## THE DAILY EVENING TELEGRAPH .- PHILADELPHIA, TUESDAY, JANUARY 22, 1867.

## WEIGHING THE BABY.

How many pounds does the baby weigh-Baby who came but a month ago? How many pounds from the crowning curl To the rosy point of the restless too

frandfather ties the "kerebief's knot, Tenaeri, guides the swinging weight, And calciumy over his glasses peers To read the record, ' Only eight.'

offly the echo goes around: The ather laughs at the tiny girl: The fair young mother sings the words, While grandmother smooths the golden curl;

and stooping above the precious thing Nestles a klas within a prayer, furmuting softly, "Lattle one, Granducther dia not weigh you tair."

obods weighed the baby's smile, Or the lave that came with the helpiess one; abody weished the threads of care From which a woman's life is spun.

o irocx tells the mighty worth Of little baby's quiet breath-Patient and faithful until death

obody weighed the baby soul. For here on earth no weight there be hat could avail; God only knows Its value in cternity.

uly ci. ht pounds to hold a soul. hat seeks no angel's silver wing. t shrines it in this human guise. Within so frail and small a thing

mother! laugh your merry note: Be gas and glad, but don't forget rom baby's eyes looks out a soul That claums a home in Eden yet.

## X LUNDRED DOLLARS A YEAR.

Wife's Effort at Low Living Under High Prices.

Such is the title of a small book published y Ticknor & Fields. The writer accepted sum of six hundred dollars exempted from axation as an assumption by Congress that hat sum would be sufficient for the mainteance of a family, and that all beyond was ractically a surplus which the receiver could ell afford to have taxed. She adds :-- "The ople have assented to this view of the case, Id have patiently borne the burden of the bst obnoxious tax ever imposed upon them. do not know whether any of the legislators ho passed the law have ever tried the exeriment of living on so small a sum; but, adging from the high salaries they receive, heir extravagant allowance of mileage, and e great additional sums which they last inter voted into their pockets, I am disposed think they never knew how hard it was to re, themselves, on the small allowance which y considered sufficient for us."

However, thousands had to live on such a ttance, and the record of one is given in this box, trom which we proceed to make a few stracts. The lady thus describes the "situaon" at the outset :--

Humble as was our position in the great orlo, we had a certain status to maintain. must live in a respectable house, we must ess genteelly at least, and keep a cervant too. do all these was now a heavy tax. Prices r everything were steadily rising, thus conantly encroaching on the fixed income which husband received.

Provisions and clothing were thus so high at, notwithstanding the recent addition of to hundred dollars to our former income, we ill had but the old sum of six hundred a year like upon. The laudlord had doubled our nt, and from the scarcity of dwellings we had n forced to remain where we were, or give bousekeeping altogether. A host of appli-nts stood waiting to secure our pleasant little me, if we should decide to give it up. But sureful calculation had convinced us that it is really cheaper to live as we were doing han to board, bestdes being so much more combe it cramped up in one or two rooms of a tesidence was in a thriving manufacturg town, where my husband was employed in perintending the muchinery in one of the ctories. His salary of eight huadred a year as very small, but he hoped to win promotion a close attention to his employer's interests. had seen among our iriends so many lament-e instances of irying to become suddenly ch, many times by speculation, that we had selv determined to be satisfied for the prewith a bare competency, rather than come grief through extravagance or business venes on a false capital.

bly comfortable and genteel way, on six hun-dred a year, and think I have praved by actual ingures that it was done. Prices of everything then were high-very high-bat now, in this year of 1866, they are still higher, and where they are to stop no one appears able or willing to rell. If we had not received that acceptable and there we and most timely increase of our income, we must have made up our minds to one of two things-either to cut down our expenses, by doing without many of the articles named on my list as among the most ordinary comforts of life, or we should be compelled to go in debt. Of the two coils we should certainly choose the lesser, and so preferred to live on much or polatoes rather than go beyond our means, With our present thirteen hundred dollars, clear of house rent, we were, indeed, very comclear of house rent, we were, indeed, very com-ioriable; but even this sum in paper money is not very different from six hundred in gold a lew years ago. When we bought sugar at nine cents the pound instead of twenty, and coffee for sizteen instead of fifty—when the servant's wages were a dollar and a quarter instead of two dollars and upwards, and good butter could be had all the year at an average of thirty in-stead of sigty cents. I surely need not argae the stead of sixty cents, I surely need not argue the question

Two or three chapters treat of cookery, making preserves, etc., and will be of special interest to the ladies. The recipes are toothsome, and show that "six hundred a year" is not without its luxuries. Another chapter treats of the education of children; and the last chapter discourses of the laying up of money, the tax on incomes, etc. quote:-

is singular how easy the business of accamulating money becomes, when one has ac-tually begun to save. A very rich man declared that his greatest difficulty had been to get possension of the first thousand dollars; but after that, it was the casiest thing to acquire a for-tune. I do not know how this may be, never having been the self-complacent possessor of the preliminary sum referred to; but I do know that when we discovered that there was a small surplus over our wants, it was remarkable how easily we were our wants, it was remarkable how easily we were enabled to increase it. In our lowest condition, we never despaired of seeing better times. If a sullor were to turn back whenever a head wind came on, he would never make a voyage. We thus rarely permitted our-selves to be battled by adverse circumstances; otherwise, like the sailor, we should have made no headway in the voyage of life. As to wealth, the prevailing idea is that its chief power is to supply wants. In our case it was really so, But from the course pursued by some of our ac-quaintances, it appeared to have no other power then that of creating them.

