

LIFE IN INDIA.

Population—Caste—Public Improvements—Social and Religious Customs, Etc. A special correspondent of the London Times writes a very interesting letter from Calcutta in regard to the peculiar institutions, customs, creeds, and general condition of British India. He says:— "The progress of statistical inquiry, which is identified with that of good government, promises to be very satisfactory in India. We shall have a census of the whole of our eastern empire, except the feudatory States, which cover one-fourth of it, in 1871. But meanwhile we have very reliable returns of the population of the northwestern and central provinces. A census of Punjab was taken at the beginning of the year, and we now know roughly that the population there has increased from 15,000,000 to 17,000,000. The detailed results are now being compiled and generalized.

Journalism in Paris in 1848 and 1868. A Paris letter to the London Athenaeum says:—"The number of literary ventures for which M. Henri Rochefort is responsible will make a curious page in the future history of French journalism. In fantastic, piling details, he exhibits the malice of the national character, those of the revolutions discovered at once its grimes and reverence. I repeat, the windows are full of the little lights which the unfortunate lanterner has provoked, but the rate of production labeled "Le Petit Journal" newspapers are announced every week is far below that of a week in 1848. Then Paris was wrapped in paper. The over-sanguine English provincial printer who based his calculations on the assumption that every man, woman, and child in his native town would take two copies (a circulation that would just cover expenses), was not more confident about the literary capacity of his public than every Parisian who has himself after the destruction of Louis Philippe. The paper and print excitement which is abroad at this moment is warm enough; but how far is it from the fecundity of a week of revolution!

When I went to see whether the blouse mind is tending to leave the Boulevard and turn into the streets of the Marais and the Quartier St. Antoine. In the petty print and newspaper shops you read the wit and aspirations of the bourgeoisie and I find my interpreter of the bourgeois and the petty newspaper on the Boulevard des Capucines. The journalistic activity is prodigious, both for the bourgeoisie and the workman. On one morning I found two new papers announced. M. de la Pointe, an old contributor to La France, has founded a paper, Le Journal de la Presse, with a capital of £25,000. He has determined on a new daily organ of very liberal principles, and has banked £10,000 to begin with. He sees that the 42,000 emigrants in journalism is all in this activity, and that the risk of capital omits—see the Redolotez journal and the Republique Napoleoneienne were ominous in 1848!

There is a marked difference between the two activities. In 1848 there were two broadly marked parties at work. The Bonnet Rouge was shaking itself before the Petit Caporal; the Robespierre was fighting the Bonapartists; Le Tocin des Travailleurs was sound in the ears of the nation. The two armies were distinct—plain in sight; and they fought a distinct battle. The eagle plucked the bonnet rouge from the republican head; and the vanquished hosts turned back into their workshops. But to-day you can perceive no line of battle. Discontent has taken many fantastic forms. The opposition is mighty in numbers, but it is a mob without a flag or a name. There are many would-be leaders; the pretenders may be numbered on both hands; an organ is called Monsieur Chou, and in the last week La Parapluie de Monsieur Smith would be an amusing title; but only a few old bourgeois would rally round the stick.

While the little press is taking extraordinary life in some cases, the great newspapers press is, in the main, opposing steadily and joyfully all the shortcomings of the actual regime—pegging away, in Lincoln's fashion, at the hard bits of despotism which detain their country. In some cases they are among the printers of the production of the Monitor is an event which confirms the impression of impartial observers that journalism is consolidating itself for permanent freedom. M. Wittersheim, who is bound by his contract to distribute ninety-five thousand copies of the Monitor gratuitously, at a cost of more than £20,000 per annum, has deposited a guarantee of £2000 with the Minister of State. This gentleman has some faith in the peaceful solution of the difficulties between the powers that be and the Opposition.

There are large classes, like the Brahmins, willing enough to give up idolatry, but not prepared for Christianity, while there are many cases, as in Burma, in which Hindoos intermarry with Buddhists, as they suppose; but the union is not legitimate. A measure has just been proposed to the Legislature, under which all non-Christian natives who object to the religious rites which constitute a

MARRIAGE ACCORDING TO HINDOO, MUSSULMAN, BUDDHIST, PARSÉE, AND JEWISH CIVIL LAW.

marriage according to Hindoo, Mussulman, Buddhist, Parsée, and Jewish civil law, be married before one of our civil registrars, just like Christian dissenters, only they must keep to one wife and marry within certain degrees, while they will be allowed a right of divorce; and the girl must be not less than fourteen years of age, and the man not above the age of eighteen. If the girl is of the age of eighteen she may marry without her father's consent. The affirmation must be "in the presence of Almighty God," and may be followed by any rites the parties choose to follow.

"This bill has been prepared at the instance of the Brahmins. The middle and upper strata of Hindoo society are feeling a new ideal of views, and beliefs, and present a study full of assistance to the philanthropist and scientific observer."

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RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—The Middle Point, Philadelphia, and West Chester lines are now in operation. The Philadelphia and West Chester line runs from Philadelphia to West Chester, and the West Chester and Reading line runs from West Chester to Reading. The Reading and Pottsville line runs from Reading to Pottsville. The Pottsville and Schuylkill line runs from Pottsville to Schuylkill. The Schuylkill and Lancaster line runs from Schuylkill to Lancaster. The Lancaster and York line runs from Lancaster to York. The York and Carlisle line runs from York to Carlisle. The Carlisle and Harrisburg line runs from Carlisle to Harrisburg. The Harrisburg and Baltimore line runs from Harrisburg to Baltimore. The Baltimore and Washington line runs from Baltimore to Washington. The Washington and New York line runs from Washington to New York. The New York and Philadelphia line runs from New York to Philadelphia. The Philadelphia and Washington line runs from Philadelphia to Washington. The Washington and New York line runs from Washington to New York. The New York and Philadelphia line runs from New York to Philadelphia. The Philadelphia and Washington line runs from Philadelphia to Washington.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.—The Philadelphia, Germantown, and Norristown line runs from Philadelphia to Norristown. The Norristown and Pottsville line runs from Norristown to Pottsville. The Pottsville and Schuylkill line runs from Pottsville to Schuylkill. The Schuylkill and Lancaster line runs from Schuylkill to Lancaster. The Lancaster and York line runs from Lancaster to York. The York and Carlisle line runs from York to Carlisle. The Carlisle and Harrisburg line runs from Carlisle to Harrisburg. The Harrisburg and Baltimore line runs from Harrisburg to Baltimore. The Baltimore and Washington line runs from Baltimore to Washington. The Washington and New York line runs from Washington to New York. The New York and Philadelphia line runs from New York to Philadelphia. The Philadelphia and Washington line runs from Philadelphia to Washington.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.—The Philadelphia, Wilmington, and Baltimore line runs from Philadelphia to Baltimore. The Baltimore and Washington line runs from Baltimore to Washington. The Washington and New York line runs from Washington to New York. The New York and Philadelphia line runs from New York to Philadelphia. The Philadelphia and Washington line runs from Philadelphia to Washington.

RAILROAD LINES.

READING RAILROAD, GREAT TRUNK LINE.—The Reading Railroad, Great Trunk Line runs from Reading to Philadelphia. The Philadelphia and Reading line runs from Philadelphia to Reading. The Reading and Pottsville line runs from Reading to Pottsville. The Pottsville and Schuylkill line runs from Pottsville to Schuylkill. The Schuylkill and Lancaster line runs from Schuylkill to Lancaster. The Lancaster and York line runs from Lancaster to York. The York and Carlisle line runs from York to Carlisle. The Carlisle and Harrisburg line runs from Carlisle to Harrisburg. The Harrisburg and Baltimore line runs from Harrisburg to Baltimore. The Baltimore and Washington line runs from Baltimore to Washington. The Washington and New York line runs from Washington to New York. The New York and Philadelphia line runs from New York to Philadelphia. The Philadelphia and Washington line runs from Philadelphia to Washington.

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PHILADELPHIA AND ERIE RAILROAD.—The Philadelphia and Erie Railroad runs from Philadelphia to Erie. The Erie and Reading line runs from Erie to Reading. The Reading and Pottsville line runs from Reading to Pottsville. The Pottsville and Schuylkill line runs from Pottsville to Schuylkill. The Schuylkill and Lancaster line runs from Schuylkill to Lancaster. The Lancaster and York line runs from Lancaster to York. The York and Carlisle line runs from York to Carlisle. The Carlisle and Harrisburg line runs from Carlisle to Harrisburg. The Harrisburg and Baltimore line runs from Harrisburg to Baltimore. The Baltimore and Washington line runs from Baltimore to Washington. The Washington and New York line runs from Washington to New York. The New York and Philadelphia line runs from New York to Philadelphia. The Philadelphia and Washington line runs from Philadelphia to Washington.

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PENNSYLVANIA CENTRAL RAILROAD.—The Pennsylvania Central Railroad runs from Philadelphia to New York. The New York and Philadelphia line runs from New York to Philadelphia. The Philadelphia and Washington line runs from Philadelphia to Washington. The Washington and New York line runs from Washington to New York. The New York and Philadelphia line runs from New York to Philadelphia. The Philadelphia and Washington line runs from Philadelphia to Washington.

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AUCTION SALES.

By Henry D. Miner, Auctioneer, No. 112 Chestnut Street. Large Sale of French and Other Goods, Nov. 15, at 10 o'clock. Large Sale of 200 Cases of Boots, Shoes, Trunks, Bags, Etc., Nov. 17, at 10 o'clock. Large Sale of 100 Cases of Boots, Shoes, Trunks, Bags, Etc., Nov. 19, at 10 o'clock.

By J. H. Wilson, Auctioneer, No. 112 Chestnut Street. Large Sale of 100 Cases of Boots, Shoes, Trunks, Bags, Etc., Nov. 15, at 10 o'clock. Large Sale of 200 Cases of Boots, Shoes, Trunks, Bags, Etc., Nov. 17, at 10 o'clock.

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