SPIRIT OF THE PRESS.

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

TURN OF THE TIDE. From the N. Y. Times.

There are unmistakable indications that. for a time at least, the progress of life insurance, as a business, has encountered a check. During ten or twelve years the efforts put forth to popularize the system have been crowned with a success which has astonished the workers themselves. Year after year has written its record of wonderful advances; policies have been piled upon policies; agents have been multiplied until they became like the frogs of Egypt, in other respects than mere numbers; new companies have been extemporized and pushed into the field; old companies have heaped up assets and received vast incomes as the result of public confidence, and everything has gone merry as a marriage bell. The idea of such a thing as halting in this conquering march seems never to have entered the minds of these promoters of life insurance, and he would have been deemed a calumniator who hinted that retrogression was among the possibilities.

But the figures of 1870 will bring a shadow over this delectable dream. The movement has been backward. It is too soon to say how much the diminution will amount to, but the fact that there has been a considerable falling off in the business is clearly foreshadowed by the returns thus far made. We suppose it will be safe to estimate the decrease, in the sum insured, at one hundred million dollars, and in premium income at two or three millions. This falling off in business has not, however, been the uniform experience of all the companies, for some show exceptional prosperity and progress. But, as a whole, the life insurance mania has been checked quite unexpectedly and suddenly.

It was natural enough that the tide should turn, and silly in these sanguine officers and agents to suppose themselves and their schemes lifted above the contingencies inherent in all earthly things. The difficulty is that they are not prepared for the change, and have not taken in sail in time. Having expanded and extended their operations in a most extravagant fashion, the sudden necessity of practicing economy comes upon the n with all the force of a new sensation of the unpleasant sort. Thinking that their field was the world, and that all they had to do was to put in the sickle and be happy in the barvesting, the new companies, particularly, have laid their plans for the future most lavishly. The commissions and other expenditures connected with the procurement of new business have been, by a frantic competition, brought up to so high a figure as to make the whistle a costly purchase. The young companies, struggling to reach the point where they might feel that their own lives were insured, have tilted against the rich old offices whose business was worth struggling to retain, and between the two combatants the public have endured a pretty tight embrace. Such a warfare could not be expected to last forever with profit on all sides, and now the breathing spell has come.

This has come about, too, without reference to the failures whose occurrence has recently startled the community. For these failures took place too late to affect the business of 1870. And the fact that they have occurred is only now beginning to have its effect. This force will be felt during the current year, and will justify our prediction as to the relapse of the system from popular favorand confidence. The prestige of immunity from failure, which has been a glory heretofore, has gone. The possibility, nay, the probability, of other financial failures like those of the "Great Western" and the "Farmers' and Mechanics'" will hover like clouds over the future, and either repel persons from insuring, or make them so cantious that none but well-established companies will get their patronage. This is just where the life insurance scheme should land. after so long a season of experiment. If the signs of the times be studied in this sensible light, life insurance may yet prosper; but if the reckless competition, extravagance, and maladministration of the past few years are to continue, there will be thousands in the community made to mourn, and not a fewcompanies brought to bankruptcy.

THE PRICE OF PEACE. From the N. Y. Tribune.

There is no confirmation of the recent rumors of the capitulation of Paris. Our despatches bearing upon this important question, though indicating that surrender is contemplated, do not announce that the terms have been agreed upon. That early submission on the part of the Parisians is a foregone conclusion, is admitted on all sides, and interest is no longer excited by consideration of the issue of the siege. Public anticipation advanced beyond that point, and it is the price of peace which is now discussed. When Paris falls the French defense fails. This is so clearly apparent that there are actually found French politicians willing to acknowledge it and bold enough to discuss with the German who dictates it the cost of failure to France.

Negotiations for the surrender of Paris have certainly been begun at Versailles. M. Jules Favre delays his trip to London, evidently assuming that attendance on the conference there is a matter of secondary importance, and halts at Versailles to talk with Bismarck of terms of surrender, and, better and wiser still, of peace. The German Premier, and indeed the whole German people, remain inexorable in the demand for Alsace and Lorraine. This was, of course, to be expected, and we may safely assume that the despatch which enumerates this among the conditions insisted upon is thus far correct, and that no abatement on this point will result from the interview between M. Favre and Count Bismarck.

