Above me the shining shell of stars Slowly slides o'er the hollow night, And I watch the flery head of Mars Wander across it with great calm flight.

No constellation fails in its place, The pole forgets not its changeless course, They seal creation on the face With law unawerving, resistless force.

O stars, who are flaming ministers That through God's secrets go in and out! O solemn skies, be my comforters When tossed by trouble and torn by doubt You, whom fixed order and no wild chance

Visibly binds in eternal bands, Forbid me the fear of all circumstance, For I also, O stars, I am in God's hands! H. P. SPOPPORD, in Harper's Magazine.

LITERATURE

REVIEW OF NEW BOOKS. -From T. B. Peterson & Brothers we have received "The Red Court Farm," by Mrs. Henry Wood. This is an elaboration of a story written by Mrs. Wood which appeared Berially several years ago; and it is printed from advanced proof-sheets and issued here simultaneously with its publication in Europe. Mrs. Wood is certainly not a writer that can be compared with George

has the faculty of weaving an interesting plot, and her stories are such as appeal to the sympathies and tastes of a large majority of novel readers. "The Red Court Farm" will sustain her reputation as a fascinating novelwriter, and those who have wept over the woes of Lady Isabel in "East Lynne" will

Eliot, for instance, but she

be likely to desire the perusal of this last work of Mrs. Wood.

-From Messrs. Turner Brothers & Co., No. 808 Chesnut street, we have received "A Good Fight," and other tales by Charles Reade. Published by Harper & Brothers. "A Good Fight" was originally published in Once-a-Week and Harper's Weekly, and it probably did more to advance Mr. Reade's reputation than all of his previous works put together. The story is artistic in its construction, and it is carefully written. The subject is one that seems to have interested the author deeply, for he subsequently elaborated this story into a bulky novel, entitled "The Cloister and the Hearth." Although the latter is more elaborate, the general reader will be likely to find its

predecessor more animated, and in reality more interesting. We have always preferred "A Good Fight" to the bulky story that superseded it. "A Good Fight" has been out of print for a number of years, and those who read it when it was originally published will doubtless be glad to do so again. The work is handsomely gotten up by Messrs. Harper & Brothers, and is illustrated with the designs by Mr. C. Keene which originally appeared in Once-a-Week. The short sketches entitled "Autobiography of a Thief" and

Messrs. Harper & Brothers are issuing a new edition of Charles Reade's works, and Messrs. Turner Brothers, & Co. have now on their shelves "A Good Fight," "Foul Play," and "Hard Cash." Charles Reade is deservedly one of the most popular novelists of the day, and if he sometimes deals in the "sensation" element, he never degenerates into triviality, and always gives something that is worth reading.

"Jack of all Trades" are given in the volume

The Old Literature of India.

The Government of India has taken a step which should ensure to it the gratitude of all colightened Hindoos, and of all those in general interested in Sanskrit philology, It has resolved to allot annually a sum not less than £2400 to the purpose of purchasing and making known important Sanskrit MSS., to be preserved hereafter from loss in one of the public libraries of India, or in the home library of the India

The circumstances connected with this liberal resolution deserve especial mention. The learned Radha Krishna, Chief Paudit to the late Lahore Durbar, had presented the Sanskrit Text Society with a catalogue of his splendid florary of Sanskrit MSS., and was in conscmence requested by this society to supply it, if possible, with other similar catalogues of the Ks. libraries of learned natives, so that their existence and contents might be made known to the world at large. The learned Pandit not only readily promised to accede to the request the society, but improved the opportunity petitioning the Governor-General to use power and influence to the same end. John Lawrence submitted the letter of Pandit Radha Krishna to Mr. Whitley Stokes, the Secretary to the Legislative Council of India, and it was this accomplished scholar celebrated not only as a Celtic philologer and editor of several standard works on Hindoo law, but as familiar also with many of the ver-paculars of India—who expanded the wish of Labore Pandit into an elaborate scheme from which will date a new era of Sanskrit regarch in India. According to this scheme, ment of India, competent gentlemen will be ent on tours in India to explore the existence of old Sanskrit MSS. relating especially to the yedas, the Hindoo law, Sanskrit grammar, lexi-ography, and philosophy, to purchase them, or I this be not possible, to have faithful copies aken of them, and to send originals or copie the library to be designated by Government or their ultimate preservation. Of such MSS, complete lists will be compited, and transmitted not only to the Government of India, at also to the India Office and to scholars in rope, so as to elicit from them suggestions acted upon in the progress of this re-An annual grant of £300 to the Asiatic gety of Bengal, in addition to that of £600 gally already received from Government by hat learned body, will be moreover devoted to he publication of these Sanskrit works, and has to extending the usefulness of the scheme nds the bounds of the fortunate libraries which will come into possession of these literary resures. The gentlemen in India recompended by Mr. Stokes in his regard for the parting of his plan, are the celepted Sanskritist Baboo Rajendra Laldura in Bengal, Mr. Burnell in Madras, highly accomplished and distinguished memor of the Madras civil service, and Dr. Bishter, sessor of Sanskrit in the Elphinstone College Sombay. This scheme Mr. Stokes himsel upon as the commencement of a great and grant task. But it is one of those com-grant task. But it is one of those com-grants which, when grasped by minds like stokes', is sure of success; and we are con-grant that it will prove to be one of those wise erres, too, which will go far to win the ds of all enlightened Hindoos, and then their good feelings towards those who

It is said that Rossini's widow has been field 7,000,000 france for the posthumous orks of her husband.

Southern Feeling.

