LITERATURE.

REVIEW OF NEW BOOKS.

WHAT I KNOW ABOUT BEN ECCLES. By Abraham Page. Published by J. B. Lippincott & Co.

It is pleasant occasionally to meet with a writer who has a pleasantly original style, who, without shocking our prejudices, by his deviations from the accustomed order of things, by offending by efforts at strangeness and singularity, knows how to tell the old story of love, hope, longing, and despair in such a manner as to give it all the charm of entire novelty. The author of the work before us does not do this altogether, but he has his own way of telling his story, and his deviations from the ordinary routine of story-writers constitute the principal charm of the book. Somewhat inclined to be garrulous, Mr. Page wanders off from his main narrative a dozen times in every chapter to discourse upon every topic under the sun; and if his philosophical reflections and conclusions are neither very new nor very profound, they are characterized by much shrewdness and practical common sense. The author apologizes for his wanderings too often, however, and there are some unnecessary sneers at Puritanism and the Yankees, two subjects that Mr. Page was evidently not sufficiently well informed about to make his opinions of any value. The story of Ben Eccles is well worthy of attention on its own account. The characters are lifelike, and the sketches of society and manners in a North Carolina village have an appearance of truth and fidelity.

—From Messrs. Smith & English we have received "The Letters of Madame de Sévigné" and "The Letters of Lady Mary Wortley Montagu." Published by Roberts Brothers, Boston. Both of these volumes are edited by Mrs. S. J. Hale, who has arranged the letters for the greater convenience of the reader by discarding the order in which they were written, and grouping those addressed to each person together. Short introductory biographical sketches of Madame de Sévigné and Lady Mary Montagu are also given. These two famous letter-writers were remarkable women, and they lived in remarkable times. Their writings give us a great amount of historical information about men and women, manners and customs, that can be obtained from no other source. Lady Mary Montagu, if she did not take Madame de Sévigné as her model, at least endeavored to rival the purity and grace of her style. The letters of both ladies have been esteemed as models of composition, but hitherto they have not been generally accessible. The edition issued by Messrs. Roberts Brothers is handsomely printed and bound, and is to be recommended to those who wish to read the letters on account of the interest of their subjects or to study them as models of style.

—Messrs. Fields, Osgood & Co. are publishing a uniform edition of Charles Reade's novels, which will be agreeable intelligence for the admirers of that author. Hitherto Mr. Reade's stories have been issued in all manner of styles, shapes, and sizes, to the disgust of book buyers who like to have uniformity on their library shelves. This edition is printed in double columns, on fine paper, and is tastefully bound in green cloth. "Hard Cash" and "Foul Play" have been issued, and are for sale by Turner Brothers & Co., No. 808 Chesnut street.

—*Sloan's Architectural Review* for February has reached us, and we find it, as usual, filled with interesting articles on architecture and building. The editors judiciously divide their space between the artistic and practical, and those who are not particularly interested in architectural matters will find the *Architectural Review* to contain a large amount of interesting reading. The February number has fine designs for stores, churches, villas, etc., with full descriptions of all the details. Published by Claxton, Remsen & Haffelfinger.

WOMEN AND LITERATURE.

To the Editor of the Evening Telegraph:—

SIR:—If the claim is admitted that the average intellect and education of American women are greater than those of their European sisters, it cannot be denied that there is not yet the attention paid to their education that there should be. We do not yet appreciate that woman is not the "conventional mediocrity" to which she has been limited, and is capable of a true intellectual development. In this it is not meant to accept all the dogmas promulgated at women's rights conventions, but to maintain that a proper mental development is rightfully demanded by the sex.

In admitting the eternal distinction that thought predominates in the man and feeling in the woman, we must not forget the essential unity of the human soul; reflection should be attendant upon feeling and feeling upon reflection.

This is suggestive of her reading; and here occurs the question, what course of reading will best attain the proper education of woman?

The answer to this question must vary with different temperaments and situations; but there are some things which, broadly speaking, most women should know more of than they do. History, for example, as it comprehends humanity upon a broad, generalized basis, has a demand upon the attention of every human being. It takes possession of man's past experience and points out to him in a measure his future destiny. It chronicles life in its whole range of thought and feeling, and considers man in his various relations, under what laws he lived, what conventionalities formed the rule of society, and what theology shaped his moral and religious being. Such works as Gibbon, Hume and Motley have written are the text-books which form the reflective and philosophic mind. They describe human action; and what is philosophy but human action analyzed?