But temporary possession of the Champagne province and the Paris forts, it is said, is to be insisted upon as pledge for the payment of the war expenses. These are bitter and humiliating terms, against which the French naturally protest in feeble and ineffective words. The terms are harsh, the demands positive, and dictated perhaps by might rather than right; but dismissing all sentimental considerations, and regarding them with cold, judicial, and unprejudiced vision, who shall declare them unjust? Doubtless all of us would rather see Germany magnificently generous in this hour of her great triumph, because of the good to France, the glory to herself which magnanimity would now confer; but in view of her grave provocation, her exhausting efforts, her unqualified triumph, she has excuses for insisting on terms which will forever secure her peace and safety. It is a great penalty which France is called upon to pay for past crimes in disturbing European peace; but because it goes far toward securing the future tran-

quillity of the Continent, Germany is justi- | fied in enforcing the punishment,

The negotiations now pending cannot, we imagine, end otherwise than in the surrender of Paris. There remains hardly a doubt of its helpless condition. The army, the Government itself, is demoralized, and only the patient and enduring people appear to have maintained their resolution and borne in dogged silence their great privations. Let us hope for their sakes that the hour of relief will not be deferred in the mistaken zeal of French leaders for French honor. That is no longer at stake. There can be no deeper humiliation in reserve for them than that into which criminal and imbecile Governments have dragged them.

From Harper's Werkly.

The formation of Grant Clubs in the city of New York is a significant sign of the tendency of opinion in the Republican party. It shows that the conviction of the renomination of the President is so strong that gentlemen are willing to pronounce for him, thereby prejudicing their chances with any other possible candidate. There is, indeed, no other serious candidacy, and the reason undoubtedly is that the administration of General Grant is felt to be, upon the whole, honest, efficient, and satisfactory. It certainly has not lacked criticism from its friends, in which we have borne a part; but its great merit is that it has practically persuaded the great mass of intelligent American citizens that it seeks unostentatiously and economically the public welfare. A certain good sense has presided over it throughout; and attacked with a rancor which from its extravagance has been often ludicrous, it has yet maintained its even way, and has quietly lived down a great many imposing accusations.

Indeed, a feeble Republican administration would be more trusted by the country than any Democratic administration whatever. For the permanent fact in the political situation which is universally seen and pondered is that the Democratic party is the party which sneers at the war and the victory of the Union, and which steadily honors the cause and the leaders of the Rebeilion. It is by Democratic votes that General Blair, who would have relinquished the victory in which he took part, is elected to the Senate. It is by Democratic votes that a portrait of General Lee is ordered by the Virginia Senate, and a portrait of General Thomas is declined. It is by Democratic papers that General Longstreet is decried, because he did not persist in his hostile attitude to the Government. It is by Democratic papers, in fine, that Rebels are extolled, and the great results of the war are belittled. Meanwhile the leaders of that party are seen to be substantially unchanged. The old Copperhead element is supreme. The party orators and papers cry out against Republican extravagance and corruption, while in the government of the city of New York the whole country beholds an illustration of Democratic economy and honesty!

There is, therefore, and most justly, in the great popular heart of this country, a profound distrust of the Democratic party. If a man thinks the taxes heavy, he sees that the dominant party has both diminished the debt and reduced taxation, and he asks himself whether he can fairly expect any speedier relief from the party whose last declared policy was virtually re-He looks at General Grant in the White House, who, as General Blair told us, would undoubtedly make himself Emperor, and he asks himself whether the country would have been more peaceful and prosperous and stable if Mr. Seymour had been placed there. He sees everywhere tranquil and confident industry, and such a restoration of order as no country ever showed atter so fierce a convulsion as that of the war, and he asks himself whether industry would be more tranquil and confident, and order more assured, if those who made the great and bloody disorder should be called to control affairs. He sees that the intelligence, the rural labor, the moral sentiment of the country instinctively favor Republican rule, and he asks himself whether the cause of individual liberty, of education, of moral progress, of the general welfare, is likely to be more advanced by a party to which the ignorant and vicious classes naturally gravitate.

And this man sees that the Republican cause-at once patriotic, and full of the glorious traditions of the pure devotion and heroism and results of the war, and progressive in the truest American sense, the cause which is that of all our best prisciples and of our most legitimate hopes-is satisfactorily represented to the popular mind by the honest purpose, the sturdy good sense and simplicity, of General Grant. It does, not make him an ideal hero. It does not deny that it wishes some things might be different in his administration, as, indeed, in every administration. It does not defend or praise every measure; but it judges him by the character of his whole administration. and it declares that it finds him sensible, sincere, upright; a man who does not believe that the old day of slavery was better than the new day of liberty; who does not wish to try how far he can venture to return toward a policy which the country has rejected; but who does wish to confirm and strengthen the country in its new and true policy of equal rights for all men.

During Mr. Lincoln's first term, and in the very crisis of the war, there were those who thought that it would be wise to try a new candidate who had not been so severely criticised. But those who heard the thrilling shout of unanimity with which he was renominated in Baltimore knew that it was the voice of that great popular confidence, which was only the surer because it was not blinded by idolatry. The good sense of the people renominated Lincoln, as it elected Grant. The same sagacity is now turning to Grant, as a man who has faithfully served the country, and whom the country heartily trusts.

AN ENTERPRISE OF THE TIMES.

From Every Saturday. We should say that the history of modern enterprise is yet to be written, were it not actually writing itself on the face of the earth in lines which are known and read of all men. For it is distinctive of the wonders of achievement in our times that they are as grand and obvious as they are humane and universal in their purposes. The pyramids stand through all time, but, compared with the enterprise of our day, what do they represent? The Coliseum is but a monument of the brutal frivolity of its builders. Even that "frozen the glorious architecture of the music. Middle Ages, appeals only to certain emotions which have as often been enlisted against as in favor of the progress of the race. The marvels of modern enterprise, however, are essentially ministers to all the wants and necessities of humanity. The whole world is interested in them. Thus it happens that the Sucz Canal, the dream of former ages, has at last triumphed over the obstacles which

daunted even the soul of Robert Stephenson; that the Mont Cenis Tunnels bid fair to outlive all the other reminiscences of the Second French Empire; and that the great lines of telegraph are advancing round the globe as steadily as the sun himself. We need not go abroad, however, to study

these signal developments of the capital and industry of the nineteenth century, for one of the most remarkable and instructive is now pushing forward with gigantic strides in our own country. We refer to the Northern Pacific Railrowd, than which a better instance could not be given of that conjunction and reach of industrial resources and appliances which are peculiar to the present age. Consider the obstacles that confront the undertaking. We already have a Pacific Railroad occupying a central route. It is now proposed to build another along the extreme northern portion of the Union, two thousand miles in length, beginning at a point on the western shore of Lake Superior, an unexplored section of the country a few years ago, and extending over thirty degrees of longitude, in an average latitude considerably higher than that of Quebec; and terminating, as a poet still living has sung-"Where rolls the Oregon, and hears no sound Save his own dashings."

