsburg, Baltimore, Williamsport, etc.
 Siceping cars accompany these trains through between Jersey City and Pittsburg without change.
 Trains for New York leave Harrisburg at 340, 8'10, and 11'45 a. m., and 250 p. m.
 Additional train leaves New York for Harrisburg at 19 o'clock noon.

at 12 o'clock noon. For particulars see Guide Books, which can be obtained at No. 511 Chesnut street, and at all stations

without charge. Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A.

Nicolls, General Superintendent, Reading, STREET CARS.—The Thirteenth and Fifteenth, and

Race and Vine streets, connecting with other lines run close to the Depot. Baggage collected and delivered by Dungan's Bag-

gage Express. Orders left at Depot, or at No. 225 S GERMANTOWN AND NORRISTOWN BRANCH.

Depot, Niuth and Green. Trains leave for Germantown at 6, 7, 8, 8%, 9.05, 10, 11, 12 A. M.; 1, 9, 280, 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, 8, 8.20, 9, 9%, 10, 11, 19 a. M.; 1, 2, 3, 8.50, 4, 4.55, 5.30, 6, 6.30, 7, 8, 9, 10, 11 p. m. ; 1, 2, 3, 3 50, 4, 4 35, 5, 5 30, 6, 6 30, 7, 5, 3, 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, 19 45 p. m. Leave Germantown, 8 15 a. m.; 1, 2, 6, 9 45 p. m. Passengers taking the 6 55, 9 a. m., and 6 30 p. m. trains from Germantown, will make close connection with the trains for New York at Inter-section Station

section Station CHESNUT HILL RAILROAD,-Leave at 6, 3, 10, 12

a. m.; 2 30, 3 45, 5 45, 7, 9 and 11 p. m. Leave Ches-nut Hill at 710, 8, 910, 1140 a. m.; 140, 240, 540, 640, 840, 1040 p. m. On Sundays, leave 915 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 750 a. m.; 1240, 540, 925 p. m. FOR CONSIDERCEN AND NORRESTOWN.—Leave at

6, 7:30, 9, 11:05 a. m.; 1:30, 5, 4, 5, 5:30, 6:15 5:05, 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. Ou Sun-days, leave at 9 a, m.; 2:30, 4, 7:30 p, m. Leave Nor-

 For MANAYUNK, -Leave at 6, 7:30, 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, 8:16, 9:20, 11:30 a. m.;
 2:30, 5, 6:45, 8:30, 10 p. m.
 On Sundays, leave at 9 a. m.: 9:30, 4, 7:30 р. m. Leave Manayunk at 7:30 a. m.; 1:30, 6:15, 9:30 р. m. Fon PLYMOUTH.—Leave at 6 a. m. and 5 р. m.

Leave Plymouth at 6.20 a. m. and 2.30 p. M. The 7-26 a. m. train 'rom Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane. Passengers taking the 7/12, 9/05 a.m., and 6/30 p.m. trains from Ninth and Green streets will make close connections with the trains for New

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

DENNSYLVANIA CENTRAL RALLROAD.

AFTER S P. M., SUNDAY, JANUARY 1, 1879. The trains of the Pennsylvania Central Rairoad leave the Depet, at THIRTY-FIRST and MAR- RAILROAD LINES

1870. -FOR NEW YORK-THE CAMDEN ton Failroad Companies' lines from Philadelphia to New York and Way Places.

At 7 A. M., Maki and Accommodation, via Cam-den and Amboy, and at 8:30 P. M., Accommoda-tion, via Camden and Jersey City. At 2 and 6 P. M., for Amboy and intermediate sta-tions.

tions. At 7 A. M. and 3'80 P. M. for Freehold and Far-

mingcale. At 7 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for Trenton.

Trenton. Dat 7 and 10 A. M., 12 M., 2, 3:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington' Edgewater, Beverly, Delanco, Riverside, River-

ton, and Palmyrs. At 7 and 10 a. M., 12 M., 6, 6, 7, and 11-30 P. M. for Fish House. The 11-30 P. M. line leaves from Market Street

Forry (upper side).