There is another class of writers with whom cultured women should keep abreast, who are the generators of what is distinctively termed polite literature. They are the novelists and essayists of our day. They challenge attention from every nook and corner of the literary world. They fill magazines and creep into the columns of daily newspapers, and great numbers appear in more pretentious and substantial guise. Of course, attention cannot be paid to all; it is, therefore, incumbent on the reader to choose the best and bid a final adieu to inferiority—a task which is not easy, but which, with judicious advice, is possible. Wisely to select poetry is one of the hardest things for the feminine mind. There is so much poetry which is partly objectionable and partly salutary, that choice becomes puzzling. But poetry is the language of the affections, and, therefore, peculiarly affords pabulum to the minds of women. The age, however, that has produced Elizabeth Barrett Browning ought to be the harbinger of wise development as well as of the perfection of all that is gracious and beautiful in the sex, for she was indeed a model whose study should better her succeeding sisters to the end of time.

Jan. 28, 1869.

Deer and Deer-Shooting in Texas.

In a late number of the *American Naturalist*, published by the Peabody Academy of Science in Salem, Mass., Mr. Charles Wright gives a pleasant account of his experience as a deer hunter in Texas. He says:—

"What becomes of deer's horns? A few years ago I saw an attempt to answer the question by some person in one of the Southern Atlantic States, and he arrived at the conclusion that the animal covers them, or they would be oftener found. But, in the first place, deer are not so plentiful there that they must be expected to scatter their horns very thickly over the open parts of the forest where they would be readily seen. And, again, each large buck has but two horns thus to dispose of each year; and the large bucks are not very numerous, while the antlers of the small ones are inconspicuous. But the writer had, or thought he had, evidence that the buck covers his antlers with leaves. Doubtless they are so covered by leaves which fall upon them, according to natural laws; but in the forests, and particularly in the prairies of the West, I have seen hundreds which certainly had never been covered by the animals that dropped them. They decay in the ordinary course of nature, and are also eaten by some small rodent, whose tooth-marks I have often seen upon them.

"It may not be known to many that bucks often 'lock horns,' and it sometimes becomes a 'dead-lock' literally. I have met, during my hunts, more than one pair of heads thus coupled together, and I killed one pair of bucks so firmly united that they would have died of hunger if I had not put them to death in a manner less lingering and painful. These animals had evidently come together with great violence; the antlers had yielded to the shock, and had closed again in such a manner that no ordinary exertion of strength was sufficient to separate them. It is not very easy to explain their position; but the beam of the left antler of one was behind, and in close contact with the bases of the two antlers of the other, while the tips of the right antler of the former were locked in the tips of those of the latter. When, later, the skin on the back of the head at the base of the antlers dried and shrunk, room was made for a little movement, and they could then be unlocked.

* * * "I will only touch upon one peculiarity of the chase in Texas, as I heard it from those who had followed it in the States from which they came. It was said that in the Atlantic and Gulf States, where the chase is or was a favorite pastime, the hunter can judge, with considerable probability, where the deer will pass when running before the hounds. Thus in a given area—a township, we will suppose—the deer will cross a creek in one or two of half a dozen regular crossings; or he will pass one of a limited number of known glades or openings in the general forest. But in Texas this did not hold good. Either the deer had no regular passing places, or they had so indefinite a number that the hunters were not able to discover them. Perhaps this difference comes from the fact that running deer with hounds had never been practised there, and they had not become used to it. The hunters were quite at a loss where to station themselves in order to get a shot at the chase."

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of JACOB STITES.
The Auditor appointed by the Court to audit, settle, and adjust the account of ELIZABETH A. STITES and CHARLES M. LUKENS, administrators of JACOB STITES, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on WEDNESDAY, February 3, 1869, at 4 o'clock, P. M., at his office, No. 433 WALNUT Street, in the city of Philadelphia.
1 22 1mw5t THOMAS J. WORRELL, Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of CHARLES LELAND, deceased.
The Auditor appointed by the Court to audit, settle, and adjust the account of ALBERT G. THORP, Jr., Administrator of the estate of said decedent, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on TUESDAY, February 9, 1869, at 3 o'clock P. M., at his office, No. 118 S. SIXTH Street, in the City of Philadelphia.
1 2 mw5t THOMAS R. ELCOCK, Auditor.

GOVERNMENT SALES.

