#### LA CRECHE.

BY FREDERICK S. COZZENS. From Hearth and Home.

In the city of Paris there is a street that runs parallel with the Louvre, the garden of the Tuileries, and the Champs Elysées (or Elysian Fields), just one block apart from them, and called by the name of Rue St. Honoré. It was one bright and beautiful morning that I walked up this street with a friend of mine, who then resided in this famous city. "You will see," said he, "a great deal that is vile and wicked in Paris, if you take the trouble to look for it; but you will also find a great deal that is good, nobleand benevolent, if you will take the same trouble; although I must say that foreign visitors do not care much to find out what is really good and worthy of visiting here, preferring instead to Indulge their ourlosity in other and less reputable objects." So saying, he led me through a door up one flight of stairs into a spacious room, that at once filled me with surprise and delight.

For standing endwise against the walls of the room, on every side, were beautiful little swinging cradles, nearly all of light ironwork and painted of various colors-blue, green, white, and gold and other gay tints, with tiny white sheets, blankets, and pillows; and nestled amid the soft, warm coverings was such a multitude of rosy faces, nearly all of them fast asleep, that what with the bright day thining through the tall windows, and the bright cradies, and the exquisitely clean room, and the little heads and closed eyelids, and rosy cheeks and lips of this baby congregation around, one could scarcely be unmoved, even if he were an American, and his own little ones were no nearer to him than three thousand miles beyond the salt sea!

Nor was the surprise of seeing so many swinging cradles at all diminished by reading the illustrious names attached to them; for every one had a plate or card upon which was engraved or inscribed the name of some juvenile of illustrious birth; for iustance, the one on my right, as I entered, bore the name of the young Prince Imperial, and others, on every side, exhibiting some title of nobility belonging to the tender morning glories of the Empire. "So, then," said I, "here lies the flower of the young noblesse of France !" Here are the infant emperors, princes, dukes, marquises, and counts of the Napoleonic dynasty. Alas! where are the young Bourbons, the Orleans, the Montpensiers, the Joinvilles, the Montmorencies By my faith, the children of people of rank are always beautiful; there is something so distinguished-looking in their countenances, even when asleep, that you at once recognize the difference between them and the children of ordinary people.

A few of the youthful dukes and princes were wide awake; and sitting bolt upright in their cribs, while quite a rosy ring of urchins were seated on the clean wax floor, all with round, shining eyes, and little black heads, and blooming cheeks; but, to my surprise, not among them all was a note of complaint uttered, a cry of pain, an exclamation of fretfulness. All looked happy, clean, and content. But it seemed to me they were awfully serious-staring at us with haughty looks, as if impressed with the dignity of their posi-

A couple of bright, apple-faced nuns of the Order of St. Therese, clad in yellow stuff gowns, with keys, rosaries, seissors, pineashions, or other useful articles, hanging from their girdles, were bustling about among the callons community, as full of goodness and mirth and cheerial conversation, as if they had been veritable mothers themselves. The whole establishment, one of them said, was under the immediate protection of the Empress, as well as seventeen other creches in the They were benevolent institutions, where poor mothers could deposit their babies in the morning, before going to their daily work, returning to nurse them at proper hours, and then to take them home in the evening. Why they are brought to La Crèche in the morning, they are washed, dressed, fed, and attended to during the whole day, medical attendance provided, if necessary, for all of which the mother pays only two sous (or two cents). This institution takes charge of sixty children a day, none of which, I believe, are over two years of age. The swing-cradles are the gifts of benevolent ladies, many of them of high rank, and are given in the name of their own little ones. "See here," she said, pointing to the first one that attracted my attention, "a cradle from the Empress herself!"

So, then, these are not children of noble blood, but only foundlings of washerwomen and seamstresses. I thought from the first they all had a sort of plebeian look! "Pardon me, monsieur," said Sister Agathe, "these are not foundlings. Their mothers are very poor; but they may be very respectable. And when they take their infants away at night, ah! monsieur should see how happy the poor mothers are to get them back once morehugging them as if they never, never wanted to part with them again !'

It was a beautiful thought to give these institutions the name they bear; for La Creche signifies "a manger," and at once brings mind the heavenly manger in which the young Saviour-himself a child of the poorwas carefully laid by his virgin mother.

