HOW SHE SAVED HER LOVER'S LIFE.

A Plattsburg (New York) correspondent of the New York Sun writes : An incident so romantic and unusual

An incident so romantic and unusual, and with a denouement so pleasing, occurred near here one day recently, that I send the particulars to you. Lake Champlain, on which this place is situated, is one of the most beautiful sheets of water probably in America, and Cumberland Bay, where are of the most brilliant nevel expenses. where one of the most brilliant naval ergagements of the war of 1814 was fought and won by Commodore McDonough, of the American fleet, against the British under Commodore Downie, furnishes one of the grandest skating parks or ponds one could wish to see. It is the favorite resort of the young ladies and gentlemen of this vicinity on moonlight evenings. One evening a short time since a young lady and gentleman of this village, who had frequently been skating on the bay before, went out upon the bay, but believing in the old axiom that "two is company," went to an unfrequented part, where they could enjoy the skating and each other's society unmolested.

After skating for some time near the shore, the gentleman proposed that they should go further out where the ice was smoother, to which she consented, and they accordingly ventured out about two miles. Here they found the ice in a beautiful con-Here they found the ice in a beautiful condition, and the gentleman was proceeding to do the grapevine, forward and backward roll, together with many other fancy figures only known to accomplished skaters, when suddenly the ice gave way beneath him, and in a moment he found himself struggling in the water and unable to extricate himself, the ice breaking as fast as he attempted to raise himself on the

edge.
The young lady, true to her womanly instincts, began to scream at the top of her voice, but the privacy they had sought had taken them beyond the hearing of all who could have been of service to them. He besought her to go to the shore and endeavor to procure assistance; but she well knew he must perish before she could get back, even if she found no difficulty in procuring assistance. Then an idea came into her head, and she immediately put it She first took off her jacket and dress,

and tying them together undertook to reach him with one end; but it was too short, as the yielding ice warned her when she moved toward him and endeavored to throw him one end. What more could she She hesitated a moment; then slipping off her gaiters, both stockings were soon tied to the end of the dress and jacket, and yet it was too short. Meantime, the young man was rapidly becoming exhausted, and if she was to save him no time was to be lost. For a moment her hands disappeared in the drapery about her waist, and then something fell on the ice about her feet—it was her hoop skirt. This was quickly severed into half-a-dozen pieces, and added to the jacket, dress, and stockings, and, to her great delight, this made the line long enough to reach him. Bravely she tugged at one end of it, while he clutched the other end with a grip of a man who knew that that was all which stood between him and eternity. In a few minutes she landed him safely on the solid ice, and then the red jacket and dress were wrapped about her as best they could be, and the two started for home, where they arrived without being noticed by any one. Few were the words spoken on the journey home; but they must have been to the purpose, as the wedding suits are ordered, and before the ice shall disappear from our beautiful lake this spring they will be mar-

#### If a woman were to change her sex she

would be a he-then. A little girl wanted her father to go to the loafer's and get a loaf of bread. The Cleveland Herald defines a snore to

be "a nocturnal trumpet without a stop." "What have you to remark, madame, about my singing?" said a gentleman to a lady. "Nothing, sir," replied the lady; "it is not remarkable."

At a lecture given in Frankfort, Indiana, not long since, the ticket read: "Blessed are the pure in heart for they shall see God. Admit one."

# "Misfortunes never come single, And so, like birds of a feather, The marriages and the deaths Are always printed together."

"I have this afternoon been preaching to a congregation of asses," said a conceited young parson. "Then that was the reason you called them 'beloved brethren,'" replied a strong-minded lady.

A statesman who had failed, wrote on his front door: "Payment suspended for thirty days."
A neighbor reading this, said: "You have

not dated the notice.' "No," said he, "I do not intend to do so; it would run out if I did."

The way to wealth is clearly pointed out in an old almanac of 1819, worthy of Poor Richard; the secret of traveling that road is summed up thus:

"Pray take my advice if a fortune you'd get, Pay what you owe and keep out of debt."

A little Boston girl joyfully as ured her mother, the other day, that one had found out where they made horses—she had seen a man in a shop finishing one of them, for he was nailing on his last foot. oung Hoosier once said to a Hoosier-

css: "Sal, is there anybody courtin' yu now?" And Sal replied: "Well, Sam, there is one fellow sorter courtin' and sorter not, but I rekon it is more sorter

"I say, boy, is there anything to shoot around here?" inquired a sportsman of a boy he met. "Well," replied the boy, "nothing just about here, but our schoolmaster is just over the hill cutting birch rods, you might walk up and pop him

Jones, says the Boston Journal, who wears his pocket book on the left, not only does not let his right hand know what his left hand doeth, but he goes further-he does not let his left hand do anything for fear his right hand might know it.

"Pray bestow your charity, young gentheman, on a poor blind man," said a beggar to a person passing by. "If you are blind, my good fellow, how did you know I was young?" "Oh, sir, I made a mistake," said the beggar; "pray give a trifle to a peer dumb man." to a poor dumb man.