In an article in Hurper's Magazine, entitled "Chivalrous and Semi-Chivalrous Southrons,"
Mr. J. W. De Forest writes as tollows:

The great majority of the Southerners, denying that they provoked the war, looking upon us not as the saviors of a common country, out as the subjugators of their sovereign States,

regard us with detestation. I speak of the "chivalrous Southrons," the gentry, the educated, the socially influential, the class which before the war governed the South, the class which may soon govern it

Imagine the wrath of a fine gentleman, once the representative of his country abroad, who himself driven to open a beer saloou. Imagine the indignation of a fine lady who must keep boarders; of another who must go out to service little less than menial; of another who must beg rations with low-downers and negroes. During the war I saw women of good families at the South who had no stockings; and here I beg leave to stop and ask the reader to conceive fully, if he can, the sense of degradation which must accompany such poverty; a degradation of dirt and nakedness nd slatternly uncomeliuess, be it observed; a legradation which seemed to place them beside he peero. Let us imagine the prosperous wearing the latest leshion-; what manliest man of us all would like to assume the responsibility f such a piece of tyranny? Moreover, "Our Lady of Tears," the terrible

Maler Lachrymarum of De Onthery's visions, alls the whole South with her outcress for the dead. It is not so much a wonder as a pity that the women are bitter, and teach bitterness to

their children.

We course there are lower and more ridiculous notives for this bate. Non-combatants, sure of it least bodily safety, are apt to be warlike, and to blow cheap trumpets of mock heroism. orthermore, it is aristocratic to keep aloof com Yankees; and what women does not desire o have the tone of grand society?
When will this sectional aversion end? I can

only offer the obvious reflection that it is desirle for both North and South, but especially or the weaker of the two, that it should end a quickly as possible. For the sake of the entire republic we should endeavor to make all our ettizens teel that they are Americans, and nothing but Americans. If we do not accom-plish that end, we shall not rival the greatness of the Romans. It was not patricianism which made Rome great, so much as the vast comnunity and bonded strength of Roman citizenship. Let us remember in our legislation the law of solidarity; the fact that no section of a community can be injured without injuring the other sections; that the perfect prosperity of the whole depends upon the prosperity of all the

This idea should be kept in view despite of provocations; this policy will in the end pro-duce broad and sound national unity. As the Southerners find that the republic brings them prosperity they will little by little, and one by ne, become as loyal as the people of other

Whether chivalrous or semi chivalrous, the Southerner has more insividuality of character than the Northerner, and is one of the most interesting, or, at all events, one of the amusing, personages on this continent, if not in the world. He has salient virtues, vices, and oddities; he has that rich, practical humor which is perfectly unconscious of being humoristic; he in the gravest manner decorates his life with ludicrous and romantic virtues; in short, he is a prize for the anecdotist and novelist. Dixle has thousands of high toned gentlemen who suppose themselves to atterns of solemn and stald propriety, but who would be fit to associate with the Caxtons and Doctor Riccabocca. In that land of romance you will find Uncle Toby and Squire Western and Sir Pitt Crawley and Colonel Mewcome and Mr. Pickwick and Le Chourineur, all moving in the best society, and quite sure that they are Admirable Crichtons. Audacity, vehemence, recklessness, passion,

sentiment, prejudice, vanity, whim whams, absurdities, culture, ignorance, courtliness, barbarism! The individual has plenty of elbowoom at the South; he kicks out of with a freedom unknown to our steady-pulling society; he is a bull in Mrs. Grundy's china shop. Strangest of all, he believes that he is like the rest of the world, or, more accurately, that the

est of the world should be like him.

The chivalrous Southron has been too posifively and authoritatively a political power fair treatment in literature. People have not described him; they have felt driven to declaim about him; they have preached for him or preached against him. Northern pens have not one justice to his virtues, nor Southern peus to

How shall we manage this eccentric creature We have been ruled by him; we have fought him, beaten him, made him captive; now what treatment shall we allot him? My opinion is, that it would be good both for him and for us if we should perseveringly attempt to put up with his oddities and handle him as a pet. He resembles the ideal white bears described in the "Pearl of Orr's Island;" "there ain't no kinder creeter in the whole world if you'll only get the right side of him." It is true that he has wanted to eat us, which is exasperating; it is true that he still talks of eating us at some convenient cason, which is ridiculous: but I believe that he suffered too much in our late struggle to seriously think of renewing it; I hold that his war, snorts are mere election buncombe.

A little letting alone, a little conciliation, a little flattery even, would soothe him amazingly; and if united with good government would in the end be sure to reconstruct him as a quiet citizen and sound patriot. The Republican arry, while firmly maintaining the integrity of be country and the great results of the war in he advancement of human freedom, sught to abor acalously for the prosperity of the South, treat tenderly its wounded pride, forget the angry past, be patient with the perturbed present, and so create a true, heartielt, national

A Ticket-of-Leave Man.

The biography of Thomas Smith, ticket-of leave man, as given recently in the Marlpolice court, though brief, is more instructive than many volumes. In fourteen years Smith has been nine times convicted, and sentenced to terms of imprisonment which sentenced to terms of imprisonment which added together make thirteen years and nearly four months. The record is as follows:—
"Six weeks, 1854; eighteen months, 1855; three months, 1857; two months, 1858; four years, 1858; six months, 1852; another six months, 1862; three months, 1862; three months, 1863; and six years' penal scryitude, 1863." Mr. Tyrwbitt, the magistrate, observed, with much simplicity, that "he could not understand how such a man was at large at all." It is clear that if he had been kept in gool for the whole fourhe had been kept in gaol for the whole four cen years the difference to him would only been some nine months' liberty enjoyed in cattered intervals of a few days at a time, and he difference to the public three quarters' extra maintenance minus the saving represented by the prevention of at least a score of robberies. He has now been committed for trial, with a dozen recent burglaries to his charge,—Pall

London.