FIGN WEST PHILADELPHIA DEPOT. At 7:30 and 9:45 A. M., 1:30. 8:10, 5:30, 6:45 and 12

P. M., New York Express Lines, and at 11:30 P. M., Line, via Jersey City. At 780 and 946 A. M., 120, 5:10, 5:39, 6:45, and 12 F. M. for Trenton. At 945 A. M. 120, 6:45 and 13 P. M. for Bristol.

At 12 P. M. (night) for Morrisville, Cultytown, Schenck's, Eddington, Cornwells, Torresdale, Folmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

Sunday Lines leave at 948 A. M., 645 P. M., and 13 night.

FROM RENSINGTON DEPOT.

At 7:80 A. M., 2:20, 8:50, and 5 P. M. for Trenton and Bristol, and at 9:89 A. M. and 6 P. M. for Bristol.

At 7:80 A. M., 2'80, and \$ F. M. for Morrisville and Tullytown.

At 7 30 and 9/30 A. M., 2/30, 5, and o F. d. for Schenck's. Eddington, Cornwells, Torresdals, and

Holmesburg Junction, Conwells, Torresounds, and Holmesburg Junction. At 7 A. M., 12-50, 516, and 7:50 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 and 9:50 A. M., 12:50, 2:20, 516, 6, and 7:20 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

Frankford VIA BELVIDERE DELAWARE RAILROAD.

VIA BELVIDERE DELAWARE RAILBOAD. At 7'80 A. M. for Niagara Falls, Buffalo, Dun-kirk, Eimira, Kochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountaio, etc. At 720 A. M. and 3'30 P. M. for Soranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc.

At & F. M. for Lambertville and intermediate

stations. FROM MARKET STREET FERRY (UPPER SIDE),

VIA NEW JERENT SOUTHERN BAIL 20AD At 11 A. M. for New York, Long Brauch, and

Intermediate places. VIA CAMDEN AND BURLINGTON COUNTY RAILBOAD.

At 5.45 and 11 A. M., 1, 2.37, 3.83, 5, and 5.30 r. M., and on Thursday and Saturday nights at 11.30 P. M. for Morchantsville, alcoreatown, Hartford, Easonville, Hainesport, and Mount Holly. At 6.45 A. M., 2.30 and 6.30 P. M. for Lumberton. and Medford

At6 45 and 11 A M. 3 30, 5, and 6 20 P.M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

At 645 A. M., 1 and 8.80 P. M. for Lewistowa, Wrightstown, Gookstown, New Egypt, Hornerstown, Gream Ridge, Imlaystown, Sharon, and Hightstown WM. H. GATZMER, Agent. Dec. 12, 1870.

THILABELPHIA, WILMINGTON. AND BAL-

TIMORE RAILROAD.-TIME TABLE. COMMENCING MONDAY, NOVEMBER 21, 1870. TTAINS WILL leave Depot, corner of Broad street

Trains will leave Depot, corner of Broad street and Washington accnue, as follows:--Way Mail Train at 3:30 A. M. (Sundaysercepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Hailroad ithe, at Clayton with Smyrns Branch Railroad and Disryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad, at Saford with Dechaster and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-read, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocemoke Rail-

road. Express Train at 11'45 A. M. (Sundays excepted), for Beltimore and Washington, stopping at Wil-mington, Perryvillo, and Havre-de-Grace. Con-nects at Wilmingto ... with train for New Castle. Express Train at 4 P. B., Sundays excepted), for Baitmore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Hun. Night Express at 11'20 P. M. (Dally), for Halti-Night Express at 11:30 P. M. (Dally), for Balti-more and Washington, stopping at Chester, idn-wood, Claymant, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia. Passengers for Foriress Monros and Norfolk will take the 1145 A. M. train. WILMINGTON TRAINS. Stopping at all stations between Pulladelphia and Wilmington. Leave Philadelphia at 11.90 A. M., 5.80, 5.90, and 7.00 F. M. The 5.00 P. M. train connects with Dela-ware itsilroad for Harrington and intermediate stations. Leave Wilmington 5.45 and 5.10 A. M., 2.00, 4.90, Leave Wilmington 5.45 and 5.10 A. M., 2.00, 4.90, and 7-15 P. M. The 8-10 A. M. train will not stop between Chester and Fhiladelphia. The 7-16 P. M. train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 546 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 Cenral Railroad. From Baltimore to Philadelphia.-Leave Balti-