"A friend of mine," said Erskine, "was suffering from a continual wakefulness, and various methods were tried to bring him sleep. At last his physicians resorted to an expedient which succeeded admira-

They dressed him in a watchman's coat, put a lantern in his hand, placed him n a sentry box, and he was asleep in ten

A Providence paper exclaims, with characteristic grace, "a year ago to-day was just such another day as yesterday was—only more so." This reminds us of the old lady who directed the attention of her husband to a pair of twins, remark-ing as she did so: "How much those two children do look alike, especially the one this way.

THE LEGISLATURE OF VIRGINIA

Senate-Session of 1870-71. Abner Anderson-Pittsylvania. William A Anderson-Rockbridge, Bath and lleghany.
W. P. Austin—Lunenburg and Brunswick
Robert S Beazley—Albemarle and Greene.
Charles Campbell—Richmond City and Hen

David G Carr-Greensville, Dinwiddie and

Alfred R Courtney-Richmond City and Alexander M Davis-Grayson, Carrol. and Wythe.
Thomas P Fitzpatrick—Nelson and Amherst
James M French—Pulaski, Bland, Tazewell

And Russell.

Roscoe G Greene—City of Petersburg.

James S Greever—Washington and Smythe.

Daniel A Grimsley—Orange, Culpeper and John T Hamlett-Charlotte and Prince Ed-

Marcus A Harris—Halifax. Charles Herndon—Stafford, Spotsylvanis and Louisa.

Abel T Johnson-Accomac and Northamp George H Kendrick-Lee, Scott, Wise and

Buchanan.
Thomas N Latham-Fauquier, Rappahannock and Prince William.
Albert P Lathrop-Mecklenburg.
Meriwether Lewis-King George, Westmoreland, Richmond, Northumberland and Lancaster, Isaiah L Lyons-Surry, York, Warwick and Elizabeth City. William T Martin-Chesterfield and Prince

George.
Edmund W Massey-Caroline, Essex and King William.
William P Moseley-Fluvanna, Goochland William P Mosetey
and Powhatan.
Frank Moss—Buckingham and Appomattox
Robert L Owen—Campbell.
James Patterson—Franklin and Henry.
Edmund Pendleton—Botetourt, Roanoke

Craig and Giles.
William K Perrin—Gloucester, Middlesex,
Matthews and King and Queen.
John E Penn—Montgomery, Floyd and Pat-

washington L Riddick-Nansemond, South ampton and Isle of Wight.

John Robinson—Cumberland, Amelia and
Nottoway.

John E Roller—Page, Warren and Rocking

J Ambler Smith—Hanover, New Kent, Charles City and James City. Normand Smith—Richmond City and Hen-William B Smith-Frederick, Clarke and Shenandoah. Edgar Snowden, Jr—Alexandria, Fairfax and Loudoun. Thomas E Taylor—Alexandria, Fairfax and

Walter H Taylor-Norfolk City and Princoss Anne county.

George Teamoh—Norfolk County and City
of Portsmouth.
William R Terry—Bedford.
Joseph A Waddell—Highland and Augusta.

And their Postoffices.

Z Turner, Speaker—Woodville.

J Bell Bigger, Clerk—Richmond.
C T Crittenden, Sergeant-at-Arms—Culgeper.
Accomac—Edmund R Bagwell, Onancock; John
R Read, Pungoteague
Albemarle—S V Southall, Charlottesville; J C
Hill, Scottsville; James D Jones, Charlottesville.
Alexandria—G L Seaton, Alexandria; Reuben
Johnston, do.
Amelia—John R Moss, Amelia C H.
Amherst—Hazael Williams, Salt Creek; J H
Massie, Amherst C H.
Appemattox—R B Poore, Appomattox C H.
Alleghany and Graig—B L Woodson, New Castle.
Augusta—H M Bell, Staunton; A B Cochran, do;
Marshall Hanger, do.

Augusta—H M Bell, Staunton; A B Cochran, do; Marshall Hanger, do. Bath and Highiand—J R Popham, Warm Springs, Bedford—B H Moulton, Davis Mills; J R Thurman. Betoru— Liberty; J. O. Hensley, do.
Bland—Addison Davis, Mechanicsburg.
Botetourt—Cary Breckinridge, Fincastle.
Brunswick—John Dugger, Charlielope.

a-J H. Noble, Buckingham C H Gesar Perkins, do.

Bichanau and Wise—J T Chase, Pound Gap.
Campbell—R A Murrell, Campbell C H; J W
Daniel, Lynchburg; R C Burkholder, do.
Carroll—F W Lindsoy, Hillswille.
Caroline—R O Peatross, Panola; J H Hudgin, Bowling Green.
Charles City—R G W Jones, Wilcox Wharf.
Charlotte—G W Graham, Keysville; W H Ragsdale, Talcott.
Chesterfield and Powhatan—S F Maddox, Chester
B T Edwards, Manchester; Henry Cox, Powhatan

B TEWards, Manchester; Henry Cox, Powhatan C H.
Cumberland—James Lipscomb, Farmville.
Culpeper—J R Strother, Culpeper C H.
Clarke—W W Arnett, Berryville.
Dinwiddie—Ellis Wilson, Dinwiddie C H.
Elizabeth City and Warwick—William Bartlett ampton; D B White, do.
Essex—W R Wentworth, Tappahannock.
Fauquier—A Glasscock, Rector Station; F L Marall, Piedmont Station.
Fairfax—Job Hawxhurst, Fairfax C H.
Floyd—George Young, Floyd C H.
Franklin—B N Hatcher, Hales Ford; Francis S Hutcherson, Rocky Mount.
Fluvanna—John Henson, Fork Union.
Frederick—John F Wall, Winchester.
Glies—F W Mahood, Pearisburg.
Goochland—J B Miller, Jr, Dover Mines.
Greenesville—P K Jones, Hicksford.
Greene—Thos M Shearman, Stanardsville.
Gloucester—J N Stubbs, Gloucester C H.
Grayson—L H Bryant—Independence.
Halifax—Alexander Owen, Black Walnut; I Edmundson, Halifax C H; W Wood, do.
Hanover—W R Winn, Ashland; O E Thompson Beaver Dam.
Henrico and City of Richmond—A Bedeker, Rich-

Hanover—W R Winn, Ashland; C E Thompson
Beaver Dam.
Henrico and City of Richmond—A Bedeker, Richmond city; John H Guy, do; L H Frayser, do; Wm
Lovenstein, do; Geo K Gilmer, do; Stephen Mason,
do; J S Altee, Henrico; J B Crenshaw, do.
Henry—C Y Thomas, Martinsville.
Isle of Wight—John W Lawson, Smithfield.
James City and City of Williamsburg—F S Norton
Williamsburg.
King and Queen—J W Bulman, Little Plymouth.
King William—B F Jenes, Ayletts.
King George—W A Potts, King!George C H.
Lancaster—John S Chewning, Lancaster C H.
Lee—Wm McDourld, Beech Spring.
Louisa—F M Perkins, Trevillian's Depot; B McCracken, Louisa C H.
Lunenburg—Stith Bolling, New Plymouth.
Loudoun—I D Buch, Middleburg; William Matthaw, Hillsbore.
Matthew, Honey Bell Matthews C H.
Matthew, Honey Bell Matthews C H.

Loudonn—I D Budd, Middleburg; William Matthaw, Hillsbure.

Matther as—Henry Bell, Matthews C H.

Madison—J W Walker, Jr, Orange C H.

Mockleburg—George W Young, Clarkesville!

Ross Hamilton, Boydton.

Middlesex—L C Bristow, Saluda.

Montgomery—R A Miller, Christiansburg.

Nansenona—David Thayer, Suffolk.

New Kent—W H Brisby, Tunstall's Station.

Norfolk City—H M Bowden, Norfolk city; A \$

Segar, do.

Norfolk County and City of Portsmouth—H B

Norfolk City—H M Bowden, Norfolk city; A S Segar, do.
Norfolk County and City of Portsmouth—H B Holloman, Portsmouth; A L Woodworth, do; C E Hodges, Lake Drummond.
Nelson—W L Williams, Afton Depot.
Nottoway—George H Southall, Nottoway C H.
Northampton—J C Toy, Johnsontown.
Northumberland—B G Haynie, Heathsville.
Orange—David Pannill, Racecom Ford.
Patrick—W F B Taylor, Elamsville.
Page—Henry M Keyser, Alma.
Pittsylvania—M H Clark, Danville; W J Fulton, Whitmell; Walter Coles, Pittsylvania C H; T H Gosney, Hill Grove.
Petersburg—Peter G Morgan, Petersburg; George Fayerman, do.
Prince Edward—T P Jackson, Farmville.
Prince George—A N Fretz, City Point.
Prince William—W A Bryant, Nokesville.
Pullaski—W J Wall, Nowbern.
Princess Anne—John Q Hodges, Princess Anne C H.
Rappahannock—Zeph Turner, Woodville.

H. Rappahannock—Zeph Turner, Woodville.
Richmond—L R Stewart, Warsaw.
Rockingham—Philo Bradley, Harrisonburg; H B larnsberger, Port Republic.
Rockbridge—James T Patton, Fairfield; Arch'd

Rockbridge—James T Patton, Fairfield; Arch'd raham, Lexington.
Roanoke—J A McCaull, Salem.
Russell—J H A Smith, Lebanon.
Shenandoah—J L Campbell, Woodstock.
Smyth—Jas L Buchanan, Chatham Hill.
Southampton—R U Burgess, Berlin.
Scott—J H Horton, Pattonsville.
Surry—W H Andrews, Surry C H.
Stafford—J C Shelton, Fredericksburg.
Sussex—W N Stevens, Stony Creek.
Spotsylvania—J H Kelly, Fredericksburg.
Tazewell—Henry Bowden, Knob.
Washington—George Graham, Abingdon; John Farry, Bristol.

BOOK AND PAMPHLET PRINTING EXECUTED at THIS OFFICE.

RAILROADS AND STEAMBOATS.

DENNSYLVANIA CENTRAL RAILROAD. After 8 P. M., SUNDAY, Dec. 4, 1370, the trains of the Pounsylvania Central Railroad leave the Depot, at Thirty-first and Market streets, which is reached directly by the Market 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 Chestnut and Walnut street cars run within one square of the Depot.

Sleeping Car Tickets can be had on application at the Ticket office, northwest corner of Ninth and Chestnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 201 Chestnut street or 116 Market street, will receive attention.

Lancaster Accommodation......
Parkersburg Train......
Dincinnati Express....
Erie Mail and Buffalo Express.... ific Express. 

Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night passong—s 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, ex-cept Sunday. For this train tickets must be pro-cured, and baggage delivered by 5 P. M., at 116 Mar-ket street. tot treet,
Sunday Train No. I leaves Philadelphia at 8:40 A.
M; arrives at Paoli at 9:40 A. M. Sunday Train No.
2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli
at 7:40 P. M.
Sunday Train No. 1 leaves Paoli at 6:50 A. M.; ar-

at 7:10 P. M. Sunday Train No. 1 leaves Paoli at 6:50 A. M.; ar-rives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadel-phia at 6:20 P. M. TRAINS ARRIVE AT DEPOT, VIZ.:

THE BALTIMORE AND OHIO RAILROAD. On and after Sunday, 12th June, 1870, THREE DAILY TRAINS will be run between Baltimore and Wheeting and Parkersburg, as follows:

The MAIL TRAIN, for all way points, east of Piedmont, will leave Baltimore daily (except Sundays) at 8:00 A. M.; returning will arrive at Baltimore at 5:05 P. M.

The 8 A. M. Train connects with Strasburg and Harrisonburg via Manassas Gap Railroad.

The FAST LINE will leave daily at 4 P. M.; returning, will arrive at Baltimore at 8:20 A. M.

The CINCINNATI EXPRESS will leave Baltimore at 8:50 P. M.; returning will arrive at Baltimore at 8:50 P. M.; returning will arrive at Baltimore at 8:50 P. M.; Teturning will arrive at Baltimore At 8:50 P. M.; Teturning will arrive at Baltimore At 8:50 P. M.; Teturning will arrive at 10:40 A. M.

The WINCHESTER AND STRASBURG ACOMMODATION TRAIN will leave Baltimore daily (except Sundays) at 4:05 P. M.; Teturning will arrive at 10:40 A. M.

MOUNT AIRY ACCOMMODATION TRAIN The MOUNT AIRY ACCOMMODATION TRAIN will leave daily (except Sundays) at 5:00 P. M.; returning, will leave Mount Airy at 6:15 A. M., and arrive at Saltimore at 8:30 A. M.

The ELLICOTT'S MILLS TRAIN will leave at 1:20 P. M. daily (except Sundays); returning, will arrive at Baltimore at 3:20 P. M.

FOR HAGERSTOWN AND FREDERICK. Leave at 8:00 a. m. and 4 and 4:05 p.m.; returning ill arrive at 8:20 and 10:40 a. m. and 5:05 p. m. FOR WINCHESTER AND STRASBURG.

Leave Baltimore at 8:00 a. m. and 4:00 p. m.; re-urning, will arrive at 10:40 a. m. and 5:05 p. m. FOR . WASHINGTON. Leave Baltimore at 4:20, 5:08, 7, 8:10 and 11:30 a. n., and 2, 8:50, 4:45 and 8:30 p. m.
FROM WASHINGTON. Trains leave at 6:45, 8:00 and 9:25 a. m. and 12:45, 2:50, 4:10, 5:40, 7:45 and 9 p. m.

FOR ANNAPOLIS. Leave Baltimore at 7 and 11:30 a. m. and 4:45 p.m. ave Washington at 6:45 and 9:25 a. m. and 4:10 p. m SUNDAY TRAIN—WASHINGTON DIVISION. Leave Baltimore at 4:20, 5:08 and 8:10 a.m. and 45 and 8:00 p. m.
Leave Washington at 7:25 a. m. and 2:50, 5:40, 7:45

Leave Washington at 7:25 a. m. and 2:00, 0:30, and 9 p. m.

Tickets can be purchased at the Office, No. 149
West Baltimore street, corner of Calvert, where orders can be left for baggage to be called for, and which will be checked at person's residence.

For further information, Tickets of every kind, &c., apply to J. T. England, Agent, Camden Station, or at the Ticket Office.

Master of Transportation.

L. M. COLE, L. M. COLE, General Ticket Agent.

DHILADELPHIA AND ERIE RAILROAD. WINTER TIME-TABLE.

On and after MONDAY, December 5, 1870, the trains on the Philadelphia and Eric Raliroad will run as follows:

TI AND THE LEAD.
Mail Train leaves Philadelphia
" arrive at Erie 7.40 P. M.
Trie Express leaves Philadelphia 12.40 P. M.
CLITYO GO ANTICONSTRUCTION 1.40 AL. M.
Elmira Mail leaves Philadelphia 9.30 A. M.
Williamsport 6.00 I. M.
" arrive at Lock Haven 7.50 P. M.
EASTWARD.
Mail Train leaves Erie 9.00 A.M.
" " Williamsport 10 05 P. M.
" arrive at Philadelphia 6.50 A. M.
Erie Express leaves Frie 9.00 P. M.
" " Williamsport 8.25 A. M.
" " arrive at Philadelphia 5.30 P. M.
Elmira Mail leaves Lock Haven 8.00 A.M.
" " Williamsport 9.25 A. M.
" arrive at Philadelphia 5.80 P. M.
Paffalo Evares leaves Williamsport 1235 A M
Buffalo Express leaves Williamsport 12.35 A.M. Milton 1.50 A.M.
" arrive at Philadelphia 9 40 A. M.
Express, Mail and Accommodation, east and west,
connect at Corry, and all west bound trains and Mail
and Assembled the corry, and all west bound trains and main
and Accommodation east at Irvington with Oil Creek
and Alleghany River Railroad.
WILLIAM A. BALDWIN,
General Superintendent.

NORTH PENNSYLVANIA RAILROAD.

THE SHORT MIDDLE ROUTE to the Lehigh and Wyoming Valleys, Northern Pennsylvania, Southern and Interior New York, Elmira, Buffalo, Corcy, Roch-ester, the Great Lakes and the Dominion of Canada. WINTER ARRANGEMF.NT. Takes effect November 21, 2870.

Fifteen Daily Trains leaves Paszenger Depot, corn-Berks and American streets, (Sundays excepted) Fifteen Daily Trains leaves Paszenger Depot, corner Berks and American streets, (Sundays excepted) as follows:
7:00 a.m. (Accommodation) for Fort Washington.
At 7:35 a.m. (Express) for Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Mahsnoy City, Hazleton, Pittston, Towands, Waverly, and Elmira, and in connection with the ERIB RALLWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
8:25 a.m. (Accommodation) for Doylestown.
9:45 a.m. (Express) for Bethlehem, Easton, Allentown, Mahanoy City, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, (Schooley's Mountain), and N. J. Central and Morris and Essex Railroads.
11:00 a.m. (Accommodation) for Fort Washington.
1:15, 5:20 and 8:15 p. m. for Abington.
1:45 p. m. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston and Hazleton.
2:30 p. m. (Accommodatian) for Doylestown.
At 3:20 p. m. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Cupity and Mauch Chunk.
4:15 p. m. (Mail) for Doylestown.
5:00 p. m. for Bethlehem, Easton, Allentown, Mauch Chunk.
6:20 p. m. (Accommodation) for Lonsdale.

in the County of TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8:55, 10:35 a. m.; 2:15, 5:05 and 8:25

. m.
Doylestewn at 8:30 a. m., 4:40 and 6:35 p. m.
Lansdate at 7:30 a. m.
Fort Washington at 9:20, 11:20 a. m., and 3:10 p. m.
Abington at 2:35, 6:55 and 8:35 p. m. ON SUNDAYS.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 a m.
Philadelphia for Doylestown at 2:00 p. m.
Doylestown for Philadelphia at 7:00 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. 105 south Fifth street.

ELLIS CLARK, Agent.
November 21, 1570. November 21, 1870. EDUCATION.

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PRESIDENT—The Very Rev. I. Hellmuth, D.D.,
Dean of Huron.

\*\*For particulars, apply to Major Evans, London,
Canada West.

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at and Market eparture. The u within one uplication at Ninth and U call for to at No. receive

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STATE JOURNAL

STEAM JOB PRINTING ESTABLISHMENT

No. 9121 MAIN STREET.

RAILROADS AND STEAMBOATS.

TORTHERN CENTRAL RAILROAD. On and after SUNDAY, December 4, 1870, Trains will leave as follows:

8:30 a. m.—Mail daily (except Sundays) for the West and North to Buffalo and Niagara Falls.

12:40 p. m.—Fast Line daily (except Sundays) for the West and North to Williamsport.

7:40 p. m.—Daily (except Sundays) for the West.

10:20 p. m.—Daily (except Sundays) for the West.

10:20 p. m.—Daily for the West. North to Buffalo, Rochester, Niagara Falls and the Canadas.

Trains for Western Maryland Road at 8:30 a. m. and 3:30 p. m.

Trains for Gettysburg at 8:30 a. m. and 12:40 p. m.

Trains for Hanover at 8:30 a. m., 12:40 and 3:30 p. m.

Trains for Cumberland Valley Road at 8:30 a. m. and 12:40 p. m.

ACCOMMODATION TRAINS.

For York daily (except Sundays)—3:30 p m,
For Parkton daily (except Sundays)—5:30 p m,
For Parkton daily (except Sundays)—5:30 p m.
TRAINS ARRIVE IN BALTIMORE.
From the West and North—2:38 and 9:15 a m, 12:39,
2:46 and 6:15 p m.
York Accommodation—10:15 a m.
Parkton Accommodation—8:20 a m.
For tickets to all points North and West, apply at
Calvert Station and at No 9 North Calvert street.
RB. S. YOUNG,
General Passenger Agent. ACCOMMODATION TRAINS.

General Passenger Agent. ALFRED R. FISKE,

PHILADELPHIA, WILMINGTON AND BALTI-MORE RAILROAD.

Commencing MONDAY, November, 21, 1870. Pas senger Trains will leave President Street Depot as follows: Notions:
Way Mail Train for Philadelphia and Way Stations at 7:25 a. m.
Express Train for Philadelphia and New York at 9:35 a m.
Express Train for Philadelphia and New York at 2:40 p. m. Mail Train for Philadelphia and Way Stations :40 p. m. Accommodation Train for Port Deposit inter-nediate Stations at 5 p. m. Express Train for Philadelphia at 7:25 p. m. Express Train for New York at 10:40 p. m.

For Philadelphia at 7:25 p. m. For New York at CONNECTIONS.

CONNECTIONS.

7:25 a, m. Train connects at New Castle Junction with train for all Stations on Delaware Railroad, and at Perryville for all Stations on Philadelphia and Baltimore Central Railroad.

9:25 a. m. Train at Perryville for Port Deposit.

2:40 p.m. Train at Perryville for all Stations on Philadelphia and Baltimore Central Railroad and at Wilmington for Stations on Delaware Railroad and at Wilmington and Earrington.

Through Tickets may be procured either at President Street Depot, or at Ticket Office, No. 147 Baltimore street.

dent Street Depot, or at Treatment of the Month of the Mo

PHILADELPHIA, WILMINGTON AND BALTI-

TIME TABLE.

TIME TABLE.

Commencing Monday, November 21, 1870, trains will leave Depot, corner Broad street and Washington avenue, as follows:

Way Mail Train at 8:30 a. m. (Sundays excepted), for Baltimere, stopping at all regular stations.

Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harington with Junction and Broakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11:45 a m. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville and Havre de Grace, Connects at Wilmington with train for New Casile.

Express Train at 4:00 p. m. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linewood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:30 p. m. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linewood, Claymont, Wilmington, Nowark, Elkton, North-East, Perryville, Havre de Grace, Perryman's and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11:46 a, m. train.

WILMINGTON TRAINS, stopping at all stations between Philadelphia and Wilmington:

Leave Philadelphia at 11 a. m., 2:30, 5 and 7 p. m.

The 5 p. m. train connects with Delaware Railroad

stopping at all stations between Frinadaphia and Wilmington:
Leave Philadelphia at 11 a. m., 2:30, 5 and 7 p. m. The 5 p. m. train connects with Delaware Railroad for Harrington and intermediate stations.
Leave Wilmington at 5:45 and 8:10 a. m., 2, 4 and 7:15 p. m. The 8:10 a. m. tain will not stop between Chester and Philadelphia.
The 7:16 p. m. train from Wilmington runs daily. All other Accommodation Trains Sundays excepted.
Trains leaving Wilmington at 6:45 and 4 p. m., will connect at Lamokin Junction with the 7 a. m. and 4:30 p. m. trains for Baltimore Central Railroad.
FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore at 7:25 a. m., Way-mail. 9:35 a.

Leave Baltimore at 7:25 a. m., Way-mail. 9:35 a. m., Express. 2:35 p. m., Express. 7:25 p. m., Ex-

Leave Baltimore at 7:25 p. m., stopping at Magno-lia, Perryman's, Aberdeen, Havre de Graco, Perry-ville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood and Chester. SUNDAY TRAINS FROM BALTIMORN

Station, Newport, withington, casping and Chester.

Through tickets to all points west, south, southwest, may be procured at Ticket Office, \$28 Chestaut 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.

HENRY HUDNALL.

RESTAURANTS ZETELLE, NO. 1204.—The season for Spring die has fairly set in, and all the fresh luxuries which come with it are at ZETELLE'S. With LAMB, VEAL, SPRING CHICKENS, PEAS ASPRABAGUS, TOMATOES, ASPRARAGUS, TOMATOES, and ISTRAWBERRIES, with the other regular dishes, and the excellent cooking, it shall go hard if the most fastidious guest is not heartily satisfied. Then the BAR, with its

PURE LIQUOUS, MINERAL WATERS, and the excellent beverages prepared by the skilling bar-keeper, wind up an entertainment, the style of which is inferior to none in this country. my 2—ta

BROAD STREET.

RESTAURANT AND LAGER BEER SALOON, AUGUST WEIMER.

DYE HOUSE. SOUTHERN STEAM DYE HOUSE.

A NEW FRENCH DYE HOUSE as been opened in this city, where Ladies and Gen tlemen can have their GARMENTS, OF EVERY DESCRIPTION,

and delivered in twenty-four hours notice D. H. BLASCOW, French Dyer, 311 Broad Street, near Third.

DYED AND CLEANED,

MUSIC. &c. MUSICI JOHN MARSH,

No. 918 MAIN STREET, SHEET MUSIC AND MUSICAL MERCHANDISE

ment. no 12-1y 918 Main St., bet. Ninth and Tenth.

RAILROADS AND STEAMBOATS

RICHMOND AND YORK RIVER BAILBOAD, SUPERINTENDEN'S OFFICE,
RICHMOND, VA., Feb. 27, 1871.

CHANGE OF SCHEDULE — RE-ESTABLISHMENT OF DAILY LINE.
On and after MONDAY, 6th of March, 1871, the
Trains on this road will run as follows:

PASSENGER TRAINS 10.55 "
2:00 P. M.
3:55 " Arrive at Richmond " ...... Leave Richmond " ...... Arrive at West Point " ...... FREIGHT TRAINS, WITH PASSENGER CAR ATTACHED Leave Richmond daily (Mondays excepted) at 4 A.M. Arrive at West Point " " " 1 P.M. Arrive at Richmond " " 1 P.M. 4 rrive at Richmond " " 5 "

Trains connect daily at West Point with first class Steamers for Baltimore. Fare from Richmond to Through Bills of Lading given to all points North and South. Freight received daily and promptly forwarded.

H. T. DOUGLAS, Euperinfendent. fe 28-tf RICHMOND AND DANVILLE RAILROAD,— UARY 22, 1871,

GOING WEST,

Rich No. 1 (The property of the property of the

UARY 22, 1871,

GOING WEST,

Train No. 1 (Through Passenger) leaves Richmond daily (except Sundays) at 4 A. M.; leaves Danville at 11:12 A. M.; arrives at Greensboro' at 1:42 P. M.

Train No. 3 (Lynchburg Passenger) leaves Richmond daily at 9:15 A. M.; arrives at Lynchburg at 5 P. M.

Train No. 5 (Through Mail and Express) leave Richmond daily at 2:40 P. M.; leave Danville daily at 10:32 P. M.; arrive at Greensboro' at 1:05 A. M.

GOING EAST:

Train No. 6 (Through Mail and Express) leave Greenboro' daily at 2 A. M.; leave Danville daily at 4:37 A. M.; arrive at Richmond daily at 12:33 P. M.

Train No. 8 (Through Passenger) leaves Greensboro' daily (except Sundays) at 11 A. M.; leave Danville at 1:25 P. M.; arrive at Richmond at 8:15 P. M.

Train No. 9 (Lynchburg Passenger) leaves Lynchburg daily at 5:25 A. M.; leaves Burkeville at 1 P. M.; arrives at Richmond at 4:05 P. M.

Trains Nos. 1 and 5 connect at Greensboro' with Trains non North Chrolina Railroad for all points South.

Train No. 3 connects at Burkeville with Train on

South.
Train No. 3 connects at Burkeville with Train on Atlantic, Mississippi and Ohio Railroad for all points Scuthwest and South.
THROUGH SLESPING CARS, without change between Richmond and Charlotte, N. C., are attached to Trains No. 5, and 6.
THROUGH TICKETS to all points South and Southwest can be produced at the ticket office in Richmond,

1871. SCHEDULE OF TRAINS OVER THE SHORT LINE RICHMOND, FREDERICKSBURG AND POTOMAC ROUTE, ROUIE,
TO ALL POINTS NORTH, EAST, AND NORTH WEST.

Train No. 1.—Through Mail Train, via, Washington, leaves Depot, corner of Byrd and Eighth streets, daily at 12:45 P. M.; arrives in Biehmond daily at 2:20 P. M.

Train No. 2.—Through Mail Train, via. Washington, leaves the Depot, corner of Byrd and Eighth streets, daily (Sundays excepted) at 8:45 P. M.; arrives in Richmond (Mendays excepted) at 3:30 A. M.

THROUGH TICKETS and THROUGH BAGGAGE Checks to all the principal points in the North, East, and Northwest.

Checks to air the principal points in the North, East, and Northwest.

FREIGHT TRAINS will leave Richmond on Wednesdays, and Saturddays.

The ACCOMODATION TRAIN, between Richmond and Milford, will run daily (Sundays excepted), leaving the depot, corner of Broad and Eighth streets, at 4:30 F. M., and arriving in Richmond at 8:50 A M. Apply at COMPANY'S OFFICE, corner of Broad and Eighth streets.

J. B. GENTRY.

J. B. GENTRY.

General Ticket and Freight Agent.

E. T. D. MYERS, General Superintendent. fe 12—if

CHESAPEARE AND OHIO RAILROAD.

On and after MONDAY, December 5th, 1870, the PASSENGER TRAINS will run as follows:

MAIL TRAIN will run DAILY between Richmond and Staunton (except Sunday, between Gordonsville and Staunton). Leave Richmond at 8 A. M., and arrive at 28 P. M. Leave Staunton at 8:59 A. M., and arrive at Richmond at 4:50 P. M., making close connections at Gordonsville and Charlottesville with Orange, Alexandria and Manassarailvoad trains for Alexandria, washington, Eatimore, Philadelphia, New York, Boston, &c., also for Lynchburz, Knoxville, Chattanooga, Memphis, New Orleans, Montgomery, Mobile, &c. This train will run TRL-WEEKLY between Staunton and White Sulphur on TUSSDAY, THURSDAY, and SATURDAY, viz. Leave White Sulphur at 3:30 A. M., and arrive at Staunton at 8:39 A. M.; leave Staunton at 4:39 P. M., and arrive at White Sulphur at 10 P. M. Going West, passengers dine at Gordonsville and sup at Covington. Going East, breakfast at Staunton and dine at Gordonsville.