Its houses number more than 350,000, and its streets, if placed in line, would extend from Liverpool to New York, and are lighted at night by 360,000 gas lamps, consuming in every twenty-four hours about 13,000,060 cubic feet of gas. Of the water supply, 44,383,328 gallons are u=cd per day. The travelling public sustain 5000 cabs and 1500 omnibuses, besides all the other sorts of vehicles which human needs can require or human wit invent. Its hungry popuation devour in the course of every year 1,600,000 quarters of wheat, 240,000 bullocks, 1,700,000 sheep, 28,000 calves, 35,000 pigs, 10,000,000 head of game, 3,000,000 saimon, and nnumerable fish of other sorts, and consume 43,200,000 gallons of beer, 2,000,000 gallons of apirits, and 65,000 pipes of wine. As a cousequence, 2400 doctors find constant employment. London, finally, supports 852 churches, which are presided over by 950 divines of greater or less note. - The Nation

-Charles Reade's theatre is to be built in the Brompton Road, in the southwest district of London. Christmas, 1869, is the date fixed for the completion of the enterprise.

SHIPPING.

LORILLARD'S STEAMSHIP LINE FOR NEW YORK.

Salling Tuesdays, Thursdays, and Saturdays at noon. The winter rates at which ifreight is not taken is 20 cents per 100 pounds, gross, 8 cents per foot, or 2 cents per gallon, ship's option The Line is now prepared to contract for spring rates lower than by any other route, commencing on March 15, 1899. Advance charges cashed at office on Pier. Freight ecelved at all times on covered wharf,

JOHN F. OHL. Pler 19 North Wharves, N. B. Extra rates on small packages iron, metals, etc.

FOR LIVERPOOL AND QUEENS

to Farmania Turaba? STRAMER VIA STREET CAPLE.
Plast Caple.
Payable in Gold.
Payable in Currency.
1

For further information apply at the Company's Offices. Offices, IOEN G. DALE, Agent, No. 15 BROADWAY, N. Y. O'DONNELL & PAULE, Agents, No. 411 CHESNUT Street, Philadelphia.

ONLY DIRECT LINE TO FRANCE. THE GENERAL TRANSATLANTIC COMPANY'S
MAIL STEAMSHIPS BETWEEN SEW YORK
AND HAVEE, CALLING AT BREST.
The splendid bew yessels on the favorie route for
the Continent will sail from Pier No. 34 North river,

ouble, and expense, GEORGE MACKENZIE, Agent,

For passage in Palladelphia, apply at Adams
Express Company, to 11. L. LEAF,
121 No. 320 CHESNUT Street.

PHILADELPHIA, RICHMOND
AND NORFOLK STEAMSHIP LINE.
TEROUGH FREIGHT AIR LINE TO THE
SOUTH AND WEST.
EVERY SATURDAY,
At noon, from FIRST WHARF above MARKET

THROUGH RATES and THROUGH RECEIPTS to all points in North and South Carolina, via Sea-board Air Line Railroad, connecting at Portamouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and

Danville Railroad,
Freight HANDLED BUT ONCE, and taken as
LGWER RATES THAN ANY OTHER LINE.
The regularity, safety, and cheapness of this route
commend it to the public as the most desirable mediam for carrying every description of freight. No charge for commission, drayage, or any expense of transfer. Steamening insured at lowest rates.

Freight received daily.
WILLIAM P. CLYDE & CO.,
WILLIAM P. CLYDE & CO.,
W. P. PORTER, Agent at Richmond and City Point. T. P. CROWELL & CO., Agents at Norfolk. 612

NEW EXPRESS LINE TO ALEX, and it is an it i NEW EXPRESS LINE TO ALEX. Steamers leaveregularly every Saturday at noon from the first wharf soone Market street,
Freight received daily, W.M. P. CLYDE & CO.,

J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & Co., Agents at Alexandria, Vir.

NOTICE.—FOR NEW YORK, VIA
DELAWARE AND RARITAN CANAL.
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of this line leave DAILY
from first wharf below Market street.
THROUGH IN 21 HOURS.
Goods zorwarded by all the lines going ent of
York. North. East, and West, free of commission.
Freights received at our usual low rates.
WILLIAM P. CLYDE & CO., Agents.
No. 14 S. WHARVES, Philadelphia.
JAMES HAND, Agent.
No. 119 WALL Street, corner of Seath, New York

FOR NEW YORK—SWIFT-SURE
Transportation Company Despatch
and Swlit-sure Lines, via Delaware and Raritan
Canal, on and after the 15th of March, leaving daily at
12 M. and 5 P. M., connecting with all Northern and Featern lines,
For treight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO.,
No. 132 S. DELAWARE Avenue.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A, M, 1, 2, 305, 24, 4, 5, 55, 600, 7, 8, 9, 10, 11, 12 P, M, Leave Germantown at 6, 7, 75, 8, 820, 9, 10, 11, 12 A, M, 1, 2, 2, 4, 43, 6 05, 7, 8, 9, 10, 11 P, M, The 820 down train, and 35, and 55, up trains, will not stop on the Germantown Branch.

