THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, DECEMBER 12, 1867.

HAPPY TIDINGS.

he sharp rat-tat-the post has come ! Tidings are here of friends long parted : To some of hope and joy-to some The news that leaves them broken-hearted. That heap of letters which he bears-Who knows what destinies are in it ? Sorrow and laughter, mirth and tears: The post !- some bless, some curse the minute.

But if the face can tell one aught, One scarcely now need be atraid-he The best of good news must have brought To yonder bright-eyed smiling lady. Good news, good news has come, 'tis plain-Is it from sister, brother, cousin ? Or is it from some sighing swain !--Lovers she Las at least a dozen.

What words precisely writ are there One need not now stay to discover: Besides, it would not quite be fair The reader's shoulder to peep over. Enough proclaim those glistening eyes-The postman here has brought a treasure; And if at times my lady sighs, 'Tis not in sorrow, but pure pleasure.

We'll have her here alone to read -To gloat in secret o'er her letter: Her looks-whate'er its theme-concede It could not well be any better. Or, as we mentioned "theme" above, We'll simply offer one suggestion-It is not unrequited love: And so we may dismiss the question.

> ABRAHAM LINCOLN. BY F. B. CARPENTER.

Gross Calumny Refuted. From the N. Y. Independent.

The charge that President Lincoln indulged in unseemly levity on the battle-field of Antietam-calling for ribald songs and vulgar jokes, in the presence of the wounded, the dying, and the unburied dead-has been from time to time repeated and industriously circulated by the enemies of the Union party throughout the country. Mr. Horton, late editor of the New York Day Book, has embodied the story in his "Youth's History of the Civil War" (written from the Southern stand-point, to offset a similar work from the Northern point of view, published in Boston); and the Boston Post, of so recent a date as September 28, 1867, refer-ring to a criticism upon President Johnson's speech at the Antietam Cemetery ceremonies, says :- "Perhaps it" (the Tribune) "would have preferred that Geary or some one else had sung the song which the late lamented President Lincoln sang when galloping at the head of a party of visitors over that field of battle."

Believing this charge to have been a malignant fabrication, I have long sought for evi-dence to prove the fact. Very lately there has providentially come into my hands the most complete and incontestable vindication of Mr. Lincoln's character; and I am now prepared to prove the origin and authorship of

the calumny. Its author was Joseph Scovill, the New York correspondent during the war of the London *Herald* and the London *Standard*, whose letters, over the signature of "Manhat-tan," will be long remembered by the Ameri-can public for their virulent disloyalty and perversion of all facts which favored the Northern cause.

Two or three weeks after the battle of Antietam, in one of Mr. Scovill's gossiping Lon-don letters, he mentioned the fact of Mr. Lincoln's visiting the battle-field, and therein invented and wrote the slander since republished so many times by Mr. Lincoln's enemies. Reference to the newspapers of that date will show that the first time the story was printed in this country it was as an extract from a letter to the London Herald by its New York correspondent "Manhattan." Mr. E. H. Jenny, a well-known citizen of New York city, met Mr. Scovill in Carleton's bookstore shortly after the publication of the letter containing this charge. He said to him, "Scovill, how came you to write that nonsense to the London press about President Lincoln at Antietam ?" "Why," replied Scovill, "it was intended only as a joke. I received," he continued, "ten pounds sterling for that letter. I have to put just such stuff as that in my letters to please such fellows as they are over there." Mr. Jenny fortunately put this statement in writing soon afterwards, and has thus on record the very words of the conversation. Subsequently Scovill wrote a letter to the London Herald purporting to give an account of General Grant's advance towards Richmond, and so grossly misrepresented the battle of Spottsylvania that when the letter came back to this country, as published both in the London Herald and London Standard, General Dix wrote Scovill to consider himself under arrest, and report at his office. Scovill told General Dix that he was very ill, and thought he had not three weeks to live, and begged not to be sent to Fort Lafayette. General Dix said the matter would be referred to Washington, and in the meantime he must consider himself under arrest. Scovill subsequently exhibited his "order of arrest" to Mr. Jenny, at the Controller's office of the city of New York, and in answer to inquiries as to the pature of the charges against him, replied: "My account of Grant's fighting on the Rapidan and at Spottsylvania." When Mr. Jenny suggested that it might be his slander of President Lincoln at Antietam, instead, he replied:-""That was intended only as a joke; nobody believes it here; it was written to please those fellows over there," reiterating his assertion that the letter containing the fabrication "produced him £10 sterling.

firat time, by Ronget de Lisle, of that grandest of all hymns of liberty, "La Marsellaise." LINCOLN AND SHYMOUN. After one of the President's proclamations calling for more men had been apportioned

among the different States, Governor Seymour went to Washington to arge upon Mr. Lincoln the reduction of the quota of New York. Early in the day, after his arrival, he sent in his card, but the President surmised his errand, and the day wore away while he gave audience to other callers. At 3 o'clock he ordered the office door to be thrown open, and the waiting throng admitted. As they came is, completely filling the room, Mr. Lincoln said, "I will first see Governor Seymour of New York." Governor Seymour went forward, and took a seat near the President, and in a low tone stated his errand. Mr. Lincoln sat in silence till he had concluded; then, raising his voice so as to be heard by all present, he replied:-"When the other Governors of States come here, they come to ask what they can do to help hold up my hands; but you come and ask me to release you from doing what others do cheerfully, and with alsority." Then, taking up a card before him, he turned and said, "I will see Mr. next," thus terminating the interview.