SALE OF GOVERNMENT VESSEL.
DEPUTY QUARTERMASTER-GENERAL'S OFFICE, BALTIMORE, Md., Jan. 26, 1869.
The United States steamer COLONEL RUCKER will be offered at public sale at the port of Baltimore, at 12 o'clock, noon, on WEDNESDAY, February 10, 1869. This vessel is a
PROPELLER,
of 241 86-95 tons; length, 135 feet; breadth, 22 2 10 feet; depth of hold, 8 5-10 feet; draft, light, 3 feet; loaded, 8 feet.
She has one direct-acting low-pressure engine (24x24 inches) of 80 horse power, and one boiler.
The hull is of iron, covered with 2½-inch white oak and pine plank. The hull and boiler were recently repaired at an expense of three thousand dollars.
All the property on board that rightly belongs to her outfit will be sold with the vessel. She is well found in every respect and ready for immediate use.
The right is reserved to reject any and all bids for cause deemed sufficient by the undersigned.
The vessel is now lying at the head of SPEAR'S WHARF (foot of Gay street), where the sale will take place, and is open to inspection by those desiring to become bidders.
Terms—Cash in Government funds on day of sale.
STEWART VAN VLIET,
Deputy Quartermaster-General,
1 t and Brevet Major-General U. S. Army.

GROCERIES, ETC.

WHITE CLOVER HONEY,
BUCKWHEAT,
BETHLEHEM BUCKWHEAT,
EXTRA MESS MACKEREL.
ALBERT C. ROBERTS,
Dealer in Fine Groceries,
11 7 3rp Cor. ELEVENTH and VINE Streets.

DEPARTMENT OF HIGHWAYS,—OFFICE OF CHIEF COMMISSIONER, FIFTH STREET, WEST SIDE, BELOW CHESNUT.
PHILADELPHIA, January 21, 1869.
NOTICE.—In accordance with the provision of an Ordinance of Councils approved April 21, 1868, notice is hereby given that the final estimate for the construction of the sewer on Eighteenth and Vine streets will be paid February 20, 1869. All persons having claims for labor done or material furnished for said sewer are requested to present the same for payment on or before 12 o'clock M., February 21, 1869.
1 22 fs5 19 8t] MAHLON H. DICKINSON, Chief Commissioner of Highways.

DR. KINKELIN, AFTER A RESIDENCE and practice of thirty years at the Northwest corner of Third and Union streets, has lately removed to South ELEVENTH Street, between MARKET and CHESNUT.
Hisuperiority in the prompt and perfect cure of all recent, chronic, local, and constitutional affections of a special nature, is proverbial.
Diseases of the skin, appearing in a hundred different forms, totally eradicated; mental and physical weakness, and all nervous debilities scientifically and successfully treated. Office hours from 8 A. M. to 9 P. M.

CORN EXCHANGE BAG MANUFACTORY.
JOHN T. BAILEY,
N. E. corner of MARKET and WATER Streets,
Philadelphia,
DEALERS IN BAGS AND BAGGING
Of every description, for
Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.
Large and small GUNNY BAGS constantly on hand.
Also, WOOL SACKS.

SHIPPING.

LORILLARD'S STEAMSHIP LINE
FOR NEW YORK.
Sailing Tuesdays, Thursdays, and Saturdays at noon. The winter rates at which freight is now 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, 1869. Advance charges cashed at office on Pier. Freight received at all times on covered wharf.
JOHN F. OHL,
8 28 6m Pier 19 North Wharves.
N. B. Extra rates on small packages iron, metals, etc.

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Mail Steamers are appointed to sail as follows:—
CITY OF LONDON, Saturday, January 30.
CITY OF BALTIMORE, Saturday, February 6.
CITY OF CORK, Tuesday, February 9.
CITY OF PARIS or BROOKLYN, Saturday, Feb. 13
and each succeeding Saturday and alternate Tuesday, at 1 P. M., from Pier 45, North River.
RATES OF PASSAGE BY THIS MAIL STEAMER
SAILING EVERY SATURDAY.

Payable in Gold.		Payable in Currency.	
FIRST CABIN	$100	STEERAGE	$35
to London	105	to London	40
to Paris	115	to Paris	45

PASSAGE BY THE TUESDAY STEAMER VIA HALIFAX

FIRST CABIN. Payable in Gold.		STEERAGE. Payable in Currency.	
Liverpool	$90	Liverpool	$35
Halifax	20	Halifax	1
St. John's, N. F. by French Steamer	40	St. John's, N. F. by French Steamer	20

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.
Tickets can be bought here by persons sending for their friends, at moderate rates.
For further information apply at the Company's Offices.
JOHN G. DALE, Agent, No. 15 BROADWAY, N. Y.
Or to O'DONNELL & FAUNE, Agents, No. 401 CHESNUT Street, Philadelphia.