A new and rough as essor was appointed to inquire into the incomes. The writer savs:-

This new appointee was exactly calculated to render the collection of a disagreeable impost even more unpleasant. Under any circum-stances, we all distike to make revelation of our pecuntary condition—of how much we are worth, what is our income, how we made our money, etc. People speak freely of other do-mestic incidents; but this of income is a sort of forbidden topic. It was the invasion of this general family silence made by Government, when it levied the income tax, that rendered it so uncounder. so unpopular. It compels us to lift the yell from tamily secrets that we are all unwilling to have exposed. The satisfaction of knowing how much consistent of the satisfier of the wing how much our neighbor was worth was no compensation for the exposure of our own affitirs. Up to this time we had been in the habit of having no re-serve among our friends, as to how we got along in the world. They all knew what salary Arthur had received, and what rent we paid, and that six hundred a year allowed no surplus. But no sooner was our income increased, and we had begun to save a little, than we became reserved, begun to save a little, than we became reserved, never afterwards going into particulars, as we had done when we were saving nothing. Hence the rude inroad of the newly-appointed assessor was prculiarly unpleasant. Well, Arthur filled up the schedule, and sent it to the assessor. Of course we were no longer exempt from taxation; for the difference be-tween the six hundred dollars of former neces-stions years and our present more advantage

sitous years and our present more adequate titeen hundred, must now be reported for taxa-tion. Our tax was now forty-seven dollars, instead of two, as in previous years, yet we were bundantly better able to pay it. Though thus

ING TELEGRAPHPHII	ADELPHIA, TUESDAY, J
LUMBER.	PAILEOAD LINES,
1567SELECT WHITE PINE 44.5.4 5.4 2.2N 2 an (6 inch.) CHOICE EANEL AND INCOMMEN. 16 fection 44.5.4 5.4 2.2N 3 and 4 inch. WHITE FINE, PANEL PATTERN PLANE LAIGE AND SUPERIOE STOCK ON HAND	E A D I N G R A I L E O A D OKEAT TRUNE LINE. FLUOW SHILADELPHIA TO THE INTERIOR OF PI SETLYANIA, THE SCHUTISHL, SUSQUE- PANYA, CUMBERLAND AND WYOMING VAL- LUAS. THE NORTH, NOETHWEST, AND THE C.NADAS.
1867BUILDING! BUIL IN LUMBER! LUMBER! LUMBER 4-CAROLINA FLOORING 6-A CAROLINA FLOORING 6-A DELAWARE FLOORING WHITE FINE FLOORING MALNUT FLOORING. BPRUCE FLOORING. BTEP BOARDS. EALL PLAYE. FLASTERING LATH.	<ul> <li>WINTEE ARRANGEMENT OF PASSENGEE TRAINB. October 8, 1856.</li> <li>Leaving the Company's Depot, at THINTEENTH and CALLOWBILL Streets, Philadelphia, at the following hours:-</li> <li>MORNING ACCOMMODATION. At 7:30 A. M., for Ecsoing and intermediate Stations. Interving, leaves Ecaling at 6:30 F. M., arriving Philaceiphia at 9 10 F. M.</li> <li>MORNING EXTRESS, At 8:16 A. M., for Reading, Lebanon, Harrisburg, Potta- ville, Pinegrove, Tamagua, Sonbury, Williamsport, 1 imma, Rochester, Riagera Falls, Boffalo, Alentown, Wilkebarre, Pittaton, York, Carlisis, Chamborsburg, Hangelandwin, etc. etc.</li> </ul>
1867CEDAR AND CYPRESS LONG CEDAR SHINGLES. SHORT CEDAR SHINGLES. COOPER SHINGLES. FINE ASSORTMENT FOR SALE LOW. No. 1 CEDAR LOGS AND POSTS. No. 1 CEDAR LOGS AND POSTS. 1867LUMBER FOR UNDERTAKERS'I RED CEDAR, WALNUT, AND PINE.	This train connects at READING with East Pennsylvania Hailroad trains for alkiniowa, etc., and the Lebanos Valley Imin for Barrisburg, etc., at FOET GEINTON of the Cetawiasa Hailroad trains for Williamsburg, Leck Haven, Rimirs, etc.; at HARHISBURG with Northern Cettal. Cumberland Valley, and Schwäll and Sasque Sarve trains for Northumberland, Williamsport, York Chambersburg, Fibegrove, etc. AFTERNOON EXPISES Leaves Fhilaselphis at 370 F. M., for Reading Potts the Arithmeng, etc., connecting with Beading and Commbis Bailroad rains for Commbia, etc. HEADING ACCOMMODATION Examples Reading at END A. M., stopping at all way sta Hons, arriving at Fhiladelphis at 570 A.
1867. ALBANY LUMBER OF ALL KINDS SEASONED WALNUT, SEASONED WALNUT, DRY OPLAR CHERKY, AND ASB. CAM FLANK AND BOARDS. MAROGANY ROSEWOOD AND WALNUT VENEERS.	<ul> <li>Reducting, leaves rhiadsiphia at 4.30 F. M.; arrives in Evalues at 7.55 F. M.</li> <li>Trains for Fullaceiphia leave Harrisburg at 8.10 A. M., and Fousyile at 8.45 A. M., arriving in Philadelphia at 1.00 F. M. Afternoon trains have Harrisburg at 2.10 F. M., Folteville at 2.45 F. M., arriving in Philadelphia at 6.45F. M.</li> <li>HARRISBURG ACCOMMODATION Leaves Renders at 7.40 A. M. and Harrisburg at 2.10 y.</li> </ul>
1867CIGAR-BOX MANUFACTURERS CIGAR-BOX MANUFACTUREES. SPANISH CEDAR BOX BOARDS.	M. Commenting at Leacing with Afornoof, Accommo- dation south at 6.30 P. M., erriving in Fhiladelphis at 3.16 P. M. Market train, with passenger car attached, leaves Phila- delphis at 12.46 noon for Heading and all way stations Leaves Beading at 11.50 A. M., and Downingtown at 12.36
1867SPRUCE JOIST! SPRUCE JOIST BPRUCE JOIST. FROM 14 TO 22 FEET LONG. VROM 14 TO 22 FEET LONG. SUPERIOR NORW AY SCANTLING. 10 22 Gmrp No. 2500 SOUTH STREET.	1. M., for Enhancephia and all way stations All the above trains run daily, Sundays excepted, bunday trains leave Pottsville at 8:00 A. M., and Phila delphia at 5 15 P. M. Leave Philadelphia for Reading at 8 00 A. M., roturning from heading at 4 25 P. M. CHESTER VALLEY RAILROAD. Passengers for Downington and intermediate points take the 7:00 and 8:05 A. M. and 4:30 P. M. trains from Philadelphia, returning from Downingtown at 7:00 A. M.
F. H. WILLIAMS, LUMBER,	and 1230 noon. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST 1 caves New York at 7 and 9 A. M. and 800 P. M., passing Breading at 170 and 11 53 A. M. and 146 P. M., and con- necting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Fittsburg, Chiosgo Willismsport, Eimirs, Baltimore, etc. Retarburg, express train is aven Harrisburg on arrival c the Fennsylvania express from Pittsburg, at 3 and 9 05 A. M. and 215 P. M., passing Reading at 449 and 1052 A. M., and 215 P. M., Breeding cars accompany these trains
Seventeenth and Spring Garden,	ibrough between Jersev City and Pittsburg, wishout change A mail train for New York leaves Harrisburg at 2-10 P. M. Mail train for Harrisburg leaves New York at 12 M. Schluylikhill Vailley Eathrough at 7 and 1:50 A. M., and 7:15 P. M., returning from Tamaqua at 7:35 A. M. and 7:15 P. M., returning from Tamaqua at 7:35 A. M. and 1:49 and 4 1h F. M.
J. C. P E R K I N S, LUMBER MERCHANT, Successor to R. Clark, Jr., NO. 324 CHRISTIAN STREEF.	SUHUYLKILL AND SUSQUEHA NNA RAILROAD, Trains leave Abburn at 750 A. M. for Pinegrove and Herraburg, and 150 P. M. for Pinegrove and Tramont, returning from Harrisburg at 820 P. M., and from Tre- mont at 750 A. M. and 525 P. M. TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. The following tickets are obtainable only at the office of S LHADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NHOOLLS, General Superintand- deent, Reading :

At 25 per cent. discount, between any points desired, for families and firms. Good for 2000 miles between all points, \$52'50 each, for counties and firms. Constantly on hand, a large and varied ass fin er t FERTILIZERS. BAUGH'S RAW BONE

SUPER-PHOSPHATE OF LIME

FREIGHT.

RAILROAD LINES.

DHILADELPHIA, WILMINCTON AND BAL.

PHILADELPHIA, WILMINGTON AND BA1-TIMORE HAILROAD. TIME TABLE. Commencing MONDAY, December 24, 1965, Trains will leave Depot, corner of BROAD Street and WASHINGTON Avenue, as follows:-"Paters Train at 415 A. M. (Mondays excepted), for Beducore and Washington, stopping as Chester, Wilming ton, Newark, Elikton, Northeast, Potryville, Havre-de-Crave, Aberdeen, Perryman's, Edgewood, Magnolia, Clase's and Stemmer's Run. Way Mail Train at 816 A. M. (Sundays excepted), for Estimore, stopping as all regular statistic. Connecting with Jichware Railanad at Wilmington for Crisheid and intermediate stations.