ON SUNDAYS. Leave Philadelphia at 9:15 A. M., 2, 7, and 10% P. M. Leave Germantown at 8: 15 A. M., 1, 6, and 9% P. M. CHESTNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 32, 3M, 7, and 11 P. M. Leave Chestant Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 1:40, 5:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS. Leave Philadelphia at 9 15 A., 2 and 7 P. M. Leave Christinus Hill at 7 50 A. M., 12 40, 5 40, and 9 25

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 5,7%, 9, and 11% A. M., 1%, 4%, 5% 6%, 6%, 5% and 11% F. M. Leave Norristown at 540, 7, 750, 9, and 11 A. M., 1%, 4%, 5%, and 8% P. M.

ON SUNDAYS. Leave Philadelphia at 9 A. M., 214 and 714 P. M. Leave Norristowa at 7 A. M.; 514 and 9 P. M.

FOR MANAYUNK.
Leave Philadelphia at 6, 75, 9, and 11:65 A, M,; 115, 456, 534, 654, 865, and 11:5 P, M.
Leave Manayunk at 6:10, 754, 8 20, 914, and 11:5 A, M; 255, 5, 614, and 9 P. M.

ON SUNDAYS. Leave Philadelphia at 9 A. M.: 2% and 7% P. M.
Leave Manayunk at 7% A. M.: 8 and 9% P. M.
W. S. Willson, General Superlatendent,
N. S. Depot, Ninth and Green streets.

ORTH PENNSYLVANIA DAILROAD.—
FOR BETBLEHEM, DOYLESCOWN, MAUCH
CHUNK, EASTON, WILLIAMSHERT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL,
PITTSTON, TUNKHANNOCK, AND BCRANTON.
WINTER ARRANGEMENTS.
Passenger Trains leave the Depot, corner of BERKB
and AMERICAN Streets, daily (Sundays excepted),
as follows: as follows:—
At 7:35 A. M. (Express for Bethlehem, Allentown,
Mauch Chunk, Hazleton, Williamsport, Wilkesbarre,
Mahanoy City, Pittston, and Tunkhannock.
9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, and

Scranton,
At 145 P. M. (Express) for Bethlehem, Mauch
Chulk, Wilkesbarre, Pittston, and Scranton.
At 550 P. M. for Bethlehem, Easton, Allentown
and Mauch Chunk,
For Doylestown at 545 A. M., 245 and 445 P. M.
For Fort Washington at 1045 A. M. and 1150 P. M.
For Landale at 520 P. M.
Fith and sixth streets, Second and Third streets,
and Union City Passenger Railways run to the new
Depot. Prom Bethiehem at 910 A. M., \$10, 525, and

Prom Bethiehem at 9 10 A. M., 455 and 7 P. M.

Brom Doylestown at 3.25 A. M., 455 and 7 P. M.

From Lansdale at 7.30 A. M.

From Fort Washington at 16 45 A. M. and 3.15 P. M.

ON SUNDAYS.

Philadelphia for Bethiehem at 9 30 A. M.

Philadelphia for Doylestown at 2 P. M.

Doylestown for Philadelphia at 7 A. M.

Bethiehem for Philadelphia at 4 P. M.

Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. McS. FIFTH street.

RLLIS CLARK, Agent,

RAILROAD LINES.

At 7:00 and 10:15 A. M. and 2:30, and 5 P. M. for Schenck's and Eddington.
At 7:30 and 10:15 A. M. 2:30, 4, 5, and 6 P. M. for Cornwell's, Terresdale, Holmesburg, Tacony, Wissingtoning, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate Stations, FROM WEST FHILADELPHIA DEPOT, Vis Connecting Baliway.
At 9:45 A. M., 1:20, 4, 6:30, and 12 P. M. New York Express Lines, vis Jersey City: Fare, \$3.25.
At 1:30 P. M. Emigrant Line: Fare, \$2.
At 1:30 P. M. Emigrant Line: Fare, \$2.
At 1:40 A. M., 1:20, 4, 6:30, and 12 P. M., for Trenton.
At 12 P. M. (Sight), for Morrisville Tallytown.
Schenck's, Endington.Cornweil's Torreadale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9:45 A. M., 6:30 and 12 P. M. Lines will rundally. All others, Sundays exampled.

The 3'45 A. M., 6'30 and 12 P. M. Lines will run daily. All others, Sundays excepted.

For Lines leaving Kensington depot, take the cars on Third or Fifth streets, at Chesnut, 30 minutes before departure. The cars of Market Street Ladiway run direct to West Philadelphia Depot, Chesnut and Walmit within one square. On Sundays the Market Street cars will run to connect with the 3'35 A. M. 8'30 and 12 P. M. Lines.

BELVIDERE DELAWARE RAILBOAD LINES, FROM KENSINGTON DEPOT.

FROM KENSINGTON DEPOT.
At 7:30 A. M. for Niagara Falis, Budato, Dunkirk,
Elimira, Itliaca, Owego, Rochester, Binghamion, Owego, Syracuse, Great Bend, Montrose, Wilkenbarre,
Scranton, Strondaburg, Water Gap, Schooley's Moun-7'30 A. M. and 3'30 P. M. for Belvidere, Eastor At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Churk, Allentown, Sethlehem, etc., At 5 P. M. for Lambertville and Intermediate Stations.