ONLY DIRECT LINE TO FRANCE.
THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW YORK AND HAVRE, CALLING AT BREST.
The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50 North river, as follows:—
ST. LAURENT.....Brocande.....Saturday, Oct. 30
VILLE DE PARIS.....Surmont.....Saturday, Oct. 17
FRIEDRICH.....Duchesne.....Saturday, Oct. 31

PRICE OF PASSAGE
in gold (including wine).
TO BREST OR HAVRE.
First Cabin.....$145 | Second Cabin.....$85
(Including railway tickets, furnished on board)
TO PARIS.
First cabin.....$145 | Second cabin.....$85
These steamers do not carry steerage passengers.
Medical attendance free of charge.
American travellers going to or returning from the continent of Europe, by taking the steamers of this favorite line, avoid unnecessary risks from transit by English railways and crossing the channel, besides saving time, trouble, and expense.
GEORGE MCKENZIE, Agent,
No. 58 BROADWAY, New York.
For passage in Philadelphia, apply at Adams Express Company, to
1 17 JOHN G. DALE, No. 329 CHESNUT Street.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE.
THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST,
EVERY SATURDAY,
At noon, from FIRST WHARF above MARKET Street.
THROUGH RATES AND THROUGH RECEIPTS to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight TAKEN ONCE BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.
No charge for commission, drayage, or any expense of transfer.
Steamships insured at lowest rates.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 12

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WM. P. CLYDE & CO.,
No. 14 North and South Wharves.
J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & Co., Agents at Alexandria, Virginia. 6 1

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 24 HOURS.
Goods forwarded by all the lines going out 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, 20 2
No. 119 WALL Street, corner of South, New York.

FOR NEW YORK—SWIFT-SURE Transportation Company Despatch and Swift-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 Eastern lines.
For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO.,
1 14 No. 132 S. DELAWARE Avenue.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9 05, 10, 11, 12 A. M., 1, 2, 3 15, 3¾, 4, 5, 5¾, 6 10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown at 6, 6¾, 7, 7¾, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4¾, 5, 5¾, 6, 6¾, 7, 8, 9, 10 11 P. M.
The 8 20 down train, and 3¾ and 5¾ up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9 15 A. M., 2, 7, and 10¾ P. M.
Leave Germantown at 8 15 A. M., 1, 6, and 9¾ P. M.
CHESTNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3¾, 5¾, 7, 9, and 11 P. M.
Leave Chestnut Hill at 7 10, 8, 9 40, 11 40 A. M., 1 40, 3 40, 5 40, 6 40, 8 40, and 10 40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9 15 A. M., 2 and 7 P. M.
Leave Chestnut Hill at 7 50 A. M., 12 40, 5 40, and 9 25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7½, 9, and 11 05 A. M., 1¾, 3 45, 5¼, 6¾, 8 05, and 11½ P. M.
Leave Norristown at 5 40, 7, 7 50, 9, and 11 A. M., 1¼, 3, 4½, 6¼, and 8½ P. M.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2¾ and 7¾ P. M.
Leave Norristown at 7 A. M., 3½ and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7½, 9, and 11 05 A. M., 1½, 3, 4½, 5½, 6¼, 8 05, and 11½ P. M.
Leave Manayunk at 6 10, 7½, 8 20, 9½, and 11½ A. M., 2, 3½, 5, 6¼, and 9 P. M.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2¾ and 7½ P. M.
Leave Manayunk at 7½ A. M., 3 and 9½ P. M.
W. S. WILSON, General Superintendent.
Depot, Ninth and Green streets.

NORTH PENNSYLVANIA RAILROAD.—For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.
WINTER ARRANGEMENTS.
Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:—
At 7 45 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 1 45 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, and Scranton.
At 5 00 P. M. for Bethlehem, Easton, Allentown and Mauch Chunk.
For Doylestown at 8 45 A. M., 2 45 and 4 15 P. M.
For Fort Washington at 10 45 A. M. and 11 30 P. M.
For Lansdale at 6 20 P. M.
Fifth and Sixth streets, Second and Third streets, and Union City Passenger Railways run to the new Depot.
TRAINS ARRIVE IN PHILADELPHIA
From Bethlehem at 9 10 A. M., 2 10, 5 25, and 8 30 P. M.
From Doylestown at 8 25 A. M., 4 55 and 7 P. M.
From Lansdale at 7 30 A. M.
From Fort Washington at 10 45 A. M. and 3 10 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at Main's North Pennsylvania Baggage Express Office, No. 148 S. FIFTH street.
ELLIS CLARK, Agent.