With Felaware Emilionad at Wilmington for Crisfield and Interpreting stational at Wilmington for Crisfield and Interpreting at an emiliation of the state of the

WILMINGTON ACCOMMODATION TRAINS, ping at all Stations between Philadelphia and in and Wil

ading Potts leading and

Leave Philadelphia at 12:30, 4:00, 6, and 11:30 (daily) P 4. The 4:00 F. M. train connects with Delaware Mailroad r Milford and intermediate stations. The 6 F. M. train it to New Castle. ail way sta Leave Wilmington st715 and 8:30 A. M., 3 and 6:30 (daily) F.M.

Leave Wilmington at 7:15 and 8:30 A. M., 3 and 6:30 (faily) F.M. FROM BALTIM ORE TO PHILADELPHIA. Leave Ball more 7:20 A. M., Way-mail, 9:35 A. M., Express. 170 F.M., Express. 6:35 F.M., Express 6:22 F.M., Express. Treating to Havre-de-Grace and intermediate stations at 4:05 M. TRAINS FOR BALTIMORE. Leave Chester at 4:49 and DN A. M., and 3:38 F. M. Leave Wilmington at 10:00 and 9:40 A. M., and 4:18 P. M. SUNDAY TRAIN Leaves Baltimore at 6:25 F. M., ascopting at Havre-de-Grace, Perryville, and Wilmington. Also stops at Eikton and Newark to take passengers for Philadelphia and leave passengers from Washington of Baltimore, and Chester to leave passengers from Baltimore or Washington. Through Tickets te all points West, South, and South-west, may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotst. Persons purchasing lickits at this office can may their bagging checked at their residence by Graham's Bagge Express. 115 H. Y. KENKET, Buperintendent. Liarrives in 1 S.10 A. M.

PENNSYLVANIA CENTRAL BAILBOAD.-Wis TEB AEKANGEMENT. The Trains of the Fennsyvania Central Bairoad leave the Depot at Thirty-first and Market streets, which is reached dimediy by the cars of the Market Street Passenger Lailway. Those of the Chesant and Walnut Streets Bail-way run within one square of it. On Sundays-The Market Street cars leave Elevenih and Market Str. 25 maintes before the departure of each Train. G AND THE P. M., passing

AILROAD.

tickets to all nd Canada. at the office of IRTH Street, Superintend

Good for 2000 miles between al points, \$52'50 each, for families and firms SEASON TICKETS. For three, six, mine, or twelve months, for holders only, to all points, at reduced rates. CLERGYMEN Residing on the line of the road will be furnished cards ennihing themselves and wives to tickets at helf fare. EXCURSION TICKETS From Philadelphis to principal stations, good for Satur-day, Sunday, and Monday, at reduced fare, to be had only at the Ticket office, at THIRTEENTH and CALLOWHILL Streets.

FREIGHT. Goods of all descriptions torwarded to all the above points from the Company's Fielshi Depot, BROAD and WILLOW Streets. FIEIGHT TEAINS Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 6 P. M., for Reacing, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward. MAILS Close at the Philadelphia Post Office for all places on the road and is branches at 5 A. M., and for the principal tations only at 5:15 P. M.

FOR NEW YORK .- THE CAMDEN AND

D Amboy and Philadelphia and Trenton Bailroad Com-pany's Lines FROM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Wharf, will leave as RAILROAD LINES.

NEW AND SHORT ROUTE TO THE OIL

78

1.10 r. M., Through Train. Leaves Irvineton, stopping at all principal stations, arrives at 0.1 City at 5.59 7.50 A. M., Pithele Accommodation, Leaves Oleopolis; arrives at 011 City at 8.15 A. M.
6.40 A. M., Pithele Accommodation. Leaves Oleopolis, and arrives at 001 City at 8.15 A. M.
6.40 A. M., Pithele Accommodation, Leaves Oleopolis, and arrives at 010 City at 8.15 A. M.
6.40 A. M., Pithele Accommodation, Leaves Oleopolis, and arrives at 010 City at 8.15 A. M.
6.40 A. M., Pithele Accommodation, Leaves Oli City,

and arrives at Oil City at 8 15 A. M. GOING NORTH.
C40 A. M., Pithole Accommodation. Leaves Oil City, arrives at Oleopolis at 7 20 A. M., making close con-nection for Pithols.
972 A. M., Though Train. Leaves Oil City, stopping at all principal stations, arrives at irvineton at 240 P. M., making close connection with trains on P. & E. R. R., bound Last and West.
19750 P. M., Through Train. Leaves Oil City, stops at all principal stations, and arrives at irvineton at 4 10 P., making close connection for points West, and connecting with latter train Easton P. & E. R. C. 540 P. M., Pithole Accommodation. Leaves Oil City arrives at Oleopolis at 6'25 P M., making close com-metion for Pibole.
By this noure, passengers heaving Philadelphits at noos, arrive at Irvineton a 6'25 A. M., have an nour for break-fast, and arrive at Oil City at 11'00 A. M., or 22 hours from the time of segring.

c fine of starting. Passencors leaving Eric at 10 25, reach Oil City at 4:50 <sup>6</sup> M., or can stop at Tillioute and return to Etle same day. Passengers leaving On City at 9:30 A. M., arrive at Phila-lelptin at 7:00 A. m. next day, or at Eric at 4:00 P. M.