RAILROAD LINES

N ORTH PENNSYLVANIA RAILROAD THE SHORT MIDDLE ROUTE TO THE LAHIGH AND WYOMING VALLEYS, NOETH-ERN PENNSYLVANIA, SOUTHERN AND IN-THOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. WINTER ARRANGEMENT. Takes effect December 19, 1870. Fifteen Dally Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:-TOA. M. (Accommodation) for Fort Washing-ten.

At 7.85 A.M. (Express), for Bethlohem, Easton, Alentown, Mauseh Chunk, Wilkenbarrs, Williams-port, Mahanoy City, Hazieton, Pittston, Towands, Wayerley, Elmira, and in connection with the ERIE BAM, WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West

in the Great West 8 25 A. M. (Accommodation) for Boylestown. 9 45 A. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesuarre, Pittston, Scranton, Hacketts-town, Schooley's Mountain, and N. J. Central and Morris and Esseg Railreads.

A offic and Escog Raircads.
 A. M. (Accommodation) for Fort Washington
 I'is and 520 and 8 15 P. M., for Abington.
 I'46 P. M. (Express) for Bethlehem, Easton, Allontown, Mauch Chunk, Mahanoy Olty, Wilkesbarre, Pitteton, and Hazleton.

3'30 P. M. (Accommodation) for Doylestown. At 3'20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton. Allentown, and Coplay.
4'15 P. M. (Mail) for Doylestown.
5'00 P. M. for Bethlehem, Easton, Allentown, and March Chunk.

and Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale.

11:20 P. M. (Accommodation) for Fort Washing-

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the

Bathlohem at 8 55, and 10 25 A. M.: 216, 506, and 25 P. M.

Doylestown at 5-26 A. M., 4-40 and 5-35 P. M.

Dovicetown at 5'20 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., 8'10 P.M. Abington at 9'35, 6'55, and 9 35 P. M. ON SUNDAYS, Philadelphis for Bethlehem at 9'30 A. M. Philadelphis for Bethlehem at 9'30 P. M. Dovicetown for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 4'00 P. M. Tickets sold and paggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. Dec. 19, 1870. ELLIS OLARE, Agent.

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 of BROAD Street and WASHINGTON Ave-

For Port Deposit at 7 A. M. and 4:30 P. M. For Oxford at 7 A. M., 4:30 P. M., and 7 P. M. For Oxford on Saturdays only, at 2:30 P. M. For Chadd's Ford and Chester, Creek Railroad

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 2:50 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

Wilmington and Reading Railroad.

Trains for Philadelphia:-

1871

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M. connect at Chadd's Ford Junction with the

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

on arrival of trains from Baltimore. Oxford at 6 05 and 10 35 A. M. and 5 30 P. M. San-days at 5 30 P. M. only. Chadd's Ford at 7 36 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.

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SPRUCE JOIST. SPRUCE JOIST. HEMLOOK HEMLOCK.

1 SEASONED CLEAR PINE. 1 SEASONED CLEAR PINE. 1 CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR.

FIOREDA ELOORING. FIORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING.

trary, they tell us that they are able and will ing to pay fairly for all they need; but money will not buy it. Though there be a hundred poor men's daughters growing up in their immediate vicinity, not one of them can be persuaded to help, for love or money, a neighbor to keep her household tidy. When we ask the daughters for a reason, they tell us that they are willing to work for wages, but they cannot endure the treatment necorded to one who hires out to do housework.

-Of course (you say), it is the tyrant, the oppressor, the enslaver of woman, that treats a hired girl thus shamefully.

-No, it is not. The booted ruffian hardly presumes to speak to her; and, if he ever does speak, he speaks civilly and deferentially. He may sometimes be too kind to her; but this is very rare. Usually he is so glad to have her stay and help to make things smooth and tidy that he keeps his distance vigorously, and does not venture to address her without removing his hat.