Such institutions as La Oreche do not foster crime; but they may be the means of preventing hundreds of thousands of cases of infanticide; they may prevent many cases of suicide; they may even bind fathers and mothers together by stronger ties than those which are too often separated by misery and hopelessness. Little children soon grow large enough to take care of themselves, and even to add to the support of a family. But while they are infants, and helpless, and poor, and friendless, protect them for a little while, Oh ye benevolent!

I turned from La Creche with a happy heart, to think that even in this vast and vicious city the little ones were not altogether unprovided for: that even in the midst of toil and privation, Parisian mothers could look forward to the rising of the morning's ann with hope and gratitude; and as I then thought of my own contury, a cloud darkened my spirit, and I said, "Would to God we had a day-by-day asylum, such as this, in the midst of our populous and thriving cities! If we had, how many a poor mother's heart would be lightened over her daily work, and how many a rich woman's heart would feel glorified in ministering to such a charity! Surely there -are plenty of benevolent ladies who would contribute a cradle apiece! Surely there are plenty of benevolent gentlamen who would gladly lend the aid to support such a building: the expense of the nurses would not be much -indeed, how many poor women would be too happy to embrace such a situation? And then to think of the good it might do: of the

orimes it might prevent !" -It is now believed by many of the inhabl tants of Andover, Mass., that the late fire which destroyed the Panchard Free School was the work of an incendiary, and suspicion rests on two boys who were expelled from school some time since.

The London Specialize gives the following impressive view of Constantinople, as a point of militarya nd naval power, and of the results which European statesmen fear from the acquisition of the following intion of it by Russia:"Russia in possession of Constantinople would

e in just that position; and so would Germany be, it she were sozerain from Pesth south wards; or, for that matter, England, if she had a rail-road from Scutari to India. The specialty of road from Scutari to India. The specialty of Constantinople, the virtue for which men have this, that any strong man who holds it and the territory immediately north of it can hit anybody he likes without being hit in return. He strikes out at ease, while his adversary hits his knuckles against pillars. That does not matter, if he is weak like the later Greek, or a worn. if he is weak like the later Greek, or a wornout barbarian like the Turk; but suppose he is at once strong and aggressive! A Romanoff master of Constantinople would have an unassallable depot or fortress, with a huge dock-yard, the Sea of Marmora, on the eastern size, inaccessible to any flag but his own; a huge closs harbor, the Bosphorus, in front; and a huge fortress, which he would build at very slight expense, for twenty 100 pounders on Monsell carriages, would shut the entrance against novihing but a bird, upon the west. He could build fleets forever which nobody would even see, and could strike any place in Mediterranean without a chance of re-

'It engineers may be trusted, any man in the profession, with European work nen, a couple of millions, and absolute power, could place Constantinople beyond the reach of assault, making of it a fortress to which Cronstadt would be a toy-and a British fleet with a Napier on board did not take Cronstadt. Nobody would be able to get near it, any more than to get near Tobolsk, while its owner could get near any-body, as the Viceroy of Tobolsk cannot do. He would be a long armed boxer, master at ones of the Mediterranean and the Black Sea, of the mouths of the Danube, the mouths of the Volga, and the mouths of the Nile; would control or menace the northern coast of the Mediterranean, where the present is so great; threatening Mar-seilles, and Naples, and Athens, and Trieste all at once; and of the southern coast, where the

future is so possible. 'Moreover, he would be driven, partly by the prestige of his capital, which would make it the resort of all the discontented in Western Asia, parily by his own natural hunger for beautiful properties easily acquired—for reve-nue, in fact—to conquer Asia Minor and Egypt, which would lie, as it were, at his doors; and, if he were decently prudent, would ask him to come in. The Feliahs would accept satan if he rid them of the Pasha and let them have their lands as Russian villagers in the interior have their lands. This would be to seize the fairest countries of Asia and the only country in Africa worth having; to postess regions which wisely roverned would yield endless cash, and open routes to any conquest the Czar might, from adgment or ambition, or even caprice, heartily desire. Behind, in the cold North, would lie myriads of obedient soldiers: by his side, timid, though jealous enemies: in front, a rich population, ready to be seris.