CAMDEN AND BURLINGTON COUNTY JAND PENBERTON AND HIGHTSTOWN RAIL-CAMDEN AND BURLINGTON COUNTY JAND
PEMBERTON AND HIGHTSTOWN RAILROADS.
FROM MARKET STREET FERRY, (Upper Side.)
At 7 and 19 A. M., 1730, 3 30, and 3730 P. M., for Merchantsville, Moorestown, Hartford, Massonville,
Hainsport, Houst Holly, Smithville, Ewansville
Vincentows, Birmingham, and Pemberton,
At 7 a. M., 130 and 330 P. M., for Lewistow
Wrightstown, Cooksiown, New Egypt, Hornerstown,
Cream Ridge, Imlaystown, Sharon, and Hightstown,
1116 WILLIAM H. GATZMER, Agent,

DENESYLVANIA CENTRAL BAILROAD FALL TIME, TAKING EFFECT NOV. 22, 1868. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-SIRST and MARKET Streets, which is reached directly by the Market Streets cars, the last car connecting with each train leaving From and market streets thirty minotes before its departure. The Cheannt and Walmit Streets cars run within one square of the Depot.

Sleeping Car Tickets can be not on application at the Ticket office N. W. corner Ninth and Cheannt 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 siteet, or No. 116 Market street, will receive attention.

receive attention. LEAVE DEPOT, VIZ:-

DHILADELPHIA, WILMINGTON, AND BALTIMORE BAILROAD, TIME TABLE,—Commencing MONDAY, November 23, 1868,—Trains will leave bepot corner Broad street and Washington avenue, as follows:—Way-Mail Train at 8:80 A. M. (Sundays excepted), for Bellimore at all resular stations. Con-Way-Mail Train at 8'30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Baltinoad at Wilmington for Cristicid and intermediate stations.

Express 1 Train at 12 M. (Sundays excepted) for Baltimore and Washington, scopping at Wilmington, Perry vitle, and Havre-te-Grace, Connects at Wilmington with train for New Castle.

Express Train at 4'00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North-East, Charlestown, Perry vitle, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Rus.

Night Express at 11'30 P. M. (Daily) for Baltimore

Num. S. Edgewood, angulous, Chally) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-Rast, Perryville, and Havre de Grace.

Passengers for Fortress Monroe and Nortolk will take the 12'00 M. train.

Stopping at all Stations between Philadelphia and Wilmington.

Wilmington.
Leave Philadelphia at 1100 A. M., 230, 500, and 700 P. M. The 500 P. M. Train connects with Delaware Rainroad for Harrington and intermediate

ware Railroad for Harrington and intermediate stations.

Leave Wilmington 7:00 and s-10 A. M., 1:30, 4:15, and 10-4:20 P. M. The S-10 A. M. Train will not stop between Chester and Philadelphia. The 7:00 P. M. Train from Wilmington runs daily; all other Accommodation Trails 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. 10-25 P. M., Express. 7:25 P. M., Express. 10-25 P. M., Ex

station, Newport, whiting to the state of th

PHILADELPHIA AND ERIE RAILROAD,-WINTER TIME TABLE-THROUGH AND DIRECT ROUTE BETWEEN PHICADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYLVANIA.

VANIA.

VANIA.

Elegant Steeping Cars on all Night Trains.

On and after MONDAY. November 23, 1868, the
On and after MONDAY. November 23, 1868, the
trains on the Philadelphia and Eric Railroad will
run as follows:—

WESTWARD.

ERIE EXTRESS: Williamsport. 550 P. M.

arrives at Erie. 10.0 A. M.
ELMIRA MAIL leaves Philadelphia. 800 A. M.
Williamsport. 6 35 P. M.

EASTWARD. 745 P. M.

EASTWARD. 10.55 A. M.

Williamsport. 12.55 A. M.

Williamsport. 12.55 A. M.

BAIL TRAIN leaves Erie. 10.00 A. M.

Williamsport. 750 A. M.

ERIE EXPRESS leaves Erie. 625 P. M.

Williamsport. 730 A. M.

ERIE EXPRESS leaves Erie. 730 A. M.

Arrives at Philadelphia. 470 P. M.

Mail and Express connect with Oil Creek and

Mail and Express connect with Oil Creek and Alleghery Elver Railroad, BAGGAGE CHECKED THROUGH, General Superintendent, THROUGH,

WEST JERSEY RAILROADS,—
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, September 16, 1868.
TRAINS LEAVE AS FOLLOWS.
For Cape May and stations below Millyille, \$15 For Millville, Vineland, and intermediate stations 8-15 A. M., 3-15 P. M. For Bridgeton, Salem, and way stations 8-15 A. M. and 8-20 P. M. For Woodbury at 8:15 A. M., 3:15, 3:30, and 6:00 P. M. Freight train leaves Camden daily at 12 o'clock Freight received at second covered whasfield Freight Delivered No. 128 South Delawareaved WILLIAM J. SEWELL. Superintendent

AUCTION SALES.

THOMAS BIRCH & SON, AUCTIONEERS CHESNUT Street: rear entrance No. 1107 Sameon 851

Sale at No. 1110 Chesnut street,
SUPERIOR CABINET FURNITURE, CARPETS,
PIANO FORTES, MIRRORS, CHINA, GLASSWARE, ETC.

At 9 o'clock, at the auction store, No. 1110 Chesnut
street, will be solid, a large assortment of superior
bousehold furniture from families deciling housekeeping.

At 10 o'clock, at the auction store, will be sold, bout 500 pieces of paper hangings.

FINE BRANDY AND WINES,
On Friday Morning,
At 12 o'clock, at the auction store, will be sold;
On Friday Morning,
At 12 o'clock, at the auction store, will be sold;
21 gallons Vineyard Proprieture' Cognac of 1853.
21 gallons Isabella Sherry.
17 gallons Port Wine,
5 cases of Claret,
[1 27 2t]

CLARK & EVANS, AUCTIONEERS, NO. 630

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

RAILROAD LINES.