And this gigantic undertaking, so grand in its conception and so vast in its results, scarcely excites an unusual interest in a country where De Witt Clinton won immortal fame by constructing a canal 360 miles long! And yet such has been the enormous augmentation and mobility of modern capi-tal, and such the skill acquired in utilizing the vast resources of the country, that the Northern Pacific Railroad will be more easily built than was the Erie Canal. Nature and the age conspire to facilitate the euterprise. Though so far north, the line of the roadrunning through a depression in the Rocky Mountains, where the branches of the Missouri and the Columbia rivers heading in opposite directions interlock-is not only one of remarkably easy grades, but it lies along the great valley visited by a current of warm air from the Pacific Ocean, which enables herds to thrive in the native grasses the year round. The Government of the United Statesalways liberal enough in its land-grants -has placed a territorial kingdom at the disposal of this road, to wit, twenty alternate sections of public land on each side of the line in the Territories, and ten in the States, comprising fifty millions of acres; an estate larger by 10,000 square miles than the whole of New England, and three and a half times ss large as Holland! The grant is available only according to the actual progress of the construction of the road, which secures the mortgage bonds issued upon it as well as upon all the property of the company. We do not propose to enter into the regulations of the charter, nor into the management of those having charge of the enterprise; but what we assume to say is, that this colossal undertaking has within itself all the elements of feasibility, so that it can be consummated just as certainly as a new street can be opened by a city, or a school house built by a town. If, then, the Northern Pacific road is great

in its requirements and grand in its resources, its whole process of construction must be on the same scale and as illustrative of the times. The several thousands of laborers on the road are but a small part of the agencies set at work. The bonds of the company will be distributed from every monetary centre in Europe, as well as taken up everywhere at home. In order to make their landed resources available, and also to lay the foundations of future profits for the road, the company have inaugurated an emigration system, which will turn that now desert region of the Red and Upper Missouri rivers into what nature designed it-the granary of North America. When the road is completed the Government will have been repaid for its munificent gift, in the immensely enhanced value of the public lands that are left, and in new, thriving States of the Union. This brings us to the grandeur of the enterprise as indicated in its utility. Not only does it promise to open up and develop one of the best sections of the national domain, but it provides another great bond of union for these States, and it helps to crowd out Mormonism and to bring in Canada. It will not only put the grain and mining regions into communication with convenient markets, save the Government vast sums in the transportation of mails and military supplies, and place the fisheries of the North Pacific within easy control, but it will supply a great link in the chain of the world's commerce. Being on the direct line of communication with the old East, this route will bring Shanghai 1600 miles nearer New York than it is by any existing route, giving a corresponding advantage to the whole of Europe in its commerce with Asia, inasmuch as a ship, loaded at the company's wharves on Lake Superior, could thread its way to the Atlantic Ocean and discharge its unbroken cargo in Liverpool or London, Havre, or Hamburg. Such, in mere outline, is one of the enterprises of the times—an enterprise which could neither have been conceived nor executed, demanded nor used, in any other age of the world. It is worth studying by every man who would comprehend the present or attain to any glimpses of the future.

RAILROAD LINES.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS.
OB 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, at 7 A. M., 10 A. M., 4 30 P. M. and 7 P. M. Saturdays chip, at 2 30 P. M.
Trsin 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.

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. Sundays at 6:49 P. M. only.
HENRY WOOD, General Superintenden.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
ON AND AFTER MONDAY, October 17, 1870,
Trains will leave and arrive at the Depot, THIRTYFIRST and CHESNUT Streets, as follows:—
FROM PHILADELPHIA
For West Chester at 735 and 1129 A.M. 230

From Frittabeller Harden For West Chester at 745 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). For B. C. Junction at 4-10 P. M. Stops at all sta-FOR PHILADELPHIA

From West Chester at 6:30 and 10:45 A. M., 1:65, 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 (Greenwood excepted).

From B. C. Junction at 8:40 A. M. Stops at all stations. ON SUNDAY—Leave Philadelphia at 8:20 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and 4 P. M.

W. C. WHEELER, Superintendent,

RAILROAD LINES.

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

TRAINS LEAVE. A. M. TRAINS ARRIVE. A. M. Read'g& Allent'n Way 7:30 Pottstown accom.... 9:15 Harriso'g& Potts'e Ac. 10:23

For Schwenksville and points on Per-kiomen Rail-coad, take 7:30 a, m, 12:30 noon, and, 4 p. m. road, take 7-30 a, m. 12-30 noon, and 4 p. m.
For Mt. Pieasaut and points on Colebrookdale
Railroad take 7-30 a, m. and 4-90 p. m.
N. Y. EXPHESS FOR PITTSBURG AND WEST.