SKINNING THE "CONFEDERACY."

When Grant went to Washington to receive his appointment as Lieutenant-General, he stated to Mr. Lincoln his plan, which was to occupy with the Army of the Potomac the main Rebel army in Virginia, while Sherman

the legs, while Sherman skins."

THE FORGED PROCLAMATION.

Howard the proclamation forger-a Republican-was pardoned out of Fort Lafay-ette, while Mallison, his confederate, who was a Democrat, continued incarcerated. A Brooklyn gentleman mentioned the fact to Mr. Lincoln. He was busy at the time, but said, earnestly :-- "Don't leave the city till very I fix that"; and at the first leisure moment he wrote and placed in the hands of the gentleman an order for Mallison's unconditional release.

A LAWYER'S OPINION OF LINCOLN.

The Hon. S. M. Cullum, the present Repre-sentative of the Springfield District in Con-gress, a distinguished lawyer of Illinois, once expressed, while Mr. Lincoln was living, this opinion of his distinguished a-sooiate:--

"Had I an important law case, and desired an opinion in five minutes, I would not value Mr. Lincoln's opinion beyond that of many others; but if Mr. Lincoln had time to give his opinion, I would rather have it than that of any living man. His opinion thus obtained was never broken down in our courts."

M'CULLOCH AND THE BANKERS.

A deputation of bankers from the Eastern cities visited Washington at the time of the issue of the Ten-forty loan; and, after an interview with Secretary Chase at the Treasury Department, they were taken over to the White House by Mr. McCulloch, then Comptroller of the Currency, to be introduced to the President. Mr. Lincoln was writing at his desk by the window of his office as the party entered. Mr. McCulloch went to him, and, leaning over the desk, said :- 'Mr. President, I wish to introduce to you a number of financial gentlemen who have come to Washington to see about the new loan. As bankers, they are obliged to hold our national recurities, and I can therefore vouch for their loyalty; for you know the good book says, Where the treasure is, there will the heart be alao !! !!

Mr. Lincoln, without looking up, instantly replied, "There is another version of that, Mr. McCulloch. The same book says, 'Where the carcass is, there will the eagles be gathered together.' "

ENGINES, MACHINERY, ETC.

RAILROAD LINES.

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 NORTH, NORTHWEST, AND

 THE
 CANAIAS

 WINTER
 ARRANGEMENT
 OF
 PARSENGER

 TRAINS, MONDAY, November 15, 1967.
 Leaving the Company's Depot, at THIETEENTH

 and CALLOW HILL Btreets, Philadelphia, at the fol Lowing houve:

AT ALLOW HILL Streets, Philadelphia, as the fol-towing houve:-MORNING ACCOMMODATION, At 7 80 A. M., for Beading, Allentows, and inter-mediatestations. Returning, leaves Reading at 5 20 P. M., arriving in Philadelphia at 5 70 P. M. MORNING EXPRESS At 575 A. M. for Reading, Lubanon, Harrisburg Potisville, Pinegrove, Trangus, Sunbury, Williams out, Eindra, Bochester, Niagara Falls, Buffalo Wilkestarre, Pittiton, York, Caribile, Chambers-burg, Hagerstown, etc. etc. The 7-20 train connects at READING with East for and the 515 A. M. train connects with Lebanon Valley train for Harrisburg or, as PORT (LI. TON with Casswise a Bairroad trains for Alleg-burg, etc., and the 515 A. M. train connects with Lebanon Valley train for Harrisburg or, as PORT (LI. TON with Casswise a Bairroad trains for Mile-BURG with Northern Central Cumberland Valley and Schuylkill and Susguebanus trains for North-smobile. Millamsport, York, Chambersburg Pinegrove, etc. The TERNOON EXPRESS

and Schuylkill and Susquebanna trains for North-mobrishod, Williamsport, York, Chambersburg Florgrove, etc., AFTERNOON EXPRESS Leaves Philadelphia at \$20 P. M., for Roading, Potts-ville, Rarrisburg, etc., connecting with Reading and Colombia Railroad trains for Columbia, etc., For TSTOWN A COOMMOD ATION Leaves Pottstown at 646 A. M., stopping at Inter-mediate stations; arrives in Philadelphia at 905 A. M. Returning, leaves Philadelphia at 500 P. M.; arrives in Pottstown at 765 P. M. Returning, leaves Philadelphia at 500 F. M.; arrives in Fast DING ACCOMMOD ATION Leaves Reading at 726 A. M., stopping at all way stations, arriving at Philadelphia at 1015 A. M. Returning, leaves Philadelphia at 1015 A. M. Returning in Philadelphia Harrisburg at 610 A. M. and Poitsville at 245 P. M.; arriving in Philadel-phia at 100 P. M. Anternoon trains leave Harrisburg at 210 P. M. Poitsville at 245 P. M.; arriving in Philadel-phia at 645 P. M. HARRIEBURG ACCOMMODATION. Leaves Reading at 715 A. M., and Harrisburg at 410 P. M. Connecture at Reading with Afternoon trains

Leaves Reading at 715 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Acco-modation south at 630 P. M., arriving in Philadelphia

at 910 P. M. Market train, with passenger car attached, leaves Philadelphia at 124, noon for Pottsville and all way stations. Leaves Pottsville at 700 A. M. for Philadel-phis and all way stations. All the above trains run daily, fundays excepted. Sunday trains leave Pottsville at 800 A. M., and Philadelphis at 816 P. M. Leave Polladelphis for Reaching at 820 A. M., returning from Reading at 425 P. M. P. M.

CHESTER VALLEY RAILROAD.

P. M. Passengers for Downingtown and Jutermediate points take the 750 A. M. and 400 P. M. trains from Philadelohia, returning from Downingtown at 650 A. M. and 100 P. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST Leaves New York at 9 A. M. and 5 and 5 P. M., passing Reading at 100 A. M. and 150 and 10 b P. M., and conn citing at harr.sburg with Penesyivania and Northern Central Railroad express trains for Pitts-burg, Chicago, Williamsport, Eimira, Bastimore, etc. Jieurning, express train leaves Harrisburg at 8 and 10 A. M. and 950 P. M., Basting Reading at 449 and 106 A. M. and 95 P. M., passing Reading at 449 and 106 A. M. and 95 P. M., and Swe P. M. Sleep-ing cars accompany these trains through between Jersey City and Pittsburg, without change. A multirain for New York leaves Harrisburg at 8:10 A. M. and 200 F. M. Mail train for Harrisburg leaves New York at 12 M. SCH UYLKILL VALLEY RAILBOAD. Trains leave Pottaville at 6:30 and 11 A. M., and 7:15 P. M. returning from Tamaques at 736 A. M. and 7:1

SCHUYLKILL AND SUSQUEHANNA RAILROAD

be HUYLK ILL AND SUSAUELIANNA RAILBOAD Trains leave Auborn at 755 A. M. for Pinegrove and Harrisburg, and 1245 noon for Pinegrove and Tremon, returning from Harrisburg at 555 P. M., and from Tremont at 740 A. M. and 535 P. M., TICKETS. Through first-class tickets and emigrant lickets to a the principal points in the North and West and Caunda.

a the principal points in the table of the seading Caunda. I have referred to the seading have referred to the stations, good for one day only, are bic relow tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morphog Accommodation, Market train, Reading and Poinstown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and inter-mediat. stations, by Reading and Poinstown Ac-commod atton trains, at reduced rates.
The following tickets are obtainable only at the office of it BRADFORD. Treasurer, No. 227 South FOURTH Street, Philadelphia, or of G. A. NICOLLS, General St. tertinendent, Reading:-COMMUTATION TICKETS
At 25 per c unt. discount, between any points desired, for families so d firms. MILEAGE TICKETS, Good for 2000 miles between all points, \$32:50 each for families an i firms. F r three, six, uine, or tweive months, for holders

BEASON TICKETS, F r three, six, uine, or tweive months, for holders only, to all point, at reduced rates. CLERGYMEN Residing on the line of the road will be furnished cards entilling the mailyes and wiles to tackets at hair fare. EXCURSION TICKETS EXCORSION TICKETS

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N OFTH PENNSYLVANIA 'BAILROAD,-TA & MIDDLE HOUTE-Shortest and most direct route to Bethiehem, Alentown, Mauch Chuok, Bethiehem, White Baven, Wilkesbarre, Mainopo City, Mount Carmel, Pitiston, Scranton, and all points in the Leftign, Mahanoy, and Wyoming coal regions. The Part of the State of the State of the State Market Alexandrow Strents. MURTER ARGENERS BENERS MINE DAILLY THAINS. The DAILY THAINS. The DAILY THAINS. AND MARKET BENERS AND AND AND ADDRESS AND ADDRESS AND AND ADDRESS ADDRE

and points on New Jersey Central Bailroad to New York. A18'45 A. M. — Accountinodation for Doylestown, stop-ping at all intermediate stations. Pawsongers for Willow Grove, Hatboro, and Hartaville, by thus train, take the stage at Oid York road. At 1'95 A. M. — Accountodation for Fort Washing-ton, stopping at intermediate stations. At 1'30 P. M. — Express for Bethlenem, Allentown, Mauch Chunk, White Haven, Wilks sharre, Mahanoy City, Centralia, Shenandoah, Mount Carmel, Flitston, Scratton, and all points in the Mahanoy and Wyo-ming toal regions. Passengers for Greenville take this train to Quakertown. At 2'5 P.M. — Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope: at North Wales for Sumneysown.

for Sumneysown, At 4'15 P. M.-Accommodation for Doylestown, stop-plog at all intermediate stations. Passengers for willow Grove, Hatboro, and Harisville, take stage at