The cay. Tasscurers leaving Off City at 12 50 P. M., arrive at Eris troop P. M. same afternoon, or at Philadelphia afternoon it to to bowing day All trains south leave Irvineton after arrival of trains on Philadelphia and Eric Kalirosd, connect at Oleppolia for Philadelphia at Oli City with trains for Franklin and other philadelphia for the train for Franklin and charge the train train for Franklin and charge the train train

All trains North leave Off City after arrival of train from Tankin, connecting at Oleopolis with trans for Fithole, and at Irvinetos with trains bound both East and West on P. & E. R. R. NATHANIEL P. HORART, General Superintendant, Warten and Franklin Batroads. P. & E. R. R.

N EW AND MOST DIRECT ROUTE TO THE

N EW AND MOST DIRECT BOUTE TO THE OIL REGIONS: WINTER AND FRANKLIN RAILWAY. MATERY AND FRANKLING RAILWAY. M

M. next day, remain over night, and take the ook A. M. frain Nouth. At Irvineton passengers will find four comfortable hotels, and firs'-class dining saloon in the depot. Be sure to obtain through tickets and baggage checks at Pennsylvania Railroad Depot. West Philadelphia, via Warren and Franklin Railway, the great short route to the Oil Region ISAAC BLAKSLEE, Superintendent. BEVERLEY B. KEIM, General Freight and Ticket Acent.

Agent for the second state of the second state M. Fassengers by this train can take the Lehigh Valley train classing Rethlehem at 12.55 P. M., for k astom and points on New Jersey Central Bailroad to New York.
A.A. A. - Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Harsville, by this train, take the Stage at Old York road.
A.10.6 A. M. - Accommodation for Fort Washington, stopping at intermediate stations. Passengers take Stage at Loy estown for New Grove.
A.13.5 P. M. - Accommodation for Dovlestown, stopping at intermediate stations. Passengers take Stage at Loy estown for New Grove.
A.14.6 P. M. - Accommodation for Bort Washington, while y estown for New Grove.
A.14.6 P. M. - Accommodation for Borthelaem with Lefingh will complete the North Pennsylvania Bailroad, making close connection at Bethlehem and other points on New Jersey Central Bailroad, take New Jersey Central takinoad, take New York at 1045 P. M. - Passengers for Stainneytown take Stage at Abington New Jersey Central Bailroad, take New York at 1045 P. M. - Accommodation, for Dovlestown stopping at all intermediate stations. Passengers for Willow Cove. Hatborol. and Karaville take stage at Abington New Jersey Central Bailroad, take New Jersey Central Bailton for Dovlestown stopping at all intermediate stations. Passengers for Willow Cove. Hatborol. and Haraville take stage at Abington. To for Lumbor rille at Hoylestown.
At 200 P. M. - Accommodation, for Dovlestown stopping at all intermediate stations. Passengers is of Willow Cove. (Hatborol. and Baraville take stage at Abington. To for Lumbor rille at Heatown will be blight value the man at listeners. New York at 1945 P. M. - Accommodation, for Fort Washington.
At 200 P. M. - Accommodation, for Fort Washington.
At 200 P. M. - Accommodation, for Fort Washington.
At 200 P. M. - Accommodation to Lansdale. Stopping at the first the first state. Stage at Abington. New York at 1945 P. M. - Accommo

Market Sts. 35 minutes before the departure of escal Train. Mann's Ra gage Express will call for and deliver Bag-gage at the Depot. Graces left at the Office, No. 631 Chos-nut street, will receive attention. rg at 2·10 P. ck at 19 M. , and 7:15 P and 1:49 and

rep without change of cars. Sleeping Car Tickets can be had on application at the chet Office, No. 651 Cheanut street.

The writer gives numerous details of schoid expenses and economies, tells of r little garden, and what came of it, and ters into minutiæ which cannot be quoted re, but which presents the problem of life a narrow income in simple and intelligible rms. As to her table, she says :---

Our table was plentiful, but plain. For breaktwe always had good bread or rolls in sumer, and in winter griddle-cakes of buckwheat, get, or Indian meal, with fried potatoes, aled mackerel, or fresh fish, an omeleste, aled eggs, or a meat stew, made of the remains yesterday's dinner; but only one of those ems at a time. For dinner we rarely disneed with meat or fish, because Arthur eded strong food to sustain him under such ose application to the duties of his position, at we bought only the necessary quantity, and dom indulged in large joints and fine poultry. turkey for Christmas, and a goose or ducks r New Year, with a chicken now and then roughout the year, was the extent of our exthere were meely cooked vegetables, fre nently of our own raising, and plann good pud-ng or pie for desacrt. Then for our evening cal we needed but little more than tea and ast, with a dish of chipped beef, sliced tomas, or ripe truit.