Trains leave New York at 9:00 a, m. and 5:00 b, m., passing keading at 1:55 and 10:00 p. m., connect-ing at Harrisburg with Pennsylvania and Northern Central trains for Chloago, Cincinnatt, Pittsburg, Baltimore, Williamsport, etc.

Sieeping cars accompany these trains through be-tween Jersey City and Pittsburg without change. Trains for New York leave Harrisourg at 3:10, 8:10 and 11:45 a. m., and 2:50 p. m. Additional train leaves New York for Harrisourg at 19 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 Thirteeuth and Fifteenth, and Race and Vine streets, connecting with other lines,

run close to the Depot,
Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot, or at No. 225 S. Fourth street.
GERMANTOWN AND NORRISTOWN BRANCH.

Depot. Ninth and Green. Trains leave for Germantown at 6, 7, 8, 8%, 9-05, 10, 11, 12 A. M.; 1, 2, 2 30, 3 15, 3 45, 4 65, 4 30, 5 65, 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%, 19, 11, 12 a. M.; 1, 2, 3, 3 50, 4, 4 45, 5, 5 30, 6, 6 30, 7, 8, 9, 19, 11 p. m. The 8 20 and 9 30 down trains, 2 30, 3 45, and 5 45 on trains, will not stop on the Germantown branch. On Sundays, leave at 9-15 a. m.; 2, 4-05, 7, 19-25 p. m. Leave Germantown, 8-15 a. m.; 1, 3, 6, 9-45 p. m. Passengers taking the 6-55, 9 a. m., and 6-30 p. m. trains from Germantown, will make close connection with the trains for New York at Intersection Station CHESNUT HILL RAILROAD.-Leave at 6, 8, 10, 12

CHESNUT HILL RAILBOAD.—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.; 1:49, 3:40, 5:40, 6:40, 8:40, 10:40 p. m. On Sundays, leave 9:18 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.; 1:30, 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, 8:30 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. Leave Norristown at 7 a. m.; 1, 5:30, 9 p. m. Leave Norristown at 7 a. m.; 1, 5:30, 9 p. m. Leave Norristown at 6, 6:55, 7:30, 8:10, 9:20, 11:30 a. m.; 2, 3:30, 5, 6:45, 8:30, 10 p. m. On Sundays, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Manayunk at 6, 6:55, 7:30, 8:10, 9:20, 11:30 a. m.; 2, 3:30, 5, 6:45, 8:30, 10 p. m. On Sundays, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Manayunk at 7:30 a. m.; 1:30, 6:15, 9:30 p. m. 30, 6·15, 9·30 р. m. FOR PLYMOUTH.—Leave at 6 a. m. and 5 р. m.

Leave Plymouth at 6.20 a. m. and 2.30 p. M. The 7-46 a, m. train rom vorristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane. Passengers taking the 7-12, 9-05 a.m., and 6-30 p.m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.
The 8-30 a. m., 12-30 and 5 p. m. trains from New York stop at Intersection Station.

PHILABELPHIA, WILMINGTON. AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, NOVEMBER 21, 1870.
Trains will leave Depot, corner of Broad street
and Washington avenue, as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted),
for Baitimore, stopping at all regular stations.
Connecting at Wilmington with Delaware Railroad
Line, at Clayton with Smyrna Branch Railroad
and Maryland and Delaware Railroad, at Herand Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorohester and Delaware Railroad, road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

road.

Express Train at 11'46 A. M. (Sundays excepted), for Baltimere and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

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

and Stemmer's Run.

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

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

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11.90 A. M., 2.20, 5.00, and 1.00 P. M. The 5.00 P. M. train connects with Delaware Kallroad for Harrington and intermediate Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7-15 P. M. The 8-10 A. M. train will not stop between Chester and Fhiladelphia. The 7-15 P. M. train from Wilmington runs Dally; all other ac-

ommodation trains Sundays excepted.