It is madam up stairs and her imps of daughters who give occasion to this complaint of an insolent and supercilious demeanor towards "help," so far as it has any excuse. It is she who is dying of never-ending drudgery who, if anybody, treats her neighbor's daugh-ter so insufferably that the girl will starve or sin rather than do madam's housework.

There is no corresponding hitch on the masculine side of the house: no farmer's son imagines that he degrades or exposes himself to insult by hiring out to a neighbor to help him work his farm. He will chop, and plow, and mow, and dig, and milk, and clean stable, yet never suspect that he thereby lowers himself in the social hierarchy by so much as a peg. In fact, he feels, while thus doing, that he raises himself above his schoolmate who hunts, and fishes, and loafs, and can't be hired to work out.

Who is to blame for this chaos in the household? Is it the mistress? Is it the maid? Is there not some way of extracting from these diverse wants a mutual satisfaction? We don't know, and will not pretend to decide. All we can do in the premises is to tell a little story:--

In a Mohammedan mosque, preaching is not the monopoly of a caste or craft, but any one of the faithful may exercise his gift, if gift he have. So Nasreddin (the traditional Turkish jester), going one day to the mosque where the people were assembled for prayers, and mounting what serves them for a pulpit, thus accosted the expectant crowd:-"0, true believers! do you know what I am going to say to you?" "No," was the general response. "Well," he re-joined, "if you are such an ignorant, stupid set, I may as well save my breath," and down he came. On another occasion, he repeated his ascent and his inquiry, and the assemblage, warned by their former rebuff, answered "Yes." "Very well," said he. "since you know, there is no need of my telling you"-and down he came again. On a third occasion, he renewed his experiment, ond his fellow worshipers responded, "Some of us know, and some of us don't know. "Very good," said he, for the last time descending to the common level, "let those who know tell those whs don't know.

EVENING IN A BROADWAY SALOON. From the N. Y. Times.

Some people find fault with the lack of pic-turesque elements in our civilization. These romantic souls hanker after an infusion of the decayed anachronisms of the Old World, were it only for the sake of infusing a little variety into what they consider the too uniform course of our daily existence. We caunol have poetry, it accoust, with the ring

"drinks." Attended by his customary body guard he had entered on the series of nightly prowlings, which is familiarly termed being on the "rampage." To a man who valued decanters as much for being handy weapons of offense as for holding his favorite liquor, a saloon was likely to bring suggestions of a fight. Accordingly we find that on the evening in question Haggerty's progress was pleasantly varied by hard drinking and heavy fighting. He had already achieved another victory over his friends, the police, when in the full tide of elation, following a day well spent, he entered the friendly shades of Pat. Egan's saloon, and basked in the admiration of a select circle of admirers.

Next to being in a fight himself, Haggerty's dearest delight was to see some other body so engaged. Accordingly, when two lesser ruffians came to high words on the great question of whether Mace or Heenan was the greater pugilist, Haggerty felt that it was due both to the place, the company, and the subject, that the disputants should settle it by blackening each other's eyes. The proprietor of the saloon appears to have had some base prudential considerations to urge on the subject, but he was immediately overruled, and the doors were shut as religiously as if the cellar had been a Freemason's lodge and Haggerty Worshipful Grand Master. At the critical mo-ment "Reddy the Blacksmith," appears like Benvolio among the servants of the rival houses of Verona, and attempts to drag off one of the chief actors in the fight. This was more than the imperial Haggerty could stand, and after scornfully reminding the other of his previous experience under similar circumstances, was preparing, by a move towards the decanters, to administer once more his "swashing blow." Warned by ex-perience, the wary "Reddy" finished with his pistol the career of a rival who would, doubtless, have conferred a similar favor upon society had he been allowed a few minutes longer to do so. The world is well rid of such a man. We cannot affect to regret the result of this row; if the law will not take off the rogues, we suppose they must be left to finish each other like the Kilkenny cats.

PENNSYLVANIA THE WINNER.

From the Cleveland Leader.