1

I a triend came to take a meal with us, our was to make no deviation from our u-ual e. I might, it is true, set the table with ster care, and display my nices: dishes and est table-linen, because this cost me nothing a bittle trouble. But, on principle, we rerd to make feasis or to give parties, and Br ale we endeavored to "use hospitality withgradging," we also remembered that to live yong one's means is not consistent other with son or religion. In my own visiting expe-nece, however, I always found that a warm acome and a cordial spirit was a surer source ratification to the guest, than a table loaded th costly viands.

In the last year of the war "Arthur" was aited, and went into the service. The house as rented, and on his return the family again ok possession. We quote :--

It was astonishing, even to ourselves, to find w soon we were again at home, as well in our slugs as in our employment A few weeks micci to bring back the old routine of everyar life, together with my former plans for pasehold expenditure. There were many annes to be made in my allowances and dimates, for wages had risen as well as other angs. But then we were better able to pay e difference. We could not complain of these hen our income was so much larger. It was blonger only eight hundred, but had grown affreen hundred, with a respectable sum in forernment lunds. Upon the whole, now that was all over, I sometimes began to think that was a good thing for me that my husband ad been drafted; for we were so much better f now than a year ago. No doubt I should are thought very differently had any calamity appened to either of us in cousequence.

As wages went up, prices went up also, and the writer had to change her base lightly. She says :--

I began my history with the intention of nowing how we managed to live, in a tolera-

obliged to tell exactly what we were worth, still we congratulated ourselves that no one knew anything of the matter but the assess Judge, then, of our vexation, when, a few weeks afterwards, we saw the list of incomes of the whole town published in the newspaper. We had seen similar lists in the great city papers, but our publishers at home had not had sufficient enterprise to serve up the same kind of local information until now. It seemed that just as we were getting a trifle to report, we were to be exposed in this public manner. No doubt every other person so reported telt ex-actly as we did. Indeed, there was a general denunciation of the editor for committing so rreat an outrage. Every one of us thought that everyboly else was scrutinizing his individual condition; for we are all apt to think curselves of much more importance than we

The lady philosophically comforts herself by saying "that so long as we report a single dollar, there is a guarantee that behind it will be found the really all-sufficient six hundred t year.

This little volume is very interesting, and will meet the case of a large class of readers. It is pleasantly written, and neatly printed and bound.

-Ira Van Verburgh, a Pennsylvaulan, recently deceased, has left his property, valued at \$45,009, to his betrothed, who is to take possession when he is twenty-one years of age.

## GOVERNMENT SALES.

LARGE SALE OF DAMAGED AND COS-DEMNED QUARTERMASTER STORES.

ASSISTANT QUARTERMASTER'S OFFICE,

ASSISTANT QUARTERMASTER'S OFFICE, No 1129 GIBARD STREET, PRILADELPHIA, JANUARY 19, 1857 Will be sold at public auctors, on account of the United States, at Government Storehouse, HANO-VER Street, Philadelphia, Pa., on FRIDAY, Janu-ary 25, 1867, at 10 o'cick A. M., and will be con-timued from cay to day until all are sold, the follow-ting named articles of Damsged and Condemned Quartermaster Stores, viz :-

iariermaster Stores, viz	1-
ichois,	Steamer Castings.
kes,	Galvanized Iron.
on Bars,	Assertea iron,
ddie Blankets,	Iron Pipe,
ushes,	Lead Pipe,
ndant s rms.	Gas Pipe,
	Assorted Locks.
Burners,	Boules.
ingle Bags.	Gum and Leather Hose,
ater Buckets,	
inirs,	Stoves, Hanges and
uh lubs,	Heating Stoves,
uie Collars,	
die Conars,	Army and Express Wa
linaers,	gons,
ades,	Wagon Spokes,
atchets,	Wheelbarrows,
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TER FREEMAN, Freight Agent, DELAWARE Avenue, Philadeiphia.

ADEL PHIA AND FRIE RAIL. -This great inc traverses the North Connues of Pennsylvania to the City a. It has been leased and is operated a Balroad Company. OEE TRAINS AT PHILADELPHIA. Evic Mall Train, 7 A. M.; Eric Express Imira Mail, 5 40 P. M.; Eric Express a Mail, 800 A. M. a. through on the Eric Mail and Person

a through on the Erie Mail and Express go both ways between Philadelphia

YORK CONNECTION. 19 A. M., arrive at Erie 10:00 A. M. 15 A. M., arrive at Erie 10:00 A. M. 15 00 P. M., atrive at Erie 7:15 F. M. F. M., arrive at New York 4:40 F. M. A. M., arrive at New York 10:10. A M. ars on all the night trains. specific passenger business, apply at and MARKET Streets, Phis. iness, of the Company's Agouts, S. B or Thriteenth and Market screets, . Revnoids, Erie; William Brown. attinore.

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Y RAILROAD LINES, FROM

W EST JEESEY BAILROAD LINES, FROM not of MARKET Street (Upper Ferry). LEAVE FILLADELPHIA AS FOLLOWS:--For Bridgeton, Salem, Millville, and All intermediate stations, at 5 A. M. Mail, 330 P. M., Prasenger. For Woodbury, 5 A. M., 330 P. M., Prasenger. For Cape May, at 330 P. M. For Cape May, at 330 P. M. REFURNING THAINS LEAVE Woodbury at 745 and 840 A. M., and 454 P. M. Bridgeton at 765 A. M. and 350 P. M. Freight, 540 P. M. Bridgeton at 765 A. M. and 350 P. M. Freight, 540 P. M. Cape May at 1145 A. M., Passenger and Freight. Freight will be received at First Covered Wharf above Wainut street, from 950 A. M. until 550 P. M. Thair received before 750 A. M. will go through the same day. Freight Delivery, 80, 228 B. DELAWARE Avenue. 1 15 WILLIAM J. SEWELL, Superintendent.

FOR NEW YORK, VIA RARITAN AND DELA-WARE BAY RAILROADS. - From Ferry foot o VINE Street, Philadelphia. 07, M. - Freight for New York, and points North or

East. 11 A. M -- Way Freight. Goods delivered at Company's Depot. No 320 N. WHARVES. Philadelphia. by 5 P. M., will be for-warded by this line, and arrive in New York at 5 o'clock next morphing. Freight received at Pier No. 32 North River, N. Y. by 430 P. M., will be ready for delivery in Philadelphia

Freight He, will be ready for delivery in Philadelphia carly the following morning.
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 J. B. BUET. Pier No. 32 North River, foot of DUANE
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 Or at General Freight and Fassenger Office, Phila-delphia, No. 411 CHESS UT Street.
 General Freight Agent, Red Bank, N. J.
 General Freight Agent, Swe Aging Sw.

At 6 A. M., via Camden and Amboy, Accommoda-

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The 1 P. M. Markot Line will leave from foor of markot stelet, opperFerry. LINES FROM KENSINGTON DEPOT WILL LEAVE at 11 A. M., 430, 645 P. M., and 12 P. M. (Night), via Kensington and Jersey City Express Lines, hre \$300. The 645 P. M. Line will run daily. All others sundays

excepted, 1730 and 11 A. M., S. 330, 430, 5, and 645 P. M. and 12 Mionight, for Bristol, Trenton, etc.; and at 1015 A. M. or Bristol. 7 30 and 10-15 A. M., 3, 4 30, 5, and 12 P. M., for Schenck's

At 10 15 A. M. S. 5, and 12 P. M. for Eddington. At 740 and 10 15 A. M. 3, 4, 5, 6 and 12 P. M. for Corn-well's, Torresdale, Hoinesburg, Racony, Briesburg, and Frankford, and at 8 P. M. for Holmesburg and inter-resting stational.

Frankford, and it S F. M. far Holmesburg and internediate stations.
 At 10 th A. M., 5. 4. 5. 6.8 and 12P. M. for Wisshoming.
 BELVIDERE DELAW AREJ RAILKOAD.
 For the Delaware Kiver Valley, Northern Pomsylvania, and New York State, and the Great Lakes. Daily (Suncays excepted) from Kensington Depot, as follows:—
 At 7.50 A. M., 5.4, fifther. Gwege, Rochester, Binghanton, Oswego, Syracuse, Great Beno, Montrose, Wilkesbarre, Beranton, Stroudsburg, Water Gap, etc.
 At 7.50 A. M. and 3:50 F. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:50 F. M. Line connects direct with the train leaving Easton for Mauch Churk, Allentown, Bethlehem, etc.
 At 6 F. M. for Lambertville and intermediate stations. January 7, 1867.

HILADELPHIA, GERMANTOWN, AND NORRISJOWN RAILROAD. On and after THURSDAY, November 1, 1866, until further notice.

FOR GERMANTOWN.

FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3. %, 35, 4, 5, 5%, 6 10, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown 6, 7, 7%, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 8, 4%, 6, 69, 7, 8, 9, 10, 11 P. M. The 8 20 down train, and 3% and 5% ap trains will not stop on the Germantown Branch.

I.e ave Philadelphia 9 ½ A. M., 2, 7, and 10½ P. M.
 Leave Germantown 8½ A. M., 1, 6, and 9½ P. M.
 CEESNUT HILL RAILROAD
 Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3½, 5½, 7, 3, and 11 P. M.
 Leave Chesnut Hill 710 minutes, 6, 940, 1140 A. M., 1, ave Chesnut Hill 710 minutes, 10, 940, 104 A. M.,

1. 1. 2. C. Chesniti Jini 740 minutes, 5, 5, 50, 11 of A. A. P. 40, 540, 540, 540, 540, 540, 540, and 1040 minutes P. M. ON SUNDAYS. Leave Philadelphia 9 & minutes A. M., 2 and 7 P. M. Leave Chesnit Hill 750 minutes A. M., 1240, 540, and 9 20 minutes P. M.