Willow Grove, Hatboro, and Harisville, take stage at Abington. At 8 50 P. M. —Through accommediation for Bethle-hem and all stations on main line of North Peonevi-vania Railroad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Masch Chunk. At 675 P. M.—Accommodation for Lansdale, stop-ping at all Intermediate stations. At 11 50 P. M.—Accommodation for Fort Wash-ington. TRAINS ARRIVE IN PHILADELPHIA.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem, at 9 to A. M., 205, and 8-40 P. M. 205 P. M. train makes direct connection with Lehigh Valley trains from Easton, Scrauton, Wikesbarro, Mahanoy City, and Hazieton, Passengers leaving Eas-ton at 1120 A. M. arrive in Philadelphia at 203 P. M. Passengers leave Wikesbarre at 132 P. M. connect at Bethlehem at 615 P. M., and arrive in Philadelphia at 540 P. M.

at Sethlehem at 6'15 P. M., and arrive in Philadelphia at Set P M. From Doylestown at 8'35 A. M., 5'10 and 7'00 P. M. From Lansdale at 7 30 A. M. From Fort Washington at 11'10 A. M. and 3'05 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9'30 A. M. Philadelphia for Doylestown at 2'00 P. M. Deylestown to Philadelphia at 7'20 A. M. Bethlehem at 0 Philadelphia at 4'00 P. M. Fith and Sixth Streets Philasenger cars convey pas-sengers to and from the new depot. White cars of Second and Third Streets line and Union line run within a short distance of the Depot. Tickets must be procured at the Ticket Oilice in order to secure the lowest rates of fare. Tickets sold and Baggage checked through to prin-

ELLIS CLARE, Agent, Tickets sold and Baggage checked through to prin-cipal points at Mann's North Pennsylvania Baggage Express Office, 1 15 No. 105 S. Fifth street.

111 No. 105 S. Fifth street. 1.11 No. 105 S. Fifth street. 1.11 No. 105 S. Fifth street. 1.12 No. 11 Street. 1.12 No. 12 Street.

Ferry, upper side. LINES FROM KENSINGTON DEPOT

LINKS FROM KENSINGTON DEPOT Will leave as follows:--At 11 A. M. 4'0 P. M., and 12 P. M. (night), via Ken-sington and Jersey City, New York Express Lines. Fare, 63. At 8 10:15 and 11 A. M., 2'30, 3'30, 4'30, 5, and 12 P. M., for Trenton and Br stol. At 8 and 10'15 A. M., 2'30, 5, and 12 P. M., for Morria-ville and Tallytown. At 8 and 10'15 A. M., 2'30, 4'30, 5, and 12 P. M., for Schouck's, M. 2'30 and 5 P. M. for Eddington

At s and 10⁵1 A. M., 230, 430, 5, and 12 P. M., for Schenck's. At 10 15 A. M., 230, and 5 P. M., for Eddington. At 730 and 10¹⁵ A. M., 230, 4 5, 6, and 12 P. M., for Cornwell's. Torresdaie, Holmesburg, Tacony, Wissi-noming, Bridesburg, and Franklord, and at 8 P. M., for Holmesburg and intermediate stations, BEL VIDERE DELAWARE RAILROAD [LINES, From Kensington Depot. At 8 A. M. for Niagars Falls, Euffalo, Dunktrk, Canandaigua, Elmira, Ithaca, Owege, Rocaester, Rioghanton, Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc., elc. tional through New York Line will leave West Philadelphia Depot at 12 (uight) for New York via Connecting Raliway, stopping at all the principal stations.

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SALE OF MISCELLANEOUS BOOKS, FINE EDI-TIONS OF THE POETS, ILLUSTRATED WORKS, JUVENILES, ETO, On Friday Afternoon, Dec. 13, at 4 o'clock. Also McKenny & Hall's In-dian Tribes of North America. [12 12 33

Fublic Sale on the Premises. HORSES, COLTS, iCATLE, STEAM TURULAR BOILERS, OAK POSTS, SUPER PHOSPHATE, SUGAR MOULDS, POTS, SURAP HOSPHATE, On Saturday afternoon Dec. 14, at 2 o'clock precisely, will be sold at public sale, at the residence of A. M. Eastwick, Esq., Darby road, below Gray's Ferry.

SUPERIOR WALNUT FURNITURE, OHICKER-ING 7-OUTAVE FLANO, VELVET AND BRUS-EKLS CARPETS, MATTRESSES, ETC. OB Monosy Morning, 16th instant, st 10 o'clock, by catalogue, at No. 3419 Hamilton street, corner of Thirly-fifth, Manuta, the entire superior walkut parlor, dining-room, and cham-ber furniture, [12 11 46

ber turniture. [15 11 44 PEREMPTORY SALE-ON ACCOUNT OF WHOM IT MAY CONCERN. THOMAS & SONS, Ancioneers. VALUABLE PATENT. On TUESDAY, December 17, 1897, at 13 o'clock, Noon, will be sold, at Public Sale, without reserve, at the Philadelphia Exchange. Letters Patent, granted by the United States to Alphonee Loiseau, for an improvement in machinery, for coating or covering a core with a thread of wool, or for surrounding a core of any material with a thread of any desired material described and illus-trated in drawings, accompanying the Letter Patents which can be seen at the office of Edward L. Bodin, Esq. No. 813 Arch street, where any information con-cerning the same can be obtained. [12 6 5 Bals absolute. 500 to be paid at time of sale.]