The latest and most exciting sensation in railway circles is an apparently well-founded rumor that the Pennsylvania Central interest has gained control of the Union Pacific line, thereby distancing Vanderbilt and all other great railway emperors who had heped to command the through trade to the Pacific. The results of this gigantic capture will at once be apparent. The Pennsylvania Central will at once divert the freight and passenger traffic to its own line, and the trade between San Francisco and New York will go eastward over the Fort Wavne and Pennsylvania Central, instead of following the more direct and natural channel along the Lake Shore and New York Central lines. This is the most gigantic feat of gobbling yet undertaken by a railway corporation in this country, and adds new emphasis to our oft repeated assertion that the time is already ripe for Congress to take hold of these rail. way kings and determine whether, after all. the mightiest interests of the country are as hopelessly at the mercy of two or three men as would now appear. The Pennsylvania Central is as stubborn as it is enterprising; when once its clutch tightens, it never lets go its hold. Its last move is its master stroke, and Vanderbilt, Erie, and the Baltimore and Ohio combined, will find this victory of their rival one which will require all

their surowaness and energy to counteract.

Silver Ware of the latest designs in great variety for wedding presents, Repairing done in the best manner and guaran-

teed. 5 11 fmw\$ A B TOWER CLOCKS.

G. W. RUSSELL,

No. 22 NORTH SIXTH STREET.

Agent for STEVENS' PATENT TOWER CLOCKS. both Remontoir & Graham Escapement, striking hour only, or striking quarters, and repeating hour on full chime.

Estimates furnished on application either person ally or by mail. 5 25

WILLIAM B. WARNE & CO., Wholesale Dealers in WATOHES, JEWELRY, AND ISILVER WARE, First floor of No. 632 CHESNUT Street, 82 Jy]

S. R. corner SEVENTH and CHESNUT Streets. LOOKING GLASSES, ETC.

FOR

LOOKING-GLASSES, RELIABLE AND CHEAP. JAMES S. EARLE & SONS,

No. 816 CHESNUT STREET.

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA. Estate of ELLEN MULCASTER, deceased, The Auditor appointed by the Court to audit, settle, and adjust the account of ELLWOOD SHAN.

NON and ALEXANDER F. PORTER, executors the estate of Ellen Mulcaster, deceased, and to report distribution of the balance in the hands of the accountants, will meet the parties in-terested for the purpose of his appointment on TUESDAY, January 31, A. D. 1871, at 4 P. M., at his office, No. 210 WEST WASHINGTON SQUARE, in the otter of Philadelphia

n the city of Philadelphia, 120 fmw 5t GEORGE 1., CRAWFORD, Auditor.

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA. September Term, 1870. No. 67. In Divorce. CHARLOTTE DAWSON, by her next friend, etc., ys. JAMES V. DAWSON. To JAMES V. DAWSON, Respondent.—Sir:— You will take notice that the Court has granted a rule mon you to show cause why a divorce a membrane

rule upon you to show cause why a divorce a vincul matrimonii should not be decreed in the abov, case, returnable SATURDAY, January 28, 1871, at 1 o'clock A. M., personal service having falled on account of your absence, CHARLES S. PANCOAST,

Attorney for Libeliant, No. 416 WALNUT Street,

1 19thm4t OLD OAKS CEMETERY COMPANY

OF PHILADELPHIA.

This Company is prepared to sell lots, clear of all encumbrances, on reasonable term. Purchasers can see plans at the office of the Company,

NO. 518 WALNUT STREET,

Or at the Cemetery, where all information needed will be cheerfully given.

By giving notice at the office, carriages will meet persons desirous of purchasing lots at Tioga Station' on the Germantown Railroad, and convey them to the Cemetery and return, free of charge,

ALFRED C. HARMER, President.