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.
FROM WALNUT STREET WHARF.
At 6 30 A. M., via Camden and Amboy Accom.....$2 25
At 8 A. M., via Camden and Jersey City Ex. Mail 3 00
At 2 P. M., via Camden and Amboy Express..... 3 00
At 6 P. M., for Amboy and intermediate stations.
At 6 30 and 8 A. M., and 2 00, P. M. for Freehold.
At 8 and 10 A. M., 2, 3 30, and 4 30 P. M. for Trenton.
At 6 30, 8, and 10 A. M., 1, 2, 3 30, 4 30 6, and 11 30 P. M. for Bordentown, Burlington, Beverly, and Delanco.
At 6 30 and 10 A. M., 1, 3 30, 4 30, 6, and 11 30 P. M. for Florence, Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. for Florence and Riverton.
The 1 and 11 30 P. M. Lines leave from Market Street Ferry (upper side.)
FROM KENSINGTON DEPOT.
At 11 A. M., via Kensington and Jersey City, New York Express Line, Fare $3.
At 7 30 and 11 A. M. 2 30, 3 30, and 5 P. M. for Trenton and Bristol. And at 10 15 A. M. for Bristol.
At 7 30 and 11 A. M. 2 30, and 5 P. M. for Morrisville and Tullytown.
At 7 30 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, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.
FROM WEST PHILADELPHIA DEPOT.
Via Connecting Railway.
At 9 45 A. M., 1 20, 4, 6 30, and 12 P. M. New York Express Lines, via Jersey City; Fare, $3 25.
At 11 30 P. M. Emigrant Line; Fare, $2.
At 9 45 A. M., 1 20, 4, 6 30, and 12 P. M., for Trenton.
At 9 45 A. M., 2, 6 30 and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9 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 Railway run direct to West Philadelphia Depot. Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9 45 A. M. 6 30 and 12 P. M. Lines.
BELVIDERE DELAWARE RAILROAD LINES.
FROM KENSINGTON DEPOT.
At 7 30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.
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 Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate Stations.
CAMDEN AND BURLINGTON COUNTY JAND PEMBERTON AND HIGHTSTOWN RAILROADS.
FROM MARKET STREET FERRY, (Upper Side.)
At 7 and 10 A. M., 1 30, 3 30, and 5 30 P. M., for Merchantsville, Moorestown, Hartford, Masonville, Hainsport, Mount Holly, Smithville, Ewansville Vincentown, Birmingham, and Pemberton.
At 7 A. M., 1 30 and 3 30 P. M., for Lewistown Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
11 16 WILLIAM H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAILROAD
FALL TIME, TAKING EFFECT NOV. 22, 1868.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets fifty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.
Sleeping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.
TRAINS LEAVE DEPOT, VIZ:—
Mail Train.....8 00 A. M.
Paoli Accommodation, 10 30 A. M., 1 40, and 4 00 P. M.
Fast Line.....11 00 A. M.
Erie Express.....12 00 A. M.
Harrisburg Accommodation.....2 30 P. M.
Lancaster Accommodation.....4 00 P. M.
Parkesburg Train.....5 30 P. M.
Cincinnati Express.....8 00 P. M.
Erie Mail and Buffalo Express.....10 45 P. M.
Philadelphia Express.....12 00 Night.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.
Philadelphia Express leaves daily. All other trains daily, except Sundays.
The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 00 P. M., at No. 116 Market street.
TRAINS ARRIVE AT DEPOT, VIZ:—
Cincinnati Express.....3 10 A. M.
Philadelphia Express.....3 10 A. M.
Paoli Accommodation.....8 30 A. M., 3 40 and 7 10 P. M.
Erie Mail and Buffalo Express.....10 00 A. M.
Parkesburg Train.....9 10 A. M.
Fast Line.....10 00 A. M.
Lancaster Train.....12 30 P. M.
Erie Express.....4 20 P. M.
Day Express.....4 20 P. M.
Harrisburg Accommodation.....9 40 P. M.
For further information apply at
JOHN VANLEER, Jr. Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS,
General Superintendent Altoona, Pa. 4 29

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Commencing MONDAY, November 23, 1868.—Trains will leave Depot corner Broad street and Washington avenue, as follows:—
Way Mail Train at 8 30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.
Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-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, Elkton, North-East, Charlestown, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.
Night Express at 11 30 P. M. (Daily) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, and Havre de Grace.
Passengers for Fortress Monroe and Norfolk will take the 12 00 M. train.
WILMINGTON TRAINS.
Stopping at all Stations between Philadelphia and Wilmington.
Leave Philadelphia at 11 00 A. M., 2 30, 5 00, and 7 00 P. M. The 5 00 P. M. Train connects with Delaware 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 Philadelphia. The 7 00 P. M. Train from Wilmington runs daily; all 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.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7 25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre de Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked 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 Sleeping Cars on all Night Trains.
On and after MONDAY, November 23, 1868, the trains on the Philadelphia and Erie Railroad will run as follows:—
WESTWARD.
MAIL TRAIN leaves Philadelphia.....10 45 P. M.
" " Williamsport.....8 15 A. M.
" arrives at Erie.....9 50 P. M.
ERIE EXPRESS leaves Philadelphia.....11 30 A. M.
" " Williamsport.....8 50 P. M.
" arrives at Erie.....10 0 A. M.
ELMIRA MAIL leaves Philadelphia.....8 00 A. M.
" " Williamsport.....6 30 P. M.
" arrives at Lockhaven.....7 45 P. M.
EASTWARD.
MAIL TRAIN leaves Erie.....10 35 A. M.
" " Williamsport.....12 35 A. M.
" arrives at Philadelphia.....10 00 A. M.
ERIE EXPRESS leaves Erie.....6 25 P. M.
" " Williamsport.....7 50 A. M.
" arrives at Philadelphia.....4 20 P. M.
Mail and Express connect with Oil Creek and Allegheny River Railroad. BAGGAGE CHECKED THROUGH. ALFRED L. TYLER,
11 1 General Superintendent.

WEST JERSEY RAILROADS.—FALL AND WINTER ARRANGEMENT.
From foot of MARKET Street (Upper Ferry),
Commencing WEDNESDAY, September 16, 1868.
TRAINS LEAVE AS FOLLOWS.
For Cape May and stations below Millville, 8 15 P. M.
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 3 30 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 noon.
Freight received at second covered wharf north of Walnut street, daily.
Freight Delivered No. 228 South Delaware ave
WILLIAM J. SEWELL,
1 6 Superintendent.

AUCTION SALES.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom st.
Sale at No. 1308 N. Broad street.
HANDSOME FURNITURE, CHICKERING PIANO FORTE, ELEGANT CARPETS, LARGE MANTEL MIRRORS, FARREL & HERRING FIREPROOF, ETC.
On Monday Morning,
February 1, at 10 o'clock, at No. 1308 N. Broad street, will be sold the furniture of a family removing, comprising elegant Brussels carpets, on parlors, chambers, and stairs; rosewood 7¼ octave piano-forte, made by Chickering, French plate mantal mirrors, 74 by 62 inches; walnut parlor furniture, covered with plush; elegant etagere, with mirror; walnut chamber furniture; oak library furniture; walnut dining-room furniture; china glass, plated ware, etc.
FIREPROOF SAFE.—Also one of Farrel & Herring's small fireproof safes, enclosed in walnut etagere.
Catalogues can be had at the auction store.
The furniture may be examined early on the morning of sale. 1 29 2t

CLARK & EVANS, AUCTIONEERS, NO. 630 CHESNUT Street.
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. 1 28

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,
THE
NORTH, NORTHWEST, AND THE CANADAS.
WINTER ARRANGEMENT OF PASSENGER TRAINS, December 14, 1868.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—
MORNING ACCOMMODATION.
At 7 30 A. M. for Reading and all intermediate Stations and Allentown. Returning, leaves Reading at 8 35 P. M.; arrives in Philadelphia at 9 25 P. M.
MORNING EXPRESS.
At 8 15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.
The 7 30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8 15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
AFTERNOON EXPRESS.
Leaves Philadelphia at 3 30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.
POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6 45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9 10 A. M. Returning, leaves Philadelphia at 4 P. M.; arrives in Pottstown at 6 15 P. M.
READING ACCOMMODATION.
Leaves Reading at 7 30 A. M., stopping at all way stations; arrives in Philadelphia at 10 20 A. M.
Returning, leaves Philadelphia at 4 45 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 05 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