DEADING RAILROAD, GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYL-KILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, NORTH, NORTHWEST, AND THE CANADAS.

WINTER ABRANGEMENT OF PASSENGER TRAINS, December 11, 1863.
Leaving the Company's Deput at Thirteenth and Callowhill Streets, Philadelphia, at the following At 7:30 A. M. for Reading and all intermediate Stations and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:35 P. M.

MORNING ENPRESS.

At 8:15 A. M. for Reading Lebanon, Harrisburg, Pottsville Pine Grove, Tamzqua Sanbury, Williamsport, Elmira, Bochester, Niegara Faits, Buffato, Wilkesbarre, Pittaton, York, Carlisle, Chambersburg, Hageratown, etc.
The 7'30 A. M. train connects at READING with The 7:30 A.M. Irain connects at READING with East Pennaylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc., at FORT CLINTON with Catawisas Railroad trains for Williamsport, Lock Haven, Elmirs, etc., at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northmoberland, Williamsport, York, Chambersburg,

Pinegrove, etc. AFTERNOON EXPRESS.

Leaves Philadelphia at 8:30 P. M. for Reading, Pounville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 646 A. M., stopping at Intermediate stations; arrives in Poliadelphia at 910 A. M., Returning, leaves Philadelphia at 4 P. M.; arrives in Pottstown at 615 P. M. READING ACCOMMODATION.

READING ACCOMMODATION.

Leaves Reading at 7:80 A. M., stopping at all way stations; arrives in Philadelphia at 10:20 A. M.,

Returning, leaves Philadelphia at 10:20 A. M.,

Returning, leaves Philadelphia at 4:35 P. M.; arrives in Reading at 7:40 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1: P. M. Afternoon trains leave Harrisburg at 2:65 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:16 P. M. Connecting at Reading with Afternoon A. commodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M. Market train, with a passonger car attached, leaves Philadelphia at 12:30 noon, for Pottsville and a l way stations: leaves Pottsville at 7:30 A. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. Cepted.

Sunday trains leave Pottaville at s A. M., and Philadelphia at 815 P. M. Leaves Philadelphia for Heading at 8 A. M., Returning from Reading at 425 P. M.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-30, and 4 P. M. trains from Philadlephia. Returning from Downingtown at 6-30 A. M., 12-45 and 5-15 P. M.

PERKIONEN RAILBOAD. PERKIONEN RAILHOAD.

Passengers for Skippack take 7:38 A. M. and 4 P.
M. trains from Philadelphia, returning from Skippack
at 5:10 A. M. and 12 45 P. M. Stage lines for the various
points in Perkiomen Valley connect with trains at
Collegeville and Skippack. M. trains from Philadelphia, returning from Sarppack at 5:10 A. M. and 12:45 P. M. Stage lines for the various points in Perklomen Valley connect with trains at Collegeville and Skippack.

M. W. YORK EXPRESS FOR PITTSBURG AND

Leaves New York at 2 A. M. and 5 and 8 P. M., passing Reading at 165 A. M., and 170 and 10 19 P. M., and connecting at Harris arg with Pennsylvania and Northern Contral Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 500 and 556 A. M., and 10 50 P. M., passing Reading at 544 and 731 A. M., and 1250 and 5 P. M., Sleeping at New York at 11 A. M. and 12 10 and 5 P. M. Sleeping are accompany these trains through between Jersey and says accompany these trains through between Jersey

New York at 11 A. m., and 12 10 and 5 P. S. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Meil Train for New York leaves Harrisburg at \$10 A. M. and 205 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD, Trains leave Poutsville at 5:15 and 11:35 A. M. and 6:4 P. M., returning from Tamaqua at 8:25 A. M., and 2:15 and 4.35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

Trains leave Auburn at 7.55 A. M. for Pinegrove and Harrisburg, and at 12.15 noon for Pinegrove and Tremont. Itsturning from Harrisburg at 2.30 P. M., and from Tremont at 7.40 A. M. and 2.35 P. M.

TICKETS.

Threugh first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philiadelphia to Reading. and intermediate stations, good for one day only are sold by Morning Accommodation Market Train Reading and Potistown Accommodation Trains, a Residing and Potisiown Accommodation Trains, as reduced rates.

Excursion Tickets to Philade'phia, good for one day only, are sold at Reading and intermediate stations by Reading and Potiatown Accommodation Trains, at reduced rates.

The following lickets are obtainable only at the office of S. Bradford, Transurer, No. 227 S. Fourth street. Philadelphia, er of G. A. Nicholis, General Superintendent, Reading.

At 25 per cent. discount, between any points de-gired, for ismules and firms.

MILEAGE TICE STS
Good for 2000 miles, between all points, at \$5250 each for families and firms.

BEARON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points at reduced rates. CLERGYMEN

Residing on the line of the road will be furnished
with cares entitling themselves and wives to delects

at half fare. EXCURSION TICKETS
From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced cares, to be had only at the Ticket Office, at Thirdeenth and Callowhill streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

FREIGHT TRAINS
Leave Philadelphia daily at 120 A. M., 1239 noon, 5 and 6 P. M., 10r Beading, Leanno, Harr sourg, Pottsylne, Port Clinton, and all points beyond.

MAILS
Close at the Philadelphia Post Office for all places on the read and its branches at 5 A. M., and for the principal stations only at 215 P. M.

BAGGAGE.

Dungan's Express will collect daggage for all Mains leaving Fhiladelphia Depot. Orders can be left at No. 128 S. Fourth arrest, or at the Deput, Thirseenth and Callowbill streets.