MARTIN LANDENBERGER, Treas. MICHAEL NISBET, Sec'y. 105 wfm 6m

COTTON SAIL DUCK AND CANVAS, OF ALI Control Sail DOCK AND CANAS, OF AL I C numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufao-turers' Drier Feits, from thirty to seventy-slip inches, with Panlins, Beiting, Sail Twine, etc. JOHN W. EVERMAN, No. 10 CHURCH Street [City Storesh

	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	Î
1	minutes before its departure. The Chesnut and	ł
	minutes before its departure. The Chesnut and Wainut streets cars run within one square of the Depot.	d
	Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-	8
	at the Ticket Office, N. W. corner Ninth and Ohes- nut streets, and at the Depot.	13
	Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left	1
	at No. 901 Chesnut street, or No. 116 Market street,	11
	will receive attention.	t
	Pittsburg Express	1
	Mall Train	3
	Lock Haven and Elmira Express . 940 A. M. Paol: Accommodation, 10 10 A. M. & 1 10 and 7 10 P. M.	7
	FROULIND	v
5	Eric Express	
	Lancaster Accommodation 4'10 P. M.	
	Parkesburg Train	bt
•	Cincinnati Express	o
a)	Pacific Express 10'10 P. M. Paoli Accommodation. No. 4	F
	Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night pas-	7
	sengers will leave Philadelpula at 10-10 P. M.	1
_	Cincinnati and Pacific Express leaves daily. All other trains daily except Sunday.	D
	The Western Accommodation Train runs daily,	2
	except Sunday. For this train tickets must be pro- oured and baggage delivered by 5 P. M. at No. 116	
	Market street.	1
	Sunday Train No. 1 leaves Philadelphia at 846 A. M. jarrives at Paoll at 946 A. M. Sunday	5
	Train No. 2 leaves Philadelphia at 6:40 P. hi.; ar-	
1	rives at Paoli at 740 P. M. Sunday Train No. 1 leaves Paoli at 650 A. M.;	3
1	arrives at Philadelphia at 810 A. M. Sunday	1
h	Train No. 2 leaves Paoli at 4.50 P. M.; arrives at Philadelphia at 6.20.	EC
1	TRAINS ARRIVE AT DEPOT.	a
1	Philadelphia Express 700 A. M.	000
	Erie Mail	Ē
1	Parkesburg Train	1.7
	Fast Line and Buffalo Express . 9 50 A. M. Lancaster Train	-
	Erie Express	
13	Lock Haven and Elmirs Express . 545 P. M. Pacific Express	
	Southern Express	r
	Paoli Accommodation, No. 4 10:50 P. M.	1
	For further information apply to JOHN F. VANLEER, Jn., Ticket Agent.	3
	NO. POI CHESNUT Street.	Ε.
- 1	FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street.	1
1	SAMUEL H. WALLACE.	١.
1	Ticket Agent at the Depot. The Fennsylvania Railroad Company will not	1
5	assume any risk for Bazyage, except for Wearing	
5	Apparel, and limit their responsibility to One Hun- dred Dollars in value. All Baggage exceeding	
8	that amount in value will be at the risk of the	1
	owner, unless taken by special contract. A. J. UASSATT,	1
	4 29 General Superintendent, Altoona, Pa.	
8		1
	WEST CHESTER AND PHILADELPHIA RAIL-	1
,	ON AND AFTER MONDAY, October 17, 1870,	1
	Trains will leave and arrive at the Depot, THIR'Y.	P
8	FIRST and CHESNUT Streets, as follows :- FROM PHILADELPHIA	
0	For West Chester at 745 and 11.20 A. M., 2.30, 6.15, and 11.20 P. M. Stops at all stations.	8
0	For West Chester at 440 P. M. This train stons	10
n	only at stations between Media and West Cuester	1
	(Greenwood excepted). For B. C. Junction at 4'10 P. M. Stops at all sta-	1.
	tions. FOR PHILADELPHIA	
	From West Chester at 6'30 and 10'45 A. M., 1'55.	1
۴.,	ASK and SAK P. M. Stons at all stations.	
	From West Chester at 755 A. M. This train stops only at stations between West Chester and Media	1
a	(Greenwood excepted). From B. C. Junction at 8'40 A. M. Stops at all	1
n	stations. C. Suntenna in Philadelphia at 8:30 A M	1
	THE MUNITAR - PRIVE FRIDERIN PHILE IN STATIA M	100

ON SUNDAY-Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 755 A. M. and 4 P. M.

W. C. WHEELER, Superintendent, 10 14

FALL AND WINTER ARRANGEMENAS

FALL AND WINTER ARRANGEMENA; COMMENCING MONDAY, SEPTEMBEF '5, 1870. Trains will leave Philadelphia as follows:--From foot of Market street (upper ferry). 8'15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations 11'45 A. M., Woodbury Accommodation. 8'16 P. M., Passenger for Bridgeton, Salem, 8'80 P. M., Accommodation for Woodbury, Glass-boro, Clayton, and intermediate stations. Freight Train leaves Camdon daily, at 19 M. WILLIAM J, SEWELL, Superintendent.

From Baltimore to Philadelphia.—Leave Balti-more 7:26 A. M., Way Mali: 9:85 A. M., Express; 2:85 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, Elitton, 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, left West Grove at 3:65 P. M. Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 328 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 bagyage checked at their residence by the Union Transfer Company.

heir residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

DHILADELPHIA AND ERIE RAILROAD. The trans on the Philadeiphia and Krie Rail road will run as follows from the Pennsylvania Rail road Depot, West Philadelphia :--

WESTWARD, MAIL TRAIN leaves Philadelphia. MAIL TRAIN leaves Philadelphia. 9:40 P. M. Williamsport. 7:25 A. M. arrives at Erle. 7:40 P. M. ERIE EXPRESS leaves Philadelphia. 12:90 A. M. Williamsport. 8:50 P. M. arrives at Erle. 7:40 A. M. ELMIRA MAIL leaves Philadelphia. 9:40 A. M. ELMIRA MAIL leaves Philadelphia. 9:40 A. M. ELMIRA MAIL leaves Philadelphia..... "Williamsport 6.35 1 arrives at Lock Haven .. 7 50 P. M. EASTWARD. MAIL TRAIN leaves Erie,

Express, Mail, and Accommodation, east and West, connect at Corry, and all west bound trains and Mail and Accommodation east at irvineton with Off Creek and Allegheny River Railroad. W.M. A. BALDWIN, General Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD.-CHANGE OF HOURS. On and after MONDAY, October 8, 1870, trains will run as follows:-Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Wash-ington exemption on avenue:-

For Port Deposit at 7 A. M. and 4'30 P. M. For Oxford at 7 A. M., 4'30 P. M., and 7 P. M. For Oxford Wednesdays and Saturdays only at

For Oxford Wednesdays and Saturdays only at 2°30 P. M. For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4°30 P. M., and 7 P. M. Wednes days and Saturdays only 2°30 P. M. Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore. Trains leaving Philadelphia at 7 A. M. and 4°30 P. M. 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°35 P. M., on arrival of trains from Balti-more.

HENRY WOOD, General Superintendent. the same. 10 3

VIRGINA 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 FLANK.

1871 UNDERTAKERS' LUMBER. 1871 RED CEDAR. 1871 WALNUT AND PINE. 1 SEASONED POPLAR. SEASONED OHERRY. ASH, WHITE OAK PLANK AND BOARDS, HICKORY. 1871 1871 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1871 1871 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1871 1871CEDAR SHINGLES. 187 CYPRESS SHINGLES. 187 MAULE, BROTHER & CO., NO. 2500 SOUTH Street. 1871 1871 114 DANEL

ANEL 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,

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PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MA-CHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in proceeding on the property and been set of the second 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 Bollers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the fublic 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 description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Ovinder Bollers of the best Pennsylvania Charcoal Cylinder Boilers of the best Pennsylvania Charcoai Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, which 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

The subscribers have ample wharf dock-toom for The subscribers have ample whalf dock-foom for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, fails, etc., etc., for raising beavy or light weights, JACOB C. NEAFIE, JOHN P. LEVY, 3 15; BEACH and PALMER Streets,

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Manufacture Plain and Galvanized WROUGHT-IRON PIPE and Soudries for Gas and Steam Fitters, Blumbers,

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

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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 7:26 A. M., 11:58 A. M., 3:50 P. M., and 6:49 P. M. Sundays 6:49 P. M. only. Passengers are allowed to take wearing apparei 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.

WEST JERSEY RAILROADS,