Trains leaving Wilmington at 6.45 A. M. and 4.00
P. M. will connect at Lamokin Junction with the A. M. and 4 80 P. M. trains for Baltimore Cen From Baltimore to Philadelphia,-Leave Baltimore 7-26 A. M., Way Mali; 9-36 A. M., Express; 2-36 P. M., Express; 7-26 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, Newport, Wilmington, Claymont, Linwood, and Chester. wood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3 55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

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

MAIL TRAIN leaves Philadelphia. Williamsport.... 7.25 A. Williamsport arrives at Lock Haven . . 7 50 P. M. EASTWARD. MAIL TRAIN leaves Erie..... Williamsport......10-05 P ERIE EXPRESS leaves Erie. 9 00 P.
Williamsport 8 25 A. ELMIRA MAIL leaves Lock Haven 8-15 A " Williamsport.... 9-25 I arrives at Philadelphia... 5-30 I BUFFALO EXP. leaves Williamsport....12:35 A 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, General Superintendent.

WEST JERSEY RAILROADS, FALL AND WINTER ARRANGEMENA; COMMENCING MONDAY, SEPTEMBE! '9, 1870. Trains will leave Philadelphia as follows:-From 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., Passengerfor Cape May, Millville, and way stations below Glassboro.
3-30 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.

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

PROM WALNUT STREET WHARP.

At 7 A. M., Mail and Accommodation, via Camden and Amboy, and at 8:30 P. M., Accommodation, via Camden and Jersey City.

At 2 and 6 P. M., for Amboy and intermediate statements. At 7 A. M. and 8:30 P. M. for Freehold and Far-

At 7 and 10 A. M., 12 M., 2, 8:30, and 5 P. M. for Pat 7 and 10 A. M., 12 M., 2, 8-80, 6, 6, 7, and 11-80 P. M. for Bordentewn, Florence, Burlington' Edgewater, Severly, Delanco, Riverside, Riverton, and Palmyra.
At 7 and 10 A. M., 12 M., 5, 6, 7, and 11 30 P. M.
for Fish House.
The 11 30 P. M. line leaves from Market Street
Perry (upper side).

Ferry (upper side).

FROM WEST PHILADELPHIA DEPOT.

At 7:50 and 9:45 A. M., 1:20, 3:10, 5:30, 6:45 and 12
P. 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.

At 12 P. M. (night) for Morrisville, Tullytown,
Schenck's, Eddington, Cornwells, Terresdale,
Holmesburg, Junction, Tacony, Wissinoming,
Bridesburg, and Frankford. Bridesburg, and Frankford Sunday Lines leave at 9:46 A. M., 6 45 P. M., and

12 night.

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 7.80 A. M., 2.30, and 5 P. M. for Morrisville and Tullytown.

At 7 80 and 9 30 A. M., 2 80, b, and b F. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction. At 7 A. M., 12:30, 5:15, and 7:80 P. M. for Bustle-ton, 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 Frankford.

VIA BELVIDERE DELAWARE RAILROAD. At 7:30 A. M. for Niagara Falls, Bullaio, Dunkirk, Eimira, 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, Lambertville, Flemington, etc.
At 5 P. M. for Lambertville and intermediate stations.

PROM MARKET STREET PERRY (UPPER SIDE), VIA NEW JERSEY SOUTHERN BAILBOAD. At 11 A. M. for New York, Long Branch, and Intermediate places.
VIA CAMBEN AND BURLINGTON COUNTY RAILROAD. At 6.45 and 11 A. M., 1. 2.30, 3.30, 5. and 6.30 F. M., and on Thursday and Saturday nights at 11.30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 6.45 A. M., 2.30 and 6.30 P. M. for Lumberton At 6 45 and 11 A.M., 8 30, 8, and 6:80 P.M. for Smith-

ville, Ewansville, Vincentown, Birmingham, and At 6 45 A. M., 1 and 8 80 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cresm Ridge, Imlaystown, Sharon, and Hightstown. Dec. 12, 1870. WM. H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD. 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 Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within ene square of the

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

12.11 A. M Man Train
Lock Haven and Elmira Express
Paol. Accommodation, 10 10 A.M. & 1 10 and 7 10 P.M.
Fast Line
Erle Express
12 40 P.M. Harrisburg Accommodation Lancaster Accommodation Parkesburg Train Pacific Express Paoli Accommodation. No. 4 . 11-10 P. M. Erie 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 produced and baggage delivered by 5 P. M. at No. 116 Market street.
Sunday Train No. 1 leaves Philadelphia at 8:48

A. M.; arrives at Paoli at 9:46 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives 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.