"The Czar would be an armed man in a porch ready to rob any passenger weaker than nim-selr, but almost unassailable by the police of the world. He might not wish to assail any body—that is a possible theory about any politiclan-but he would have every temptation to do it; he could not be hurt if he did, and he would be very much pressed by those around him to try; more pressed than the Indian Viceroy is to annihilate the last vestiges of native independence. He would be surrounded, in fact, by races who need strong order, to whom he could give strong order, and whose conquest would therefore seem an act of mercy. No doubt he

could, if too dangerous, be resisted in the end.
"The rise of America has altered all European conditions, and it is difficult to conceive the power to which the English-speaking peoples, orce united in offensive and defensive alliance, could not dictate terms of peace, or rather the ultimate limits of war. But the statesmen of Europe have hitherto held it wiser not to let affairs arrive at so extreme a polat of tension, to insist that no power should rise to such a height as to be unassailable, to lay down the provise that a nation which has natural advantages such as Russia has in her snows and size, and England in her insular position, should not be allowed to conquer other and equal advantages, and thus combine very many modes attack with very few necessities for defense, The statesmen may be wrong in their opinionswe by no means deny it-but they are not wrong in their facts, namely, that Russia in getting Constantinople would get a number opportunities of attack without incurring one extra lia illity for defense, that Constantinople is natural fortress of the world, the one position in which it might be possible to build up a power that would compel the remainder of mankind, if they liked independence, to sleep always

## Death of the Philologist Welcker.

The Patt Man Cozette says: - "Philology and archeology have to mourn one of their most eminent representatives, Professor Welcker, who died, ripe in years and full of honors, a few days ago at Bonn, where he had taught ever since 1819, and at the jubilee of which he was still able to be present a few months ago. Born in 1784 at Grunberg, he studied at Giessen, where he obtained a professorship in the Gymnasium Three years later he went to Rome, where he stayed for two years, and where Zoega, the celebrated Danish archeologist, exercised the most vital influence upon his whole future development. Returning to Germany, he was appointed Professor at the Universities of Giessen, Gottingen, and Bonn successively. A worthy follower in the path of the Heynes and Wolfs, he contributed not a little to the taising of philology out of the narrowness and pedantry in which it threatened to perish to the high position it now occupies. The wide catholic spirit and philosophical significance which men like himself, Ottried, Muller, Bockh, and others, among whom he stood foremost, knew to well how to impart to that science, may certainly be counted among the causes which, of all adverse circunistances, have made erman learning and philosophy so famous. To his vast range of knowledge, his delicacy of taste, subtlety, and vigor of judgment, every line of his multifarlous writings bears witness. His 'Gotterlebre,' completed but a few years ago. Is probably the best known of all his works. The gap left by Welcker will not easily be filled, even by the best of his agmy of dis-

—A large meeting of the water-power owners on Grass river, N. Y., was "held at Canton on the 7th instant, for the purpose of taking measures to improve the river.

-Under the direction of Mr. Thomas S White, master founder at the Portsmouth (N. II.) Navy Yard, an iron casting weighing seven tons was successfully made last Thursday. It is intended as a channel plate and air citeulating pump for a marine engine to go on board the United States steamer Nantasket.

-A man in Springfield, Mass. (says the Republican), blessed with country cousins, was prevailed upon by one of them to assist in selling a load of apples. He took him and his friend home to dinner, spent the day in finding customers, and was then rewarded with. Well, now, I guess you'd better give me a dollar for delivering them !"

-The first locomotive used in New England is now in the shop of the Portland and Kennebec Railroad in Augusta, Maine, under repair for the dummy train to Gardner. It was built in Liverpool for the Boston and Worcester Railroad, and was the first one used on the road. Its former name was the "Lion," now called the "Brookline."

-A farmer named Bolander, living near Germantown, Indiana, went out about 5 o'clock last Thursday morning to feed some hogs Just after daylight his hat was found on the ice. The man, a dog, and a coon were found in the water drowned. The supposition is that the dog chazed the coon on the ice, the man went to the assistance of the dog, and the weight of the three broke the ice.

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Trains, December 14, 1898, leaving the Company's
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MORNING ACCOMMODATION.—At 730 A. M.
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Raturring, leaves Reading at 6:35 P. M., arriving in
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MORNING EXPRESS—At \$15 A. M., for Reading,
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Niagara Faih, Buffalo, Wilkesbarre, Pittston, York,
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The 7:20 train connects at Reading with the East
Pennsylvania Railroad trains for Allentown, etc, and
the 8 is A. M., courects with the Lebanon Valley train
for Harrisburg, etc.; at Port Clinton with Catawissa
Railroad trains for Williams, ort, Lock Haven, Elmira,
etc.; at Harrisburg with Northern Central, Cumberiand Valley, and Schuylk il and Scaquehanna trains
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AFTERNOON EXPRESS.—Leaves Philadeiphia at burg, Finemovia, etc.

AFTERNOON FX PRESS,—Leaves Philadelphia at 130 r. h. for Reading, Poteville, Harrisburg, etc., connecting with Roading and Columbia Ratiroad trains for Columbia, etc.

FOTTETOWN ACCOMMODATION.—Leaves Pottstown at 6 4c A. M., slooping at intermediate stations strives in Philadelphia at 10 d. M. Returning leaves Philadelphia at 400 P. M., arrives in Pottstown at 615 P. M., strives in Pottstown at 615 P. M., stri M. READING ACCOMMODATION -Leaves Reading

P. M.
READING ACCOMMODATION.—Leaves Reading at 730 A. M., Stopping at all way stations: arrives in Fuladelphia at 10.20 A. M.
Returning, leaves Philadelphia at 445 P. M.: arrives in Reading at 740 P. M.
Trains for Philadelphia leave Harrisburg at 810 A.
M., and Potaville at 845 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 255 P. M., and Potaville at 245 P. M.; arriving at Philadelphia at 645 r. M.
Harrisburg accommodation leaves Reading at 715 A. M., and Harrisburg at 416 P. M. Connecting at Reading with Afternoon accommodation south at 635 P. M., arriving in Philadelphia at 925 P. M.
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All the above trains ron daily, Sundays excepted.
Sunday trains leave Pottsvile at 840 A. M., and Philadelphia at 815 P. M.; leave Philadelphia it 780 neon for Pottsville at 640 A. M., and Philadelphia at 815 P. M.; leave Philadelphia tor Reading at 805 A. M., returning from Reading at 402 P. M.
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A. M., and going West will take the train leaving
Philadelphia at 450 P. M., and transfer at B. C.

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Leave Germantown 6, 7, 75, 8, 8:20, 9, 10, 11, 12 A. M., 1, 2, 2, 4, 43, 6, 65, 7, 7, 8, 9, 10, 11 P. M.

The 8 20 Lown Train, and 33 and 6% Up Trains will not alop on the Germantown Branch,

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Leave Philadelphia 94, A. M., 2, 7, 10% P. M.

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Leave Philadelphia 8, 8, 10, 12, A. M., 2, 34, 53, 7, 8 and 11 P. M.

Loave Chestnut Hill 7:10, 8, 8:40, and 11:10 A. M., 1:40 3:40, 5:40, 6:40 and 10:40 P. M.

Leave Philadelphia 95, A. M., 2 and 7 P. M.

Leave Philadelphia 95, A. M., 2 and 7 P. M.

Leave Chestnut Hill 7:30 A. M., 12:40, 5:40 and 9:22 P. M.

FOR CONSHOHOCKEN AND NORKESTOWN

Leave Chestaut Hill 733 A. M., 1240, 646 and 922
P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 75, 9, and 1145 A. M., 12, 3,
45, 55, 54, 848 and 114 P. M.
Leave Norristown 540, 7, 75, 9, and 11 A. M., 15, 5,
42, 54, and 5) P. M.
Leave Philadelphia 9 A. M., 230 and 7 to P. M.
Leave Philadelphia 9 A. M., 230 and 9 P. M.
Leave Fhiladelphia 6, 75, 9, and 1195 A.
Leave Philadelphia 6, 75, 9, and 1195 A.
Leave Philadelphia 6, 75, 8, 20, 9%, and 11% A. M.,
15, 56, 68, 50, and 11% P. M.
Leave Manayunk 610, 75, 820, 9%, and 11% A. M.,
2, 35, 6, 68, and 9 P. M.
Leave Philadelphia 9 A. M., 75 and 7% P. M.
Leave Philadelphia 9 A. M., 6 and 9, P. M.
Leave Philadelphia 9 A. M., 6 and 9, P. M.
Leave Philadelphia 9 A. M., 6 and 9, P. M.
Leave Philadelphia 9 A. M., 75 and 18, P. M.
Leave Manayunk 75 A. M., 6 and 9, P. M.
Depot, NINTH and ORREN Streets.

NORTH PENNSYLVANIA RAILROAD. ORTH FENNSYLVANIA RAILEGAD.

FOR BETHLEHEM, DOYLESTOWN, MAUCH
CHUNE, KA-TON, WILLLAMSPORT, WILKESBARRE, MAHANUY CITY, MOUNT CARMEL,
PITTSTON, TUNKHANNOUK, AND SUKANTON,
WINTER ARRANGEMENTS.