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CHESNUT Bireet, rear entrance No. 1107 Sadsom St. 1 Sale at No. 1110 Chesnut street. SUPERIOR NEW AND SECOND-HAND HOUSE-HOLD FURNITURE, PIANO-FORTES, MIR-RORS, CHINA, LACE CURTAINS, CARPETS, BILLIARD AND BAGATELLE TABLES, FRAMED ENGRAVINGS, PAINTINGS, ETC. On Friday Morning. At 9 o'clock, at the auction store, No. 1110 Chesnut street, will be sold a large assortment of superior furniture, comprising elegant rossewood and walnuts parlor furniture, covered with brocatalle, plush, tery, and reps; rosewood centre and bouquet tables, with brocadilla marble; rosewood music-case; rose-wood, secretary and book-case; velvet, Brossels, and ingrain carpets; wainut chamber suits; coltage sets of chamber furniture; wurdrobes; extension dining tables; dressing bureaus; spring and hair mat-tresses, elc.

Tresses, etc. PIANO-FORTES, - Elegant resewood plano-forte, made by Hallet & Davis; resewood plano, by Balley. MANTEL AND PIER GLASSES, - Several largo

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COMMENCING DECEMBER 16.

On and after MONDAY, December 18th, an addi-tional Through New York Express Line will leave Walnut Street wharf at 550 P. M., for New York, via Can den nud Jerzey City. Returning-will leave New York from fact of Cortand Street, at 7'00 A. M., arriving at wharf

THE THROUGH NEW YORK LINE.

Now leaving Walaut Street wharf at 200 P. M. will be discontinued as a New York Line, and will run to South Ambay only. Re uning- From South Ambay at 745 A. M. for Philadelphia. The Idne now leaving New York at Ye A. M. for Philadelphia, will be discontinued after December 14th. December 14th.

THE THROUGH LINE.

New leaving New York, Pier No, 1 North River far Philadelphin, at 200 P. M. will leave at 400 P. M., via Amboy and Camden, and the Through Line now leaving New York from the foot of Corliand Street for Philadelphia at 430 P. M. will leave at 400 P. M. via Jersey City and Camden.

THE EMIGRANT LINE now leaving Wainut Street wharf at 5'00 P. M., will leave at 6'00 P. M. for New York.

THE WAY LINE now leaving Walnut Street what at 500 P. M., will leave at 400 P. M. for Hor-dentown and intermediate Stations The 11-30 P. M. Way Line will run to Burlington and intermediate ations only. Returning-Will leave Burlington at 700 A. M.

ALL OTHER LINES WILL RUN AS USUAL.

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WINTER ARBANGEMENTS.

WAX LINES DISCONTINUED.

The Line now leaving Kensington Depot at 7:30 A.

M. for Cornwells, and the line leaving Cornwells at

12 M. for Kensington Depot, will be discontinued

On and after MONDA Y, December 16, the 8 A, M.

Bel, Del.) Line from Kensington Depot, will stop at

all the principal stations between Philadelphia and

The Line leaving at 10'15 A. M. will run to Bristol

only. Returning, will leave Bristol for Philadelphia

DHILADELPHIA AND TRENTON RAIL-

ROAD COMPANY.

WEST PHILADELPHIA DEPOT.

WINTER ARBANGEMENT.

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-

ADDITIONAL LINE AT 12 NIGHT.

On and after MONDAY, December 16, 1887, an addi-

W. H. GATZMER, Agent.

after SATURDAY, December 14.

MR. LINCOLN'S LOVE OF MUSIC.

Speaking of music, Mr. Lincoln once said that he had little knowledge of what he characterized as "scientific" music; but he always detected and enjoyed what he called the "sweet strains" in any description of music. His preference was for simple songs and ballads, like "Auld Robin Gray" and "Twenty Years Ago." He long sought for music that would properly convey the sentiment of his favorite poem, "Oh, why should the spirit of mortal be proud?" But in this he was never successful. His own recitation of this poem left nothing to be desired.

I remember well his coming down to the "Red Room," where there was a piano-forte, with a party of visitors, one morning in the summer of 1864, to hear one of the number, who was a fine singer, render the stirring hymn, then recently published:-

"We are coming, Father Abraham, Three hundred thomsand more."