Cincinnati Express . . 8.10 A. M. Philadelphia Express Lancaster Train . . Erie Express Lock Haven and Elmira Express 6.45 P Pacific Express .
Southern Express .
Harrisburg Accommodation
Paoli Accommodation, No. 4 3-25 P. M. 5-45 P. M. 9-40 P. M. . 10 50 P. M

owner, unless taken by special contract A. J. CASSATT, General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD-THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-TERIOR 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:—
7-00 A. M. (Accommodation) for Fort Washing-At 7:35 A.M. (Express), for Bethlehem, Easton, Al-

Att 36 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahaney City, Hazieton, Pittston, Towanda,
Waverley, Elmira, and in connection with the ERIE
RAIL WAY for Buffalo, Niagara Falls, Rochester,
Cleveland, Chicago, San Francisco, and all points
in the Great West.

8 26 A. M. (Accommodation) for Doylestown.
9 45 A. M. (Express) for Bethlahem, Easton, Allentown, Mauen Chunk, Williamsport, Mahanoy City, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Esseg Railreads.
11 A. M. (Accommodation) for Portain Morris and Essex Railreads.

1) A. M. (Accommodation) for Fort Washington
1 16 and 6 20 and 8 16 P. M., for Abington.
1 16 P. M. (Express) for Bethlehem, Easten, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hasieton.
2 30 P. M. (Accommodation) for Doylestown.
At 3 20 F. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, and Coplay.
4 16 P. M. (Mail) for Doylestown.
5 00 P. M. (Accommodation) for Lansdale.
11 20 P. M. (Accommodation) for Fort Washington.

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

Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM
Bethlehem at 8.66, and 10.86 A. M.; 2.16, 6.06, and Doylestown at 8-25 A. M., 4-40 and 6-85 P. M.
Lansdale at 7-30 A. M.
Fort Washington at 9-20 and 11-20 A. M., 3-10 P.M.
Abington at 2-35, 6-56, and 9-36 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9-30 A. M.
Philadelphia for Doylestown at 2-60 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 CLARK, Agent.

PROPOSALS.

TO IRON MANUFACTURER U. S. LIGHTHOUSE DEPOT, Office Lighthouse Engineer Third District, TOMPRINSVILLE, Staten Island, N. Y., January 13, 1871. PROPOSALS FOR SCREW-PILE LIGHT-

HOUSES. SEALED PROPUSALS from Iron Foundries will be received at this office until MONDAY the 13th day of February, 1871, at 13 o'clock M., for the entire IRON and WOODWORK of TWO SCREW-FILE LIGHTHOUSES, the plans and specifications of which are for inspection at this office. A suitable place will be provided by the contractor for the setting up of the entire structure for inspection and accept-

The contractor, who must be a manufacturer of iron, will include in his proposals the cost of taking down and delivering on board the vessels provided by the undersigned for shipment of the same. Proposals will state the time of completing

the structures. The right to reject any proposals that may be deemed disadvantageous to the Government is Proposals will be in duplicate, accompanied

by a guarantee in duplicate, with a printed copy of this advertisement affixed to each proposal, and will be addressed to the undersigned. and endorsed "Proposal for Screw-pile Light-houses." J. C. WOODRUFF, Lieut.-Colonel of Engineers, U. S. A., 1 20t2 13 Lighthouse Engineer Third District

TO CONTRACTORS AND BUILDERS .-Sealed Proposals, endorsed "Proposals for Building a Public School-house in the Tenth Ward," will be received by the undersigned, at the Office S. E. corner of SIXTH and ADELPHI Streets, until WEDNESDAY, February 1, 1871, at 12 o'clock M., for building a Public School-house, on a lot of ground situate on the south side of Cherry, west of Tenth street, in the Tenth ward, said school-house to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of the Board of Public Education.