DIRCE. S.C. HIS South THIRD SUPER. 119 PITTSBURG, COLUMBUS, AND CINCIN NATI RAILROAD COMPANY, THE PASH HANDLE ROUTE WESTWARD. Owing to the great distance saved by THIS R JUTE, the Government has assigned to it the carrying of the United States Mail to the principal cities of the West and Southwest THERE BEING BUT ONE CHANGE OF CARS BETWEEN THILADELPHIA AND CINCINNATI AND BUT TWO TO ST. LOUIS. PASSENGERS BY THIS ROUTE WILL ARRIVE IN C'NCINNATI, INDIANAPOLIS, CAIRO, AND ST LOUIS, ONE TRAIN IN ADVANCE OF ANY OTH'S HINE. Fast line at 17:00 M. Passengers by this train take supper at Altoona; can take state room sleeping cars Passengers are not subject to change at Pittaburg, but roo through to Coshocton, affording an unprokan night's rest.

Leave Chesniti Hill 755 minutes A. M., 1755, 555, and Fill consules P. M.
OH CONSHOHOCKEN AND NOERISTOWN.
Leave Philadelphia 6, 555 l1765, minutes A. M., 157, 5
S. S., S.A., S.OS minutes, and 1155 P. M.
Leave Norristown 5 40, 7, 750 minutes, 9, 11 A. M., 136
S., S.A., and S.F. M.
T. S.S., P. M. train will stop at Falls. School Lane, Wisselve, on Manayunk, Spring Mills, and Comahohocken only ON SUNDAYS.
Leave Philadelphia 9 A. M., 254 and 655 P. M.
Leave Philadelphia 9 A. M., 254 and 655 P. M.
Leave Norristown 7 A. M., 5 and 85, P. M.
Leave Norristown 7 A. M., 5 and 85, P. M.
Leave Philadelphia 6, 845, 1105 minutes A. M., 1
S. J., S., S., S., and 115 P. M.
Leave Philadelphia 6, 845, 1105 minutes A. M., 1
S. J., S., S., S., and 115 P. M.
Leave Philadelphia 50, 200, 924, 1132 A. M., 2, 5, 624, 634 F. M.

F. M. ON SUNDAYS.
 Leave Philadelphia 9 A. M., 5% and 6% P. M.
 Leave Manayunk 7% A. M. Skand 9 F. M.
 Leave Manayunk 7% A. M. Skand 9 F. M.
 W.S. WILSON, General Superintendent,
 Desot NINTH and GHERN Streets

LABITAN AND DELAWARE BAY RAIL-

Corner of THIRTIE.TH and MABRET Streets. Philadelphia. B. F. SCULO. Ger eral Ticket Agent Stanbarville, O. JOAN M. MILLES. Concral Zastern "assanger Agent, No. 526 Frond var, Sew York, JOHN DURAND, Genera Superintendant. Per new wants Ballroad Office No SHI (beamut street, and Thirtieta and Market streets West Philadelphia. f

Ackittan AND DELAWARE BAY RAIL-Roban - On and after December 13, 1865, trains were dealer - On and after December 13, 1865, trains trained - On and after December 13, 1865, trains were dealer - The second and the second and the second - The second and the second and the second - The and Thirtleta and Market streets West Philadelphia. † CAADEN AND ATLANTIC RAILROAD, WINTER ARRANGEMENS: Leave Vine Street Ferry daily, as follows (Sundays excepted):-Mail, with Freight. Atlantic Accommodation. Mail, with Freight. 125 P. M. Atlantic Accommodation. Junction Accommodation. Junction Accommodation. 125 P. M. Atlantic Accommodation. 125 P. M. Mail, with Freight. 125 P. M. Atlantic Accommodation. 126 P. M. Mail, with Freight. 127 P. M. Atlantic Accommodation. 128 P. M. Mail, With Freight. 129 P. M. Atlantic Accommodation. 120 P. M. Beturning, leaves Jones Streen. 130 P. M. Beturning, leaves Jones Streen. 14 DEDON TEALN P. M. Leave Hadonfield at I and 3 15 P. M. JOHN G BRYANT, Agout.

run through to Coshocton, anorothy an unorokan night's rest. Night's rest. Night's rest. Sight Fxpress II F. M. Passengers can take sleeping cars through to Cincinnati with but one change; by this line to us have the advantage of comfor, and plea sure particularly for ladles travelling alone, and families with children, by this routs between Philadelphia and all the princi pal points West and south. Be sure to purchase tickets "VIA STEUBEN-VILLE" at PINNSYLVANIA RAILROAD OFFICE. Corner of THIATIE.TH and MARKET streats. Philadelphia.