The singing of this hymn at this time, with its background and accessories-the desolate nation mourning her slain, the flower of the land, yet again responding cheerfally to the call of her chief; that chief himself sitting with patient, pensive eyes and bowed head, listening as if to entch the voice of the people (his statue might well represent him as ever thus Hatening)-all together formed a scene unlike to but suggestive of that other scene, immortalized by French artists-the singing for the

PENN STEAM ENGINE AND

PENN STEAM ENGINE AND BOILER WORKS.-NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS. BOILRE-MAKERS, BLACK-SMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, from Boilers, Water Tanks, Propeliers, etc., respectivily offer their services to the public as being fully prepared to con-tract for engines of all sizes, Marine, River, and Stationary; having sets of patterns with quick despatch. Every description of pattern making made at the shoriest noulce. High and Low-pressure Fine, Tubular, and Cylinder Boilers, of the best Pennsyl-vania charceal from. Forgings of all sizes and kinds, from and Brass Castings of all descriptions; Hoil Turning, Ecrew Cutting, and all other work connected when and eventments.

Turning, screw cuiling, and an other work connected with the above business. Drawings and specifications for all work done at the establishment free of charge, and work guar-aniced. The subscribers have ample wharf-dock room for repairs of basis, where they can lie in period; safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

for raising he	savy or light weights.
Contra a contra contra contra	JACOB C. NEAFIE.
1	JOHN P. LEVY.
6.15	DTACIT and DATAFED Stroats

811 BEACH and PALMER

J. YAUGHN MEBRICK, WILLIAM H. MERRICK JOHN E. COPE SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON STREES, PHILADELPHIA, MERRICK & SONS, ENGINEERS AND MACHINISTS, INGINEERS AND MACHINISTS, MANUAL MIVE, and Marine Service. Bediers, Gascometers, Tanka, Tron Boats, etc. Castings of all kinds, either iron or bruss. Iron Frame Boois for Gas Works, Workshops, and Ballroad Stations, etc.

aliroad Stations, etc. Retoris and Gas Machinery, of the latest and most improved construction. Every description of Plantation Machinery, and Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Detecators, Fliters, Pumping Eu-

slines, etc. Sole Agents for N. Billeux's Patent Sugar Bolling Appiratus, Neamyth's Patent Steam Hammer, and Asplowall & Woolacy's Patent Centrifugal Sugar Draining Machine. 6 305

BRIDESBURG MACHINE WORKS.

NO. 65 N. FRONT STREET. PHILADELPHIA. We are prepared to fill orders to any extent for our

well-known MACHINERY FOR COTTON AND WOOLLEN MILLS, including all recent Improvements in Carding, Spin-ning, and Weaving. We invite the attention of manufacturers to our ex-tensive works. ALFRED JENKS & SON.

PRINCIPAL DEPOT

FOR THE SALE OF UNITED STATES REVENUE STAMPS.

No. 304 OHESNUT Street.

CENTRAL DEPOT,

No. 103 South FIFTH Street (One door below Chesnut street). ESTABLISHED 1862.

Our stock comprises all the denominations printed

by the Government. ALL ORDERS FICLED AND FORWARDED BY MAIL OR EXPRESS IMMEDIATELY UPON RE-CEIPT, a malter of great importance. Drafts on Philadelphia, Fost Office Orders, Green-nacks, and National Bank Notes, received in pay ment. The following rates of commission are allowed

From \$100 upwards FOUR AND A HALF PER CT The Commission is payable in stamps, All orders, etc., should be addressed to

NTAMP AGENCY,

No. 304 OHESNUT Street, PHILADELPHIA. OF DERS RECEIVED FOR STAMPED CHECKS 11 22 DRAFIS, RECEIPIS, ETC.

Alter and the second states of the

EXC: RSION TICKETS From Philadeiph.s. to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOW HILL Streets. Goo's of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets. FREIGHTT TRAINS Leave Philadelphia d.dly at 5'50 A. M., 1745 noon and 6 P. M., for Reading, Usbanon, Harrisburg, Potts-ville, Port Clinton, and al. points forward. Close at the Philadelphia Fost Office for all places on the road and its branch as at 5 A. M., and for the principal stations only at 2'3'P. M.

DENNSYLVANIA C.CNTRAL RAILROAD

WINTER TIME, TAKING EFFECT NOV, 24, 1867 The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached d rectly by the Market Streets, which is reached d rectly by the Market Streets, which is reached d rectly by the Market Streets, which is reached d rectly by the Market Streets, which is reached d rectly by the Market Streets, the last car comecting with each train leaving Front and Market streets a thirty minutes be-fore is departure. The Chesnut and Walnut Streets cars run within one square of the Depot. On Sundays—The Market Sin et cars leave Front and Market Streets thirty-five minutes before the departure of each train. Biecping Car Tickets can be h d on application at the Ticket office, N. W. cor. Ninih and Chesnut streets, and at the Depot.

JALERTI T LERGIE CONTRACTOR CONTR	STREETERSTERN, 10 MM	-	
Fast Line and Erie Express		M.	
Pauli Accommodation, No. 1	1.00 I. 00.	P.,	्रत
Harrishurg Accommodation	····· 2'20	\mathbf{P}_{i}	M
Lanciater Accommodation	4.00	P	M
Parkesburg Train		P.	M
Western Accommodation Train	8'45	P.	M
Erie Mall.	11.15	P.	M
Cinciunati Express	5 (0)	p.	14
Phiadelphia Express	11-15	p.	M
Paol Accommodation, No. 2	6.00	p.	14
PBOIL VOCOMILIOURION' TAOL STORE	1 1 - 1/1	127	14
Accommodation	Constanting Trees	1.0	- 494

TRAINS ARRIVE AT DEPOT, VIZ

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Gap, etc., etc. Ats A. M. and 8:30 P. M., for Belvidere, Easton,

Lambertville, Flemington, etc. The 350 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-hem, etc.