PREFERET Trains leave the Depot, corner of BERKS
and AMERICAN Streets, daily (Sundays excepted);
as follows:

At 7-15 A. M. (Express for Bethlehem, Alientown,
Mauch Chunk, Hazleton, Williamsport, Wilkesbarre,
Mabanoy City, Pitiston, and Tankhannock.

5-15 A. M. (Express) for Bethlehem, Easton, Allentown,
Mauch Chunk, Wilkesbarre, Pitiston, and
Scranton.

At 1-15 P. M. (Express) for Bethlehem, Mauch
Chunk, Wilkesbarre, Pitiston, and Scranton.

At 5-00 P. M. for Bethlehem, Easton, Allentown
and Mauch Chunk.

For Doylestown at 8-15 A. M., 245 and 4-15 P. M.

nd Mauch Chunk.
For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.
For Doylestown at 10:45 A. M. and 1: 50 P. M.
For Lansdale at 5:25 P. M.
Fifth and Eight streets, Second and Third streets,
and Union City Passenger Kallways run to the new Prom Bethlehem at 9 10 A. M., 219, 525, and 820

Prom Bettlenam at 8 35 A. M., 4 55 and 7 P. M.
From Doylestown at 8 35 A. M., 4 55 and 7 P. M.
From Bort Washington at 10 45 A. M. and 8 10 P. M.
ON SUNDAYS.
Philadelphis for Bethlehem at 9 30 A. M.
Philadelphis for Doylestown at 2 P. M.
Doylestown for Philadelphis at 7 A. M.
Bethlehem for Philadelphis at 4 P. M.
Tickels sold and Baggage checked through at
Maun's North Pennaylvania Baggage Express Office,
No. Mad. FIFTH atreet.
ELLI CLARK, Agout.

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN AND TRENTON BAILEROAD, COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

At 8-30 A. M., via Camden and Jensey City Ex. Mail 8:00 At 2 P. M., via Camden and Jensey City Ex. Mail 8:00 At 2 P. M., via Camden and Jensey City Ex. Mail 8:00 At 2 P. M., via Camden and Jensey City Ex. Mail 8:00 At 5 P. M., via Camden and Amboy Express..... 3:00 At 6:30 and 8 A. M., and 2:00 P. M. for Freeboid.

At 8 and 10 A. M., 2, 8:30, and 4:30 P. M. for Trenton.

At 6:30 and 10 A. M., 1, 2, 2:30, 4:30, 6, and 11:30 P. M. for Florence, Fidewater, Riveraise, Riveron, Palmoyra, and Fish House, and 2 P. for Florence and Riverien.

The 1 and 11:30 P. M. Lines leave from Market

rien. e 1 and 11:30 P. M. Lines leave from Market The 1 and 11:30 P. M.

The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side.)

Face Kensington Depot.

At 11 A. M., via Kensington and Jersey City, New York Express Line, Fare \$.

At 7:36 and 11 A. M. 2:30, 3:30, and 5 P. M. for Trenten and Bristol. And at 10:16 A. M. for Bristol.

At 7:30 and 11 A. M. 2:30, and 5 P. M. for Morraville and Tutytown.

At 7:30 and 10:16 A. M. and 2:30, and 5 P. M. for Schenck's and Endington.

At 7:30 and 10:16 A. M. and 2:30, and 5 P. M. for Schenck's and Endington.

At 7:30 and 10:16 A. M. and 2:30, and 5 P. M. for Holmesburg and Frankford, and at 8 P. M. for Holmesburg, Torrescale, Holmesburg, Tacony, Wheilushing, Bridesburg and Intermediate Stations,

FROM WEST FHILADELPHIA DEPOT.

Via Connecting Railway.

At 9:46 A. M., 1:20, 4, 6:30, and 12 P. M. for Trenton.

At 12 P. M. (Right), for Morraville, Tuliylown, Schenck's, Eedling on, Cornwell's, Torresdate, Holmesburg, Tacony, Whellown, Schenck's, Eedling on, Cornwell's, Torrendate, Holmesburg, Tacony, Whellowing, Bridesburg, and Frankford.

The 9:45 A. M., 6:30 and 12 P. M. Lines will run

ford. Theody, Washloming, Bridesburg, and Frankford.

The 945 A. M., 650 and 12 P. M. Lines will run daily. All others, Eundays excepted.

For Lines leaving Kensington depot take the cars on Turd or Fifth streets, at Chenut, 20 minutes before departure. The cars of barket Street and way run direct to West Philadelphia Depot, Uncount and Wainut within one square. On Sundays the Market Street cars will run to connect with the 3:5 A. M. 630 and 12 P. M. Laues.

BELLYIDERE D. LAWARE RAHLROAD LINES, FROM EENSINGTON DEPOT.

At 7:30 A. M. for Neagara Faits, Euflato, Dunkirk,
Elmira, Ithaca, Owego, Rochester, Elingnamion, Oswego, Syracuse, Great Bend, Montross, Wilkesbarrs,
Scranton, Strondsburg, Water Gap, Schooley's Mountain, etc. tain, etc.

At 7:30 A. M. and 3:30 P. M. for Beividers, Easton,
Lambertville, Flemington, etc. The 3:30 P. M. Line
connects direct with the Train leaving Easton for
Mauch Chunk, Attentown, Sethleben, etc.

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

CAMBEN AND BURLINGTON COUNTY IAND PEMBERTON AND HIGHTSTOWN RAIL-BOADS, FROM MARKET STREET FERRY, (Upper Side.) FROM MARKET STREET FERRY. (Upper Side.) At 7 and 10 A. M., 139, 330, and 330 P. M., for Merchantsylife, Mourestown, Hartford, Masonville, Halisport, Hount Holfy, Smithville, Ewansylife, Vincentows, Birmingham, and Pemberton. At 7 s. M., 130 and 330 P. M., for Lewistown, Wrightstown, Cockatown, New Egypt, Horner-town, Cream Ridge, Imiajstown, Sharon, and Highestown, 1116 WILLIAM H. GATZMER, Agent.

PENESYLVANIA CENTRAL BAILROAD FALL TIME, TAKING REFECT NOV. 22, 1868. FALL TIME, TAKING EFFECT NOV. 22, 1888. The trains of the Pennsylvania Central Railroad leave the Depot, at TH RTY--1185T and MARK ST Streets, which is reached directly 59, the Market Streets, which is reached directly 59, the Market Street cars, the list car connecting with each train leaving Front and Market streets thirty minutes pofore its departure. The Cheanut and Wainut Streets cars run within one square of the Depot.

Siesping Car Tickets can be mut on application at the Ticket office N. W. corner Ninth and Cheanut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 50 Cheanut street, or No. 116 Market Street, will receive attention.

TRAINS LEAVE DEPUT, VIZ:—

Market street.
TRAINS ARRIVE AT DEPOT, VIZ.:-

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD,—Time TABLE,—Commencing MONDAY, November 23, 1868.—Trains will leave Depot corner Broad street and Washington avenue, as follows: will leave Depot corner Broad street and Washington syenue, as follows:—
Way Mail Train at \$30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Baltroad at Wilmington for Crisheid and intermediate stations.

Express, Train at 12 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perry ville, and Havre-ce-Grace. Councels at Wilmington with train for New Caatle.

Express Train at 4:00 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Onester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North-East, Charlestown, Ferry ville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chasses, and Stemmer's Run.

Run.

Might Express at 11.20 P. M. (Dali) for Baltimore and Washington, stopping at Cuester Thurlow, Linwood, Claymont, Wilmington, Newark Elitton, North-East, Perryville, and Havre on Grace.

Passengers for Fortress alonger and Norfolk will take the 12.00 M. frain.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and

Stopping at all Stations between Philadelphia and Wilmington, Leave-Philadelphia at 11:00 A. M., 230, 5:00, and 7:00 P. M., The 5:00 P. M., Train connects with Dela-ware Ratirond for Harrington and intermediate ware Railroad for Harrington and intermediate stations.

Leave Wilmington 7:00 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M., Train will not stop between Chester and Phiadeiphia. The 7:00 P. A. Train from Wilmington runs daily; sil other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail. 9:35 A. M., Express. 2:25 P. M., Express. 7:25 P. M., Express. 5:25 P

Stanton, Newport, Wilmington, Cas, Stanton, Newport, Wilmington, Cas, Stanton, and Chester.

Through tickets to all points West, South, and fouthwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotelt, where also based Rooms and Berths in steeping Cars can be secured during the day. Fersons prichasing tickets at this office can have baggage officered at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD,—
WINTER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT,
AND THE GREAT OIL REGION OF PENNSYLVANIA.
Elegant Steeping Carr on all Nich ANIA.

Elegant Sleeping Cars on all Night Trains.
On and after MUNDAY. November 23, 1888, the
rains on the Philadelphia and Eric Rairoad will

trains on the P run az fellows:— WESTWARD,

FALL AND WINTER ARRANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, September 16, 1868,
For Cape May and stations below Millville, 215
P. M.
For Millville, Vineland, and intermediate stations
515 A. M., 215 P. M.
For Bridgeton, Salom, and way stations 515 A. M.
and 250 P. M.
For Woodbury at 815 A. M., 316, 330, and 600 P. M.
Freight train leaves Camden daily at 12 o'diock noon. Preight received at second covered whauf below Walnut street, dally.

Freight Delivered No. 228 South Delaware evenue, WILLIAM J. SEWELLA Superintegulent.

AUCTION SALES

M. THOMAS & SUNS, NOS. 130 AND 141

FINE ART EXHIBITION AND SALE,
CARD,—The spiralid collection of Palottings from
M. Rucedler, successor to Gonpil & Co., will be on exhibition at the Academy of Fine Aris on Wednesday,
20th inst. The sale will take place on the evenings on
February 1 and 2, Sale at the Auction Rooms, Nov. 133 and 141 S. Fourth

Sale at the Auction Room s. Nov. 128 and 141 S. Fourth

Street.

HANDSOME FURNITURE, PIANOS, MIRRORS,
FIRE-PROOF SAFES, HANDSOME VELVET,
BRUSSELS, AND OTHER CARPETS, ETC.

On Thursday Morning,
Jan. 21, at 9 o'clock at the suction rooms, by catalogue, a large amoriment of superior household inriniure, comprising hardsome wainut parior, iterary, and diding-room furniture, covered with plush, reps std hair-cloth, clied wainut chamber suits; cottage chamber suits; French place mirrors; elegant wainut eldeboards; handsome warorobes, cookes es, extension, centre, and bougest tables; china, glass, and placed ware; beds and bedding, fide hair mattresses; large asseriment of superior office furniture; large asser ments of superior office furniture; large and surerior fireproof sate mede by Farrel & Herring; from chrois, consuming and cooking stoves, handsome veivet Brussels, and other carpets, etc.

Also, Turkish bamascus sabro, navy revolver, steel breast-plates, sliver plate etc.

Plano FORTES.

Also, Zelegant rose vood vuctave; tand fortes, made by Fisher & E. P. Granam; superior mahugany plano forte.

ITALIAN MARBLE STATUARY, ETC,
Also, several Italian maines attends are property of a gentleman declining homsekeeping.

[11924]

MARTIN BROTHERS, AUCTIONEERS,

MARTIN BROTHERS, AUCTIONEERS,— Lastely Salesmen for M. Thomas & Sons.) No. 129 CHASNUT St., rear entrance from Minor.

Peremptory Sale.

Peremptory Sale.

FINTURES OF A 6 RAIN DISTILLERY STEAM ENGINE, BOILERS, ETC.,

No. 18-3 Cuba screet lifet Ward.

On Thursday Moorning.

Jan. 21, at 10 O'clock, at No. 18-3 Cuba street, between Third and Fourith streets, below Moore street, without reserve, the entire Fixtures of a Grain Distillery, including five borse power steam engine five and twelve house boilers, much and le-meating tuba, shafting betting, pulleys, platform scales, Mc-cutcheon thirty-inch grain mill, etc. 119.25

Peremptory sate at the southeast corner of Twenty-libra and Spring Garden streets.

CART, Thirds HEAVY TRUCKS, WHERLS, EPORES, PELLCES, ETC., On Friday Afernoon.

Jan 22, at 2 o'clock on the premises, southeast corner of Twenty-third and Spring Garden streets, a quantily of goods suitable for wheelwrights and others.

THOMAS BIRCH & SON, AUCTIONERES
AND COMMISSION MERCHANTS, No. 1116
CHESNOT Street, rear cutrance No. 1107 Sansom 331 Sale at No. 1110 Chesput street.

NEW AND SECOND HAND HOUSEHOLD FURNITURE, CARPETS, MIRRORS, ETC.

On Friday Morning.

At 9 o'clock, at the saction atore, No. 1110 Chesnut street, will be sold, a large assortment of superior household nurniture.

Particulars in future advartisements. 1 20 24

LIPPINCOTT, SON & CO., AUCTIONEERS, NOTICE.

Regular Sales of Dry Goods Notions, Trimmlags; etc., will be neid every WEDNE-DAY through January.

Consignments of Stock Goods, etc., solicited. Sales cashed within five days.

CLASK & EVANS, AUCTIONEERS, NO. 680

Will sell THIS DAY, Morning and Evening,
A large invoice of Biankets, Bed Spreads, Dry Goods,
Cloths, Cassimeres, Hoslery, Stationery, Table and
Pocket Cutlery, Notions, etc.
City and country merchants will find bargains.
Terms cash,
Goods packed free of charge

BUNTING, DURBOROW & CO., AUCTIONS OF Bank street, Successors to John B. Myers & Go. AT PRIVATE SALE, 50 cases infantry overcoats, periect. to bales grey-mixed army shirts. C. D. MCCLEES & CO., AUCTIONEERS

BALE OF 903 CASES BOOTS, SHOES, BROGARS,
BALMORALS, ETC.
On Thursday Morning,
Jan. 21, commencing at 10 o'clock, we will sell, by
catalogue, for cash, 190 cases men's, boys', and youths'
boots, shoes, brogans, balmorais, etc.
Also, a large line of ladles', misses', and children's
city made goods.
1 19 25

LUMBER, SPRUCE JOIST. 1869. 1869. BPAUCE JOIST, HEMILOCK, HEMILOCK,

1869 SEASONED CLEAR PINE, SEASONED CLEAR PINE, CHOICE PATTERN PINE, SPANISH CEDAR, FOR PATTERNS, RED CEDAR,

FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING, VIEGINIA FLOORING, DELAWARE FLOORING. 1869 ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK.

WALNUT BOB AND PLANK, WALNUT BOS, AND PLANK, WALNUT BOARDS. 1869 1869 WALNUT PLANK. UNDERTAKERS LUMBER. 1869 WALDUT AND PINE.

SEASONED CHERRY. 1869 1869 WHITE OAK PLANK AND BOARDS, HICKORY. CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW, 18691869

CAROLINA SCANTLING, CAROLINA H. T. SILLS, NORWAY SCANTLING. 1869 1869 CEDAR SHINGLES, CYPRESS SHINGLES, 18691869 MAULE, BROTHER & CO., No. 2509 SOUTH Street.

T. P. GALVIN & CO., LUMBER COMMISSION MERCHANTS SHACKAMAXON STREET WHARF,

BELOW SLOAT'S MILLS, (SC-CALLED), PHIL DELPHIA AGENT'S FOR SOUTHERN AND EASTERN MAN EACURERS OF YELLOW PINE and SPRUCETIMES BOARDS, etc., shall be happy to turnish orders wholessle rates, deliverable at any accessible port. Constantly receiving and on hand at our wharf SOUTHERN FLOORING, SCANTLING, SHINGLIS, EASTERN LATHS, PICKETS, RED-SLATS, SPRUCE, HEM LOCK, EELECT MICHIGAN AND CANADA PLANK AND BOARDS, AND HACMATCO SHIP-KNEES. ALL OF WRICH WILL BE DELIVERED

DRUGS, PAINTS, ETC. ROBERT SHOEMAKER & CO. N. E. Corner of FOURTH and RACE Sts.

AT ANY PART OF THE CITY PROMPTLY

PHILADELPHIA, WHOLESALE DRUGGISTS. IMPORTERS AND MANUFACTURERS OF

White Lead and Colored Paints, Putty Varnishes, Etc. AGENTS FOR THE CELEBRATED

FRENCH ZINC PAINTS. DEALERS AND CONSUMERS SUPPLIED AT

LOWEST PRICES FOR CASH.

FOR RENT. N T. RE PREMISES, No. 809 CHESNUT Stea

FOR STORE OR OFFICE.

ALSO, OFFICES AND LARGE ROOMS suitable for a Commercial College, Apply at REPUBLIC.

COTTON AND FLAX, AND CANVAS, SAIL DUCK AND CANVAS, or all numbers and brands; or all numbers and brands; Tent, Awning, Trunk, and Wagon Cover Duck.

Also, Paper Manufacturers' Drior Felts, from on a Also, Paper Manufacturers' Drior Felts, from on a Also, Paper Manufacturers' Drior Felts, from on a Also, Paper Manufacturers' Driver Felts, Sail Ferins, etc. 10 account feet wide; Pauling, Briting, Sail Ferins, etc. 10 account feet wide; Pauling, Briting, Sail Ferins, etc. 10 account feet wide; No. 10 JONES Alley.