WEST CHESTER AND PHILADELPHIA
RAILBOAD, WINTER ARRANGEMENT,
On and after MONDAY, October 5, 1895, Trains will On and after MONDAY, October 8, 1833, Trains will teave as follows:

Leave Philadelphia from the Depot, THIRTYPIRST and OHESN UT Streets, 745 A. M., 114. M.,

236 P. M., 415 P. M., 450 P. M., 615 and 11 30 P. M.

Leave West Chester for Philadelphia, from Deport on East Market street at 625 A. M., 745 A. M., 850 A. M., 1945 A. M., 195 P. M., 430 P. M., and 655 P. M.

Trains leave West Chester at 8 50 A. M., and leaving Philadelphia at 450 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. U. Junction, going East, will take train leaving Philadelphia at 450 P. M., will take the train leaving Philadelphia at 450 P. M., and transfer at B. C. Junction. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walkut Street cars. These of the Market Street line run within one square. The cars of both lines connect with each train upon its

Leave Philadelphia at 8 30 A. M. and 2 00 P. M.
Leave West Chester at 7 50 A. M. and 4 00 P. M.
Trains leaving Philadelphia at 7 45 A. M. and 4 50 P. M., and leaving West Chester at 8 00 A. M. and 4 50 P. M., and leaving West Chester at 8 00 A. M. and 4 50 P. M., connect at B. O. Junction with Trains on P. & B. C. B., E., for Oxford and intermediate points.

HENRY WOOD, General Sup's.

AUCTION SALES

M. THOMAS & SONS, NOS. 139 AND 14 FREE EXHIBITION OF SPLENDID PAINTINGS. M. Knoedler's (successor to Goupil & Co.) collection of elegant paintings is now on exhibition in the East Gallery of the Academy of Fine Arts, [128] Admission free, from 9 A M. till 5 P. M. daily.

Sale at the Auction Rooms, Nos. 139 and 141 S. Fourth

Sale at the Auction Rooms, Nos. 128 and 141 S. Fourth

Street.

HANDSOME HOUSEHOLD FURNITURE,

PIANOS, MIRRORS FIRE-PROOF SAFE,

HANDSOME VELVET, BRUSSELS, AND

OTHER CARPETS, ETC.

On Thursday Morning,

Jan. 28, at 9 o'clock, at the auction rooms, by catalogue, a large assortment of superior household farniture, comprising handsome wainut parlor, and
library furniture, covered with plush, reps, and haircloth; ciled wainut chamber suits: Freech plate
mirrors; superior rosewood seven-octave plano-forte,
elegant wainut extension table, handsome wardrobes,
bookcare and sideboard, china, and glassware, beds
and bedding, fine hair mattresses: large assertment
of clice furniture; large fireproof sate, made by Farrel

& Herring: gas-consuming and cocking stoves,
counter and shelving, plate glass showcase, six
marbie-top tables, handsome velvet, Brussels, and
other carpets, etc.

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT St., rear entrasce from Minor,

No. 529 CHESNUT St., rear entrasce from Minor,

Sale No. 409 S. Eighth street,

E ANDSOME WALNUT FURNITURE, ETO.

On Thursday Morning,

Sth inst., at 10 o'clock, at No. 409 S. Eighth street,
by catalogue, the entire superior furniture, including
handsome wainut and brocstelle parior furniture,
large centre table, elegant wainut chambersuit, large
wardrobe, very fine French plate mantel and pier
mirrora, handsomely framed; handsome medaliton
velvet, Brussela, and other carpets; glassware, kitchen
utensils, etc.

The cabinet furniture was made to order by Alleu.
May be seen early on morning of sale.

Sale No. 1406 N. Fifteenth street.

ELEGANT WALNUT FURNITURE, HANDSOME
MIRRORS ELEGANT ROSEWOOD PIANO,
VERY FINE OIL PAINTINGS, RICH BRUSSELS CARPETS, FINE GLASSWARE AND
CHINA, ETO.

On Tuesday Morning.

ELIS CARPETS, FINE GLASSWARE AND CHINA, ETC.

On Tuesday Morning.

Fabruary 2, at 10 o'clock, at No. 1468 N. Fifteenth street, above Master street, by catalogue, the entire furniture, including very elegant walnut and marroon plush drawing-room suit, centre table, handsome walcut chamber furniture, 2 handsome walnut side-boards, auperior library furniture, bookcass, elogant rosewood plano by Ramm; very fine French plate militors, handschellej framed; French mantel clocks, Rogers' Group, fire-proof silver chest, hair mattresses, richly cut glassware, fine white French chim, plated ware, rich Brussels carpets, cottage suit, kitchen utensils, etc.

Ellegant old Paintings.

Also, several fine subjects by William Shayer, Ver-

Also, several fine subjects by William Shayer, Verboeckhoven, Bonneld, Dyke, and others; fine engravings, etc. The cabinet furniture was made to order and is in

May be seen early on the morning of sale. 12110t HANDSOME MODERN RESIDENCE. HANDSOME MODERN RESIDENCE.

Immediately previous to the sale of the furniture, at 10 o'clock, the HANDSOME MODERN THREE-STORY ERICK RESIDENCE, Double Three-story Back Buildings, side yard, lot of ground, 23% feet front, by 100 feet deep. No. 1408 N. Fifteenth street, above Master street. The house is in elegant condition; has all the modern conveniences and improvements, underground drainage, etc. 1229t

BUNTING, DURBOROW & CO., AUCTION of Bank street, Successors to John B, Myers & Go.

FIBST LARGE SPRING SALE OF 2000 CASES
BOOTS, SHOES, TRAVELLING BAGS, ETO.
On Tuesday Morning,
Feb. 2, at 10 o'clock, on four months' credit, in-

Reb. 2, at 10 b clock, on lost months creat, including—
mens, boys', and youths' calf, kip, and buffleather boots; line grain long dress boots; Congress
boots and belmorals; kip, buff, and pollish grain bros
gauss; women's, misses, and children's goat, morocco, kid, and enamelied balmorals; Congress
gatters; lace boots; lasting gatters; ankie ties; travelling bags; metallic oversines, etc.

ADMINISTRATORS' SALE OF FANCY CASSIMERES.
On Wednesday,

On Wednesday,

Feb. 3, will be peremptority sold, on four months' credit, commencing at 10 o'clock, by order of George Ballock and Rebecca Ann P. Hunter, administrators of P. M. Hunter, decembed, late surviving partner of P. M. Hunter & Co.,

ONE TO TWO THOUSAND PIECES OF PERKIOMEN AND STAFFORD MILL CASSIMERES, being balance of stock from mills. The goods are all fresh and very desirable styles.

123 91

LARGE SPECIAL AND PEREMPTORY SALE
OF DOMESTIC GOODS IN ENTIRE PACK
AGES. On Wednesday Morning.
Feb. 2 commencing at 10 o'clock—
500 entire packages conton and woollen domestic
goods. SHIRTING AND SHEETINGS

SHIRTING AND SHEETINGS.

SHIRTING AND SHEETINGS.

- cases heavy blenched and brown musilins in all widths and qualities.

- cases 5-4 fine pillow-case musling.

- cases white, scarlet, and grey all-wool fiannels.

- cases spring styles full madder prints.

- cases extra heavy pure napking.

- cases heavy wire-twist checks.

cases bary wire-twist checks,
cases line wide twilled stripes.
cases herring-bone lickings.
cases wide and heavy cottonades,
cases wide and heavy cottonades,
cases superior quality of tailors' silesias
cases heavy brown and blue denims,
cases heavy brown and blue denims,
cases all wool fancy shirtings. cases all-wool fancy shirings.
 cases brown and bleached dispers.

- cases heavy canton flannels.
- cases plaid Manchester ginghams. cases hussla and American crash,
 cases black and white and high-colored balmo-

cases black and white and high-colored balm rale.

— cases fine quality tollet quilts.

— BLANKETS.

50 bales brown and grey bankets.

— MILITARY CLOTHING.

50 cases infantry overcoats, perfect.

50 cases serey-mixed army shirts.

— Cases 6-4 black Union cloths.

— cases 6-4 black Union cloths.

— cases 6-4 light fancy cassimeres.

— cases 6-4 brown oxion and gold mixed jeans.

— cases 4-4 brown oxion and gold mixed jeans.

— cases 4-4 Washington twilled mixtures.

— cases 4-4 Washington twilled mixtures.

— cases 4-4 cable cords.

— cases 4 4 cable cords.

N. B.—Goods will be open for examination with catalegues on the day previous to sale.

1 27 6;

C. D. McCLEES & CO., AUCTIONEERS, No

SALE OF 800 CASES BOOTS, AHOES, BROGANS,
BALMORALS, ETC.
On Thursday Morning,
Jan. 25, commencing at 10 o'clock, we will sell, by
catalogue, for cash, 900 cases men's, boys', and youths'
boots, shoes, brogans, balmorals, etc.
Also, a large line of ladies', misses', and children's
cliy made wear. LIPPINCOTT, SON & CO., AUCTIONEERS,

KEENAN, SON & CO., AUCTIONEERS, 1221 NEW YORK.

A DRIAN H. MULLER, AUCTIONEER. VALUABLE PROPERTY ON BROADWAY CHUBCH, DUANE, AND NORTH STREETS, NEW YORK, TO BE LEASED AT AUCTION.

Adrian H. Muller, P. R. Wilkins & Co. will lease at auction, ON TUESDAY, FEBRUARY 16, 1869, At 12 o'clock M., at the Exchange Salesrooms, No.

III BROADWAY, BY ORDER OF THE UNDERSIGNED, A COMMITTEE OF THE BOARD OF GOVERNORS OF THE

SOCIETY OF THE NEW YORK HOSPITAL. THE FIFTY-EIGHT LOTS COMPRISING ALMOST THE ENTIRE BLOCK BOUNDED BY BROADWAY, CHURCH, DUANE, AND WORTH STREETS, WILL BE LEASED AT AUCTION ON THE

ABOVE-MENTIONED DAY. This property is located in the centre of the heavy business of the city, on high ground, with dry, sandy soil, and surrounded by first-class improvements, The leases will be for a term of twenty-one years, with the usual covenants for renewal, and will be similar to those made by the "SAILORS' SNUG HARBOR," which have always been considered as most favorable to the lessee. The advantage of holding long leases on property in the business portion of the city is demonstrated by the large bonus which has been paid for those made by the "Sallors' Snug Harbor," amounting in many cases almost to the value of the fee. The leasing of the above-described property at auction will afford an opportunity that in all probability will never again occur for procuring leases of building sites that must, from the constantly increasing demand for business property in this city, soon be worth a large premium, especially

as this property is by law EXEMPTED FROM TAXATION.

JAMES W. BEERMAN,

JOHN DAVID WOLFE,

BOBERT I. LIVINGSTON,

JAKESON S SHUTTI.

JAMES M. BROWN.

Descriptive lists sont by mail if desired. [127]