At 5 P. M. for Lambertville and Intermediate sta-

PHILADELPHIA, WILMINGTON AND BAL-TIMORE RAILROAD. TIME TABLE. Commencing Monday, September 20, 1857. Trains will leave Decol, corner BROAD Street and WASH-INGTON Avenue, as follows:-Way Mail Train at 8 20 A. M. (Sundays excepted) for Haitumore, stopping at all regular stations. Con-necting with Delaware Railroad at Wilmington for Cristici d and Intermediate stations. Express Train at 12 M. (Sundays excepted), for Bal-timer and Washington. Express Train at 20 P. M. (Sundays excepted) for Baltin ore and Washington, Stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Eikton, Northeast, Charles-town, Peryville, Havre-de-Grace, Aberdeen, Peryv-man's, Edgewood, Magnolis, Chaste's, and Stemmer's Bun.

man's, Edgewood, Magnolla, Chase's, and Stemmer's Run. Night Express at 11:00 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (satur-days excepted) with Delaware Railroad Line, stou-ping at Newcastle. Middletown. Clayton. Dover. Har-rington, Bearord, Sallsbury, Princess Anno, and con-necting at Cristicid with Hoat for Fources Monroe, Norfolk. Portsmouth, and the South. Pass-ngers for Forbess Monroe and Norfolk, via Baltimore, will take the 12 M. Train. Via Cristicid will take the 10:00 P. M. Train. Will Mint-Ton TRAINS. Stouring at all stations between Philadolphia and Willn ington.

Wiln.ington. Leave Pulladelphin at 140, 4420, 6400, and 1.39 (daily) P. M. The 4400 P. M. Train connects with Delaware Raircast for Milford and intermediate stations. The sou P. M. Train runs to New Castle. Leave Wilmington at 7 and 8 A. M., 4400 and 650 (Active P. M.

Front and Market streets thirty minutes previous to departure. ON SUNDAYS. Leave Philadelphia at 850 A. M. and 2 P. M. Leave West Chester at 575 A. M. and 2 P. M. Leave West Chester at 575 A. M. and 4 P. M. The Depot is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line rout within one square. The cars of both lines connect with each train upon its arrival. Trains leaving Philadelphia at 745 A. M. and 450 P. M., and leaving West Chester at 500 A. M. and 450 P. M., and leaving West Chester at 500 A. M. and 450 P. M., and leaving West Chester at 500 A. M. and 450 P. M., and leaving West Chester at 500 A. M. and 450 P. M., and leaving West Chester at 500 A. M. and 450 P. M., and leaving West Chester at 500 A. M. and 450 P. M., and leaving West Chester at 500 A. M. and 450 P. M., and leaving West Chester at 500 A. M. and 450 P. M., as bageage, and the Company will not in any case is responsible for an amount exceeding one hus dred doilars, unless a special contract is made for the same. HENRY WOOD, 4350 General Superintendent. Leave Wilmington at 7 and 8 A. M., 400 and 630 (dails) P. M. PROM BALTIMORE TO PHILADELPHIA. Leave Baltmore 725 A. M., Way Mail; 925 A. M., Express; 216 P. M., Express; 036 P., M., Express; 336 P. M., Express. SUNDAY TRAIN FROM BALTIMORE Leaves Baltmore at 856 P. M. stopping at Havre-de-Grace, Ferryville, and Wilmington. Also stops at Northeast, Eikion, and Newark, to take passengers for Philade phila and leave passengers from Washinger to relisted phila and leave passengers from Washinger and the state of Baltimore. Through Tickets to all points West, South, and Southwest may be procured at the Ticket Office, No, 520 (HENNUT street, under the Continential Hotel, where, also, state-rooms and berths in aleeping-cave can be secured during the day. Persons purchasing tickets at this office can have their baggage checked at their residence by the Union Transfer Company, 451

 PHILADELPHIA AND BALTIMORE CEN

 Ou and after BONDAY, October 7, Me7, Trains will

 Seve Philadelphia, from the Depot of the West

 Chester and Philadelphia River

 Chester and Philadelphia River

 THAL BAILEOAD.-Wildler 7, Me7, Trains will

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 Thin Y-FIRST and CHESTORT Store 3 (West Philadelphia)

 Market Train, Will Passencret Carattached, will

 and cave Oxford at \$25 P. M.