No bids will be considered unless accompanied by a certificate from the City Solicitor that the provisions of an ordinance approved May 1860, have been complied with. The contract will be awarded only to known master builders.

By order of the Committee on Property. H. W. HALLIWELL,

TO CONTRACTORS AND BUILDERS.— Sealed Proposals, endorsed "Proposals for Building a Public School-house in the Fifteenth Ward," will be received by the undersigned at the office, Southeast corner SIXTH and ADEL-PHI Streets, until WEDNESDAY, February 1, s1871, at 12 o'clock M., for building a public school-house on a lot of ground situate on the corner of Twenty-third and Shamokia streets, in the Fifteenth Ward, said school-house to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of the Board of Public Education. No bids will be considered unless accompanied by a certificate from the City Solicito that the provisions of an ordinance approved May 25, 1860, have been complied with. The contract will be awarded only to known

master builders. By order of the Committee on Property, H. W. HALLIWELL, 1 19 23 28 F1

Secretary. TO CONTRACTORS AND BUILDERS. —
Sealed Proposals, endorsed "Proposals for
Building an Extension to a Public School-house in the Tenth ward," will be received by the undersigned at the office, southeast corner of SIXTH and ADELPHI Streets, until WEDNES-DAY, February 1, 1871, at 12 o'clock M., for building an extension to a Public School-house, situate on Race street, below Fifteenth, in the cordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the

office of the Board of Public Education. No bids will be considered unless accompanied by a certificate from the City Solicitor that the provisions of an ordinance approved May 25, 1860, have been complied with. The contract will be awarded only to known master builders. By order of the Committee on Property, H. W. HALLIWELL,

Secretary. OFFICE OF THE COMMISSIONERS FOR THE ERECTION OF PUBLIC BUILDINGS PHILADELPHIA, Jan. 25, 1871. SEALED PROPOSALS will be received until the first day of February next, inclusive, for the erection of a Board Fence inclosing the site

for the Public Buildings upon Penn Square, according to the plans and specifications to b seen at the office of John McArthur, Jr., archi tect. No. 205 S. Sixth street. Bids will be based upon the privilege accorded to the contractor to use the surface of sale fence for advertising purposes, under such regulations and restrictions as the Commission

ers may from time to time prescribe. All proposals to be addressed to the Presiden of said Commissioners. JOHN RICE, President, No. 129 S. SEVENTH Street. CHARLES R. ROBERTS, Secretary. 1 25 7t

LUMBEH. SPRUCE JOIST. SPRUCE JOIST. HEMLOCK HEMLOCK. 1871 1871 SEASONED CLEAR PINE. SEASONED CLEAR PINE. 1871 CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS, RED CEDAR.

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

1871 WALNUT BOARDS AND PLANE. 1871 WALNUT BOARDS. WALNUT PLANK. UNDERTAKERS' LUMBER. 1871 UNDERTAKERS' LUMBER. 1871 RED CEDAR. WALNUT AND PINE.

SEASONED POPLAR. SEASONED CHERRY. 187 WHITE OAK PLANK AND BOARDS, HICKORY.

CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1871871

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MAULE, BROTHER & CO.,
No. 2500 SOUTH Street. 1871 187

OMMON PLANE, ALL THICKNESSES, 1 COMMON BOARDS.

1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.

YELLOW AND SAP PINE FLOORINGS, 14 ME SPRUCE JOIST, ALL SIZES, PLASTERING LATH A SPECIALTY, Together with a general assortment of Bul Lumber for sale low for eash. T. W. SMALTZ,

EASTON & MCMAHON,

11 30 6m No. 1715 RIDGE Avenue, north of Poplar S

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 to
Freight to Philadelphia, New York, Wilmington, and
intermediate points with promptness and despatch
Canal Boats and Steam-tugs fornished at the shorter
action.