This train connects with stages as follows:

At Staunton for Lexington, Natural Bridge and Harrisenburg.

At Millboro for Bath Alum Springs, 10 miles; and

At Statuton for Lechigue,

At Miliboro' for Bath Alum Springs, 10 miles; and
Warm Springs, 15 miles.

At White Sulphur Springs for Lewisburg, 9 miles;
and Charleston, 109 miles.

THROUGH TICKER'S issued to all points North,
West, and Southwest.

JAMES F. NETHERLAND,
no 30

no 30 General Ticket Agent.

NOR NEW YORK.—OLD DOMIN—
TON STRAMSHIP COMPANY.
The splendid new side-wheel Stramships IBAAU BELL, ALBEMARLE, SARATOGA, HATTERAB, and NIAGARA leave

New York for Norfolk, City Point and Richmond, svery TUESDAY, THURSDAY and EATURDAY, at 1 o'clock P. M Leave Richmond every TUESDAY, ERIDAY and SUNDAY at high tide. These ships are entirely new, and were built ex-These ships are entirely new, and were built expressly for this route.

They have splendid saloons and stato-rooms, the accommodations and attention are unsurpassed. Goods shipped by this line are landed regularly a New York, on the Company's covered pier, 37 North River, within forty-eight hours.

INSURANCE EFFECTED WHEN ORDERED, AT A QUARTER OF ONE PER CENT. AT THIS OFFICES OF THIS COMPANY.

Frights for points beyond New York forwarded with dispatch, and no charge made, except actual expenses incurred.

AP For further information apply to John W. WYATT, Agent, 19 5—48

LIRECT PASSENGER ROUTE BETWEEN

1y 5-4s

No. 3, Governor St.

DIRECT PASSENGER ROUTE BETWEEN RICHMOND AND THE SOUTH, SOUTH WEST, VIA THE VIRGINIA AND TENNESSEE AIR-LINE RAILWAY.

WEST AND NOETHWEST, VIA THE VIRGINIA AND TENNESSEE AIR LINE RAILWAY.
This Great Passenger Route is composed of Richmond and Danville railroad, Virginia and Tennessee Consolidated Railway Line, East Tennessee and Virginia railroad, Railway Line, East Tennessee and Virginia railroad, East Tennessee and Georgia railroad, Mashville and Chattanooga railroad, Memphis and Charleston railroad and other connections.

Passenger trains leave Richmond daily (Sundays oxcepted) at 0.15 A. M., making close connections throughout to Lyuchburg and stations on Southside railroad, Bristol and stations on the Virginia and Tennessee railroad, Knoxville, Decatur, Cerintin, Grand Janction, Memphis, New Orleans, Chattanooga, Canton, Jackson, Vicksburg, Mobile, Dalton, Atlanta, Rome, Selma, Macon, Ceinmbus and all points South and Southwest, Nashville, Columbus, Chicago, Louisville, Jackson, Tennessee, Cairo, St. Louis and all points North and Northwest.

Through tickets good until used.

Baggage checked through.

New and elegant sleeping cars on all night trains, Good eating houses, and ample time for meals.

Fare lower than by any other route.

For further internation, apply at the office of the Virginia and Tennessee Air-Line Railway, 1325 Main street, or at the office of the Michmond and Danville railroad.

A. LEXANDRIA LOUDGUN AND

Agent.

A LEXANDRIA, LOUDOUN AND HAMPSHIRE RAILROAD.
SUMMER ARRANGEMENT, BEGINNING.
APRIL 1, 1869.
TWO TRAINS DAILY (EXORPT SUNDAY) BE TWEEN ALEXANDRIA AND HAMILTON.
Leave Alexandria at 8 A. M. and 5 P. M. Leave Hamilton at 5 A. M. and 11:30 A. M. Leave Leeshurg at 5:25 A. M. and 12:15 P. M.

The 8 A. M. train from Alexandria and 11:30 A. M. train from Hamilton connect with Kemp's Delly Line of Coaches for Purcellville, Saickorsville, Berryville, and Winchester, also, with Renuer's Line of Coaches, which leaves Leeshurg daily for Ball's Mile, Aldie, and Midleburg. On and after June, twenty stages will run daily to Capon Springs.

All trains arrive at Alexandria at convenient hours for connections with Washington and Bastimove the same day.

THE BRIDAL CHAMBER.

Essays for Young Men, on great SOCIAL EVILS and ABUSES, which interfere with MARRIAGE—with sure means of relief for the erring and unfortunate, discased and debilitated. Sent free of charge, in scaled covelopes. Address, HOWARD ASSOCIATION, No. 2, 8 Ninth street, Philadelphia, 26.

BUTLER'S BALSAMIC MIXTURE is not a thing of yesterday, got up to guil the unwary and put money in the pockets of the proprietor, it has stood the test of time. Having been in the market over thirty years, its very name will recall to many who are now the respected heads of families, the halycon days of their youth, with all its joys and sorrows; it is still the same; infailable in its operation; a specific remedy for youthful indiscretion and folly; a true friend, it is for sale by all druggists. Price, \$1 per bottle, de 14—19