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 An Angel Philadelphia, And Kennett at 2000

 Angel Philadelphia Store 3 (Philadelphia)

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THULADELPHIA AND ERIE BAILROAD .-

Through and direct route between Philadelphia, Balticicre, Harrisburg, Willamsport, and the Great Oil Hegion of Pennsylvania. ELFGANT SLEEPING CABS on all Nicht Traina. On and after MONDAY, November 25, 1867, the trains op the Philadelphia and Eric Rairoad will run as

follows:
Mail Train leaves Philadelphia
a arrives at Erie
in haven Willinmaport
" arrives at Erie
" " leaves Williamsport
EASTWALD.

CAMDEN A ND BURLINGTON COUNTY RAILIDAD.-On and after THURSDAY, Nov. 14, 1862, trains will leave from tool of MARKET Street (upper ferry), for Merchantville. Moerestown, Hart-ford, Masonville, Hainesport, Mount Holly, Smith-ville, Evansville, Vincentown, Eirmingham, and Pemberton, at 2020 A. M. and 230 P. M. RETURNING. Leave Pemberton at 720 A. M. and 230 P. M. ML-Holly, 27, 722 "254 " Mothedity, 27, 722 "254 " Mall Train leaves Erie.... i leaves Williamsport....... arrives at Philadelphia... Eris Express leaves Eris. Ieaves Williamsport..... arrives at Philadelphia Ein ira Pfall leaves Lock Haves...... 730 2750 7100 A 8 85 A, 3 6 010 F, M, 010 Warres Philadel M

Moorestown * 508 C. SALLER Superintendent. C. SALLER Superintendent. W LST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), Commencing TUESDAY, September 17, 187. Por Eridgeton, Estem Vinciand, Milfwille, and in-termediate stations, see A. M., and 300 P. M. For Cape May 350 P. M. For Woodbury at 806 A. M., and 350 and 600 P. M. Freight Train leaves Casaden at 18 M. (noon) daily, Freight Will be recoved at Second (Overset Wharf below Walnut Eirest, from 750 A. M. until 600 P. M. Freight Train teaves The Second Covered Wharf below Walnut Eirest, from 750 A. M. until 600 P. M.

NEW YORK LINES DISCONTINUED.

Freach plate mantel and pler giasses. Several large GILT AND ENAMELLED CHINA,-4 elegant gilt and ebanelled dinner sets; 12 do. do. do. desseri do.; 24 do. do. do. tollet do. ELEGANT LACE CURTAINS,-Also, an involce of elegant Swiss, Nottingham, and Applica lace cur-tains, inseels, loops, cornices, embroidered cloth plate and table covers, etc. BILLIARD TABLE.-One full-sized billiard table, marble bed. The Lines now leaving Kensington Depot at 4 20 P. M., and 12 (night) for New York, and the 7 A. M. and 12 (night) Lines from New York, arriving at Kensington Depot, will be discontinued after SATURDAY. December H.

W. H. GATZMER, Agent,

Der full sized bagatelle table. One full sized bagatelle table. PAINTINGS AND FRAMED ENGRAVINGS.— Aiso, an involce of oil paintings and framed en-gravings. PHOTOGRAPHIC APPARATUS.—Aiso, a large to of photographic apparatus. 12 11 22

WEST CHESTER AND PHILADELPHIA RAILIGOAD, VIA MEDIA. WINTER ARRANGEMENT. On and after MONDAY, October 7, 1897, Trains will leave Deput, THIRTY-FIRST and CHESIN UT Streets, West Philadelphia for West Chester, at74. A. M., 11 A. M., 230 P. M., 415 P. M., 450 P. M., 6.5 P. M., and 11 20 P. M.

West Philadelphia, as follows:-Leave Philadelphia, as follows:-Leave Philadelphia for West Chester, at 7.4. A. M., 1 A. M., 230 P. M., 415 P. M., 450 P. M., 6.5 P. M., and 1 20 P. M. Lesve West Chester for Philadelphia, from Depo-on East Market street, for Philadelphia, from Depo-on East Market street, for Split and 655 P. M. Train Bavhing West Chester at 500 A. M., 7, 8, 910 and 10'45 A. M., 1'55 P. M., 4'60 and 655 P. M. Train Bavhing West Chester at 500 A. M., and leav-ing Philadelphia at 4'50 P. M., will stop at B. C. June-tion and Media only. Basengers to or from stations between West Ches-ter and B. C. Junction going east, will take train leaving West Chester at 7.46 A. M., and going west will take train leaving Philadelphia at 4'50 P. M., and transfer at H. C. Junction. The Chesnut and Wainut Street cars connects with all of the above trains, carrying passengers down Chesnot street, past the principial hotels and the Cam-den and Amboy RR. office, at Wainut street wharf, passing out Wainut streets to the depo. The Market Street cars will be in waiting, as usnai, at Thirty-first and Market streets, on the arrival of feach train, to convey passengers into the city and for lines leaving the Depot take the cars on Market street, the hat car connecting with each the city and for lines leaving the Depot take the cars on Market street, the hat car connecting with each the city and for lines leaving the Depot take the cars on Market street, the hat car connecting with each train is on the departure. ON SUNDAYS.

THILADELPHIA AND BALTIMORE CEN

anni day. Fredshi Delivery, No. 226 S. DELA WARE Avenue. 7811 WILLIAM J. SEWP.LL, Superintendens