PROFESSOR OWEN'S NEW WORK.

The Anatomy of Vertebrates—The Derivation Theory.

The third volume of Professor Richard Owen's "Anatomy of Vertebrates" has just been pubished in England, and the London Examiner gives the following account of it, with interest-

ing extracts:—
"Professor Owen has, however, given us a careful and detailed exposition of the anatomy of mammals, and the volume abounds in excelent material for thought and practical appli cation. It is divided into chapters, which treat of the muscular, nervous, dental, alimentary, sorbent, circulatory, respiratory, tegumen lary, and generative systems or the several orders of vertebrates. The most interesting portion of the work is Chapter XL, embracing the author's general conclusions. This, of course, will possess great value and excite an especial interest, as in some seventy or eighty pages the author generalizes the facts in biological science which have of late years attracted so much attention, not alone in this country, but in every other where comparative anatamy is known and studied. The chapter closes with an interesting summary of the homologies of the teeth, to which is appended a foot-note; and since it has an especial bearing interest on the question of 'man's place in ture,' one of late a good deal debated, we

quote it in full:-

"In honest argument as to man's place in nsture, his zoological characters are to be com-pared with those of the brute that comes nearest to him; the differences so established should be contrasted with those between such brute, the gorilla e, g, and the next step in the scale. the chimpsoz-e, e, a,; and so on, step by step, through the order which Zoology forms of the series of species so pradually differentiated. No doubt a gorilla differs more in its dentition from a lemor, and still more a mole or a mouse than it differs from man, Take another character—the hinder or lower limbs; e. g., contrast the aegro in this respect with the gorilla, and, next, that ape with any other quadramanal. Much as the aye-aye differs as a whole from the gorilla, it does resemble it more in such quadrumanal structure than the gorilla resembles man. Between the two extremes of the rourhanded series, there is greater organic conformity in the main ordinal character conformity in the main ordinal character, than exists between the highest ape and the lowest man. Or take the cerebral test. Man's place in the natural system than the place of difference of the control and the degree of difference or the control and the degree of difference or the control and the con is to be judged, not by the degree of difference between the brain of an age and that of a mammal one hundred links removed, but by the degree of difference between the human brain and that of the brute which comes nearest to him, as contrasted with the degree of difference between the brains of the gorilla and chimpanzee, or between those of any other two conterminous societies constituting links in the quadramanous chain. The difference between fg. 147 and 148-49 may be greater than between 149 and 150 (vol. 2); but truth compets the remark that the lemur and ape are separated by numerous gradatio al species; whilst between the ape and man there is no known connecting or intermediate link, Logicians have long ago exposed and branded the sophism which has of late been propounded to persuade. men that they are of the order of apes."

The last chapter begins with a brief exposi-

tion of Cuvier's teleological views, which Owen was gradually led to abandon for a law of spe-cial homologies, thus establishing an ideal type for the vertebrate series. And he observes:—
"To demonstrate the evidence of the community of organization. I found that the artifice of an archtype vertebrate animal was as essential as that of the archetype plate had been to Goethe in expressing analogous ideas; and as the like reference to an 'ideal type' must be to all who undertake to make intelligible the unity in variety' pervading a group of organ-isms. From the demonstration of this principle, which I then satisfied myself was associated with, and denominated by, that of 'adaptation to propose,' the step was plain—to me inevitable -to the conception of the operation of a second ary cause of the entire series of species, whether of plants, or veriebrates, or other groups of organisms, such cause being the servant of predetermining intelligent will."

To this the following note is appended:-'Such 'ideal type' must not be confounded with the so-celled 'types' supposed to be exemplified by certain living species. Arguments against the latter vague and ill-defined ideas are of no weight against the former, and indicate a certain obtuseness of apprehension in the objector."

The Professor vigorously defends himself from being in any way thought to be a believer in the Darwinian doctrines of "Heterogeny," and white he expresses himself with no uncertain sound on these several hypothesis, he places in juxtaposition his own "derivation" plan, and firmly believes that "generations do not vary accidentally, in any and every direction, but in preordained, definite, and correlated courses." He adds:"Derivation' holds that every species changes,

in time, by virtue of inherent tendencies there-to. 'Natural selection' holds, on the contrary, that no such change can take place without the influence of altered external circumstances educing or selecting such change.

Derivation' sees among the effects of the innate tendency to change, irrespective of altered surrounding circumstances, a manifestation of creative power in the variety and beauty of the results; and, in the ultimate forthcoming of a being susceptible of appreciating such relation of power to the appreciation. selection' acknowledges that if ornament or beauty, in itself, should be a purpose in creawould be absolutely fatal to it as a

'Natural selection' sees grandeur in the 'view of life,' with its several powers having been originally breathed by the Creator into a lew forms or into one. 'Derivation' sees therein a narrow invocation of a special miracle, and an unworthy 1 mitation of creative power, the grandeur of which is manifested daily, hourly. m calling into life many forms, by conversion of physical and chemical into vital modes of force under so many diversided conditions of the requisite elements to be so combined.
"'Natural selection' leaves the subsequent

origin and succession of species to the fortui-tous concurrence of outward conditions.

"Derivation' recognizes a purpose in the de-fined and preordained course, due to innate capacity or power of change, by which homo-geneously created protozoa have risen to the higher forms of plants and animals. In short, the hypothesis of 'derivation' rests upon conclusions from four great series of inductively estabhished fac's, together with a probable result of facts, of a fifth class; the hypothesis of 'natural selection totters on the extension of a conjec-tural condition, explanatory of extinction to the origination of species, inapplicable in that extension to the majority of organism, and not known or observed to apply to the origin of any

Of the still more recent hypothesis, "Pangeof the stormore recent hypothesis, Tauge nests, "he observes:—
"Those who hold by this ray of pre-existence of germs, 'ca'll all organic corpuscles or granules 'call-gemmules,' and maintain that they are transmitted, sometimes being developed, sometimes lying dormant from generation to generation, independent, autonomous, pre-existing from their primat miraculous creation, as descendents, like all higher forms of life, 'of that one form of "Natural Selection" into which life was first breathed,' Darwin grafts upon

this modification of the old evolutional dogma his provisional hypothesis of 'Pangenesis,'" Then reasoning on "the notion of a 'life,' or 'vital principle' as a distinct entity," he con-

eludes:necessity of speculating where the 'soul' wanders when thought and self-consciousness are suspended; or how it is to be disposed of ontil the 'resurrection of the body, glorified or otherwise,' of which reintegrated sum of "soul' will then as now be a parcel. If the physiologist and pathologist bad done no more than demonstrate 'the universal law of our being, which cuts away the foundations of 'pur-ratory,' or other limbo, from the feet of those trade the eon (not to mention the kindred breed of spiritualists and spirit rappers), which makes judgment follow dra'n without con-actioneness of a moment's interval, they would deserve the gratitude of the Christian world." A Successful Playwright,

Mr. Boucleault startled us some time ago with a disclosure of the income a talented constructor of ser sation dramas may realize by them. It would appear that subordinate branches of the profession are no less remunerative in their degree. It appears from a case in the Common Pleas that the manager of the Alfred Theatre lets a box and ticket office there for from £360 to £400; that the lessee's not profit is from £10 to £4 a week. The programmes he disposes of yield a fair return on capital, selling from 34., his lowest charge, to 2s. cd., from the price of a I mes to that of a Fraser or a Blackwood. A scillary opera glass ought to be a modest annuity to Mr. Hirschfield, as he hires it out at from 2-, 6d. in the boxes to 2s. and 1s. 6d. elsewhere. His scale of charges for the same article to diferent classes of clients remines one of Douglas Jerrold's innkeeper's sods water, which he sold for 3s, 9d, a bottle to the rich and 2s, 6d, to the working classes. Mr. Hirschfield's labor and responsibility in taking charge of coats is moderately recompensed by over £150 per moderately recompensed by over £150 per annum. If these things are done in the green tree, what may we not fear are done in the dry? Are charges in St. James' and in the Strand much more reasonable than in Church street, Edgeware road?-Pa Mais Gazette.

An amusing press trial has just taken place at Berlin. The accessed was Dr. Lowenstein editor of the Kundderagaisch, who was charged with "ridiculing the measures of the Government and insulting the Finance Minister" by publishing a caricalure of the minister in question. The caricature represented the minister in a tattered dress, standing hat in hand before the entrance to the chamber, and begging for sub-scriptions to cover the deficit. Dr. Lowenstein defended his own case in a witty speech. said that the only thing referred to in the cari-cature was the deficit, and he could not under-stand how a deficit could be a "Government measure." The crown prosecutor had accused him of representing the Finance Minister as a "squinting beggar." Now he (Dr. Lowenstein) must deny that the minister squinted; if he did so in the picture, that was the fault of the artist. Again, it was objected that the minister appeared in a tattered dress; but this was surely no offense, for there was no law to forbid a minister to have a tole in his coat. As to those who interpreted the caricature as representing Prussia in a state of bankraptcy, he would only say that no one but an idiot could describe a strong great, and wealthy power like Prussia as insolvent. This speech appears to have produced instant conviction on the minds of the judges, for they acquitted Dr. Lowerstein unanimously and without discussion.

A Brave Fireman.

The London Spectator says:-" A fireman named Grimshaw, employed in the brigade, did a brave thing last Sunday. The house of a Mr. Barlee, at Notting Hill, was on are, and Mrs. Barlee had already perished, when Grimshaw and Buckland, in the effort to save the housemaid, reached the roof from an adjoining house. They found the roof too steep to walk ou, and without gutter or coping. Grimshaw, however, tied a rope round him, which Buckland held, and crawled down the roof to the edge, whence, guided by the screams, he flung a line to the housemaid. The woman tied it many times round her waist, and then Grimshaw, 'lying back on the roof without footbold,' drew her along in the air from her own window to the window of the next house. If that account is not the invention of a sensational reporter. Grimshaw deserves the Victoria Cross as truly as any soldier ever did, and may be complimented on his strength besides."

-A pedestrian feat was accomplished last week by three young gentlemen of Bucks-port, Me. who walked from that place to Bargor, eighteen miles, in three hours and swenty-seven minutes, being at the rate of five and a half miles an hour. One of the number returned to Bucksport in the evening. The other two concluded to take another day for that part of the programme.

INSURANCE COMPANIES.

THE NATIONAL LIFE INSURANCE COMPANY OF THE

United States of America, WASHINGTON, D. C.

Chartered by Special Act of Congress, Approved July 25, 1868.

CASH CAPITAL, \$1.000,000

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FIRST NATIONAL BANK BUILDING, PHILADELPHIA,

Where the business of the Company is transacted, and to which all general correspondence should be addressed.

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THE ADVANTAGES

Offered by this Company are;-It is a National Company, chartered by spe-

oial act of Congress, 1868.
It has a paid-up capital of \$1,000,000.
It offers low rates of premium.
It furnishes larger insurance than other companies for the same money.
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terest on the annual payments. Policies may be taken that will pay to the insured, after a certain number of years, during life an annual income of one-tenth the amount named in the policy.

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lives of females.
It insures not to pay dividends, but at so low a cost that dividends will be impossible. DENNSYLVANIA HOSPITAL.

PHILADRIPHTA, December 29, 1868.
The attending Managers are:
Whitar Morris, No. 268 S Third street.
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Attending Physician—J. M. Da Costa, M. D., No. Attending Surgeons-William Hunt, M. D., No. 1300 Spince street, Thomas George Morton, M. D., No. 1421 Chesnut strict.
The Physician and Surgeons attend at the Hospital every day (Sandays excepted) to receive applications for admission.
Persons seriously injured by accident are always admitted it brought to the Hospital inimediately hereafter. FINANCIAL.

MILES 1000

OF THE

UNION PACIFIC

RAILROAD

ARE NOW COMPLETED.

As 500 miles of the Western portion of the line, beginning at Sacramento, are also done, but

267 MILES REMAIN To be finished to open the Grand Through

Line to the Pacific. This opening will certainly take place early this season. Besides a donation from the Government of 12,800 acres of land permile, the Company is entitled to a subsidy in United States Bonds on its line as completed and accepted, at the average rate of about \$25,500 per mile, according to the difficulties encountered, for which the Government takes a second lion as security. Whether subsidies are given to any other companies or not, the Government will comply with

all its contracts with the Union Pacific Railroad

Company. Nearly the whole amount of bonds to

which the Company will be entitled have already

FIRST MORTGAGE BONDS AT PAR.

By its charter, the Company is permitted to issue IROWD FIRST MORTGAGE BONDS to the same amount so the Government Bonds, AND NO MORE These Bonds are a First Mortgage upon the entire road and all its souloments. THEY HAVE THIRTY YEARS TO RUN, AT

SIX PER CENT, and both PRINCIPAL AND INTEREST

ARE PAYABLE IN GOLD.

Such securities are generally valuable in proportion to the length of time they have to run. The longest ix per cent, gold interest bonds of the United States (the Sis) will be due in 12 years, and they are worth 112. If they had 30 years to run, they would stand at not less than 125. A perfectly safe First Mortgage Bond like the Union Pacific should approach this rate. The demand for European investment is already considerable, and on the completion of the work will doubtless carry the price to a large premium.

SECURITY OF THE SONDS.

It needs no argument to show that a First Mortgage of \$25,500 per mile upon what for a long time must be the only railroad connecting the Atlantic and Pacific States is PERFECTLY SECURE. The entire amount of the mortgege will be about \$39,000,000, and the Interest \$1,800,000 per annum in gold. The present currency cost of this interest is less than \$2,500,000 per anyum, while the gross earnings of the year 1868 FROM WAY BUSINESS only, on AN AVERAGE OF LESS THAN 700 MILES OF ROAD IN OPERA TION, WERE MORE THAN

FIVE MILLION DOLLARS.

The details of which are as follows;-From Passengers. \$1
Freight. 2
Express. 4
Mails
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freight. Contractors' men material

This large amount is only an indication of the im mer se traffic, that must go over the through lies in a few months, when the g-est tide of Pacific coast travel and trade will begin. It is estimated that this business must make the earnings of the road from FIFTEEN TO TWENTY MILLIONS A YEAR. As the supply of these Bonds will ties who desire to invest in them will find it for their Interest to do so at once. The price for the present is par and accrued interest from Jan. 1, in currency.

Subscriptions will be received in Philadelphia by DE HAVEN & BRO..

No. 40 S. THIRD Street,

WM. PAINTER & CO.,

No. 36 S. THIRD Street,

And in New York

AT THE COMPANY'S OFFICE.

No. 20 NASSAU Street,

J. J. CISCO & SON, BANKERS. No. 50 WALL Street,

And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through

local agents will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED OCTOBER 1, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on app ication at the Company's offices, or to any of the advertised agents.

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At 630 8, and 10 A. M., 1, 2, 3 8, 4 26 6, and 11 30 P.

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At 620 and 10 A. M., 1, 2 36, 4 30, 6, and 11 30 P.
M. for Florence, Edgewater, Riverside, Riveron, Palmyra, and Fish House, and 2 P. for Florence and Riverton.
The I and 11 30 P. M. Lines leave from Market Street Ferry (upper aldo.)

FROM KENSINGTON DEPOT.
At 11 A. M., vis. Kennington and Jorsey 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 Britol. And at 10 15 A. M. for Britol.
At 7 30 and 11 A. M. 2 30, and 3 P. M. for Morrosville and Tullytown 10 5 A. M. and 2 30, and 5 P. M. for Schenen's and Eddington.
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At 945 A. M., 120, 4, 630, and 12 P. M. for Trenton.
At 130 F. M. Emigrant Line; Fare, \$3 20.
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At 11 30 P. M. Emigrant Line; Fare, \$42.
At 12 P. M. (Night), for Morrisville Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 945 A. M., 5 80 and 12 P. M., for Trenton.
At 12 P. M. (Night), for Morrisville Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 945 A. M., 6 20 and 12 P. M. Lines will rundally, All others, Sundays excepted.

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For Lines leaving Kensington depot take the cars on Third or Fifth streets, at Chesnut, 30 minutus before departure. The cars of Market Street sai way run direct to West Philadelphia Depot. Chesnut and Walnut within one square, On Sundays the Market Street cars will run to connect with the 945 A. M. 630 and 12 P. M. Lines.

BELVIDERE DELAWARE RALLROAD LINES, FROM BENSINSTON DEPOT.

At 730 A. M. for Nisgara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Itochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Witkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

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tain, etc.
At 7:30 A. M. and 3:30 P. M. for Beividere, Easton,
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Mauch Chunk, Alienbown, Bethlehem, etc.
At 5 P. M. for Lambertville and Intermediate Sta-

CAMBEN AND BURLINGTON COUNTY JAND PER-BERTON AND HIGHTSTOWN RAIL-PERBERTON AND HIGHISTOWN RAID EOADS.
PROM MARKET STREET FERRY, (Upper Side.)
At 7 and 10 A.M., 130, 3 50, and 5 30 P. M., for Merchantsville, Moorestown, Hartford, Masonville, Hainsport, Hount Holly, Smithville, Ewansville Vincentows, Birmingham, and Pemberton.
At 7 A. M., 130 and 3 50 P. Al., for Lewistow Wrightstown, Cookstown, New Egypt, Hornerstown, Cresm Ridge, Imlaystown, Sharon, and Highistown, 1116 WILLIAM H. GATZMER, Agent.

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The trains of the Formayavania Central Entroped
leave the Lepon, at TH did Y - Lins T and Mank in
Streets, which is reached directly by the Markot
Street cars, the isot car connecting with each train
leaving Front and Sarget streets tally nimites nofore its departure. The Chesnia and Wainin birocts
cars run within one square of the Depot. cars run winth one square of the Depot.

Elseping Car Tickers can be mad on application at the Ticket office N. W. corner Kinth and Ohesnus streets, and at the depot.

Agents of the Union Transfer Company win our for and deliver baggage at the depot. Unders init at No. 501 Chesnut attest, or No. 118 Market Street, will

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Commencing MONDAY, November 23, 1268.—Trains will leave Depot corner Broad street and Wamington avenue, as follows:—Way mail Train at 850 A. M. (Sundays excepted), for Baltimore stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisical and Intermediate stations.

Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, supring at Wilmington, Perryville, and Havre-te-Grace, connects at Wilmington with train for New Castle.

Express Train at 400 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Coester, Thurlow, Linwood, Caymout, Wilmington, New-port, Stanton, Newark, Enkton, North-East, Charlestown, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Bight Express at 11:30 P. M. (Dally) for Baltimore Right Express at 11:30 P. M. (Dally) for Baltimore man's, Edgewood, Magnella, Unitee, and Steinher's
Rub.

Night Express at 11:30 P. M. (Daily) for Battimore
and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Winnington, Newark Eikton,
North-East, Perryville, and Havre de Grace.
Passengers for Fortress Monroe and Nortolk will
take the 12:00 M. trsib.

Stopping at all Stations between Philadelphia and

Winnington, Leave Philadelphia at 11:00 A. M., 2:30, 5:09, and Tote P. M. The 5:00 P. M. Train connects with Dela-ware Italirond for Harrington and intermediate

ware limited for Harrington and intermediate stations.

Leave Wilmington 700 and \$10 A. M., 130, 415, and 700 F. M. The \$10 A. M., Train will not stop between Chetter and Phi.aceiphia. The 700 F. M. Train from Wilmington runs daily; all other Accommodation Wilmington runs daily; all other Accommodation Trains randays excepted.

From Battinors to Philaselphia.—Leave Baltimore From Battinors to Philaselphia.—Leave Baltimore Stone Battinors to Philaselphia.—Leave Baltimore Stone Battinors and Mayness.

Express. 725 F. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Haltimore at 725 P. M., stopping at Magnolis, Petryman's, Abendeen, Havre destrace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. Chesier, chests to all points West, South, and brough tickets to all points West, South, and and Chester.
Through tickets to all points West, South, and Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnus street, onder Continental Hotel, where also Chesnus street, onder Continental Hotel, where also Chesnus street, and Easths in Science Cars can be sate Rooms in the day Persons purchasing tickets secured during the day Persons purchasing tickets at this office can have baggane onecked at their resistants of the Union Transfer Company.

dence by the Union Transfer Company.

CHILADELPHIA AND ERIE RAILROAD. WISTER TIME TABLE THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HABRISSURG, WILLIAMSPORF, AND THE GREAT OIL REGION OF PENNSYL

EALTIEORE, HARRISSON, THRIAMSTORY,
AND THE GREAT OIL REGION OF PENNSYLVANIA. Sieeping Cars on all Night Trains.

Right and siee NONDAY, November 23, 1868, the
On and siee NONDAY, November 23, 1868, the
On and siee Philadelphia and Erie Hairoad will
rains on the Philadelphia and Erie Hairoad will
rains follows:

WRSTWARD,

WRSTWARD,

Williamsport. 545 A. M.

ERIE ENPRESS leaves Philadelphia. 506 A. M.

ELMIRA MAIL leaves Philadelphia. 506 A. M.

Williamsport. 630 P. M.

Arrives at Lockhaven. 746 P. M.

EAST WARD,

MAIL TRAIN I aves Eric. 1055 A. M.

Williamsport. 1255 A. M.

Williamsport. 1255 A. M.

ERIE EXPERSS leaves Philadelphia. 1006 A. M.

Williamsport. 1255 A. M.

Williamsport. 750 A. M.

Williamsport. 750 A. M.

Williamsport. 750 A. M.

Mail and Express connect with Oil Creek and
Allegheny River Ealifoad. BAGGAGE OHECKED
THROUGH. 6 BEY RAILROADS.

W EST 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, 215 P. M. Epo Miliville, Vineland, and intermediate stations 8-15 A. M., 3-15 P. M. For Bridgeton, Salem, and way stations 8-15 A. M. and 3-20 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 1900. BOOD.
Freight received at second covered whasfixil
Freight received at second covered whasfixil
Freight Delivered No. 228 South Delawareaved
Freight Delivered No. 228 South Delawareaved
WILLIAM J. SEWELL.

RAILROAD LINES.

READING RAILROAD, GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA. THE SCHUYL-BILL, SUSQUEHANNA, GUMBERLAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS WINTER ARRANGEMENT OF PASSENGER TRAINS, December 14, 1888.

Leaving the Company's Depot at Thirteenth and Caltowhill a reets, Philadelphia, at the following hours:—

At 7:30 A. M. for Reading and all intermediate Stations and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:25 P. M.

At 8-15 A. M. for Reading, Lebanou, Harrisburg, Potsville Pins Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niegara Fails, Buffato, Wilkesbarre, Pittaton, York, Carlisis, Chambersburg, Hagerstown, etc. Ingers own, etc.
The 7-80 A. M. train connects at READING with The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allerthorn etc., and the 815 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLIATON with Catawinsa Railroad trains for Williamsbort, Lock Baven, Elmira etc.; at HARRISBUBG with Northern Central, Cumberland Valley, and Schapykill and Suquehanna trains for Northumberland, Wisliamsport, York, Chambersburg Pinegrove, etc.

Leaves Philadelphia at 150 P. M. for Reading. Pottsville, Harrisburg, etc., connecting with Reading and Commbia Rairond trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Puttatown at 645 A. M., acopying at intermediate stations; arrives in Polladelphia at 919 A. M., Returning, leaves Philadelphia at 4 P. M.; arrives in Pottstown at 615 P. M.

Potistown at 6-10 P. M.,

READING ACCOMMODATION.

Leaves Reading at 7-50 A. M., stopping at all way stations; serives in Philadelphia at 10-27 A. M.,

Returning, leaves Philadelphia at 4-5 P. M.; arrives in Heading at 7-49 P. M.

Trains for Philadelphia leave Harrisburg at 8-10 A. M., and Pottsville at 8-5 A. M., arriving in Paladelphia at 1 P. M. Afternoon trains leave Harrisburg at 2-65 P. M., and Pottsville at 2-45 P. M., arriving at Philadelphia at 6-58 P. M., arriving at Philadelphia at 6-58 P. M., arriving at Reading with afternoon Accommodation scott at 8-58 P. M., arriving in Philadelphia at 8-59 P. M., arriving in Philadelphia at 8-59 P. M., arriving at Reading with afternoon Accommodation scott at 8-58 P. M., arriving in Philadelphia at 8-59 P. M., arriving at 8-50 P. M All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at s A. M., and Philadelpnia at s 15 P. M., Leaves Philadelpnia for Reading at 3 A. M. neturning from Reading at 4 25 P. M. the above trains run daily, Sundays ex-

CHESTER VALLEY RAILEOAD.

Passengers for Downingtown and intermediate points use the 7 30 A. M., 12 30, and 4 P. M. trains from Philisdiephia. Returning from Downingtown at 5 30 A. M., 12 45 and 5 15 P. M.

PERKIOMEN RAILROAD.

Passengers for Ekippack take 7.20 A. M. and 4 P. M. trains from Philadelphia, returning from Skippack at 510 A. M. and 12 45 P. M. Siage lines for the various points in Perklomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 105 A. M., and 1:0 and 10:19 P. M., and connecting at Harris arg with Pennsylvania and Northern Central Hailroad Express trains for Pittsburg, Chicago, Williamspork, Elmira, Baitlmere, etc.

Philodorg, Chicago, Whitamspore, Edmira, Baltimore, etc.
Returning Express train leaves Harrisburg on
strival of Penusylvanis Express from Pittsourg at
350 and 550 A. Al., and 10 50 P. M., passing Reading
at 544 and 751 A. M., and 1250 c. M., and arriving at
New York at 14 A. M. and 1250 and 5 P. M. Steeping
carr mac impany these trains through between Jersey
City and Pittsourg without change.
A Mail Train for New York teaves Harrisburg at
810 A. M. and 205 P. 24. Mail train for Harrisburg
leaves New York at 12 M. Trains heave Pottsville at 643 and 11 30 A. M., and 64 P. M. returning from Tamaqua at 535 A. M., and 245 and 455 r. M.

SCHUYLKILL AND SUSQUEHAMNA RAIL-ROAD.

Traibs leave Auburn at 7:55 A. M. for Pinegrove and traitrisburg, and at 12:15 moon for Pinegrove and Tremont. Retaring from Harrisburg at 3:50 P. M., and from Tremontal 7:40 A. M. and 5:35 P. M.,

The Western Accommodation from runs dutly, except Sunday. For this train related inst he process sunday. For this process sunday. For this process sunday. For the sunday sun

MILEAGE TICKETS.

Good for 7010 mines, between all points, at \$52.50 each for Lamines and firms.

SEASCN TICKETS.

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

CLERGY MEN

Residing on the line of the road will be furnished with cares cutifiling themselves and wives to tickets at past fate.

EXCURSION TICKETS Prom Pelladelphia to principal stations, good for saturday, Sunday, and Monday, at reduced rares, to be und only at the Ticket Office, at Thirteenth and Callowhill streets.

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

FREIGHT TRAINS Leave Philacelphia daily at 435 A. M. 1230 noon, 8 and 6 P. M., for Reading, Lebanob, Harr sburg, Pottsvine, Port Clinton, and all points beyond.

Mails
Ciose at the Philadelphia rost Office for all places on the r. ad and its branches at 5 A. M., and for the principal stations only at 2 to P. M.

BAGGAGF. BAGGAGF.

Dungan's Express will collect daggage for all trains leaving Philadelphia Depot. Old is can be len at No. 225 S Fourth Street, or at the Depot, Thirteenth and Callowhin streets.

NORTH PENNSYLVANIA BAILROAD. FIT BETHLERER, DOYLESTOWA, MAUCH
THUNE, EATON, WILLIAMSPORT, WILKES,
BERGE, MAHANOY CITY, MOUNT CAREEL,
PITTSTON, TUNE HANNOUK, AND SCRANTON,
PASSEDGET Trains leave the Dapot, corner of BERKS
and AMERICAN Streets, daily (Sundays excepted),
as follows: as follows:

At 745 A. M. (Express for Betblehem, Allentown, Manch thung, Hagleton, Williamsport, Wilkesparre, Mauch Chunk, Hazieton, Williamsport, Wikesbarre, Mahanoy City, Pl. ision, and Tunk namock. 946 A. M. (Axpress) for B. tilk hom, kaston. Allen-tows. Matich Chunk, Wilkesbarre, Pittston, and At 145 P. M. (Express) for Bethlenem, Mauch

Chunk, Wikesbarre, Pittston, and Scrauton.
At 505 F. M. for Bethiehem, Easton, Allentown and Manch Chunk.
For Doylestown at 8 45 A. M., 2 45 and 4 15 F. M.

and Union City Passenger Ranways run to the new Dept.

TRAINS ARRIVE IN PHILADELPHIA From Bethiehem at \$16 A. M., 2 10, 5 25, and 8 30 P. M.

Brom Doylestown at \$35 A. M., 4 55 and 7 P. M.

From Landale at 7 30 A. M.

From Landale at 7 30 A. M., 4 55 and 7 P. M.

From Fort Washington at 10 45 A. M. and 3 10 P. M.

Philadelphia for Bethiehem at 19 30 A. M.

Philadelphia for Doylestown at 2 P. M.

Doylestown for Philadelphia at 7 A. M.

Esthiehem for Philadelphia at 4 P. M.

Tickets sold and Baggage checked through at Manu's North Pennsylvania Baggage Express Office, No. 16 S. FIFTH street.

ELLIS CLARE. Agent.

W EST CHESTER AND PHILADELPHIA
RAILBOAD.-WINTER ARRANGEMENT.
On and atter MONDAY, October 5, 1868, Trains will Di and after MONDAY, October 5, 1888, Trains will leave as follows:

Leave Philacelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 748 A. M., II A. M., 2 30 P. M. 415 P. M., 450 P. M., 515 and 11 30 P. M.

Leave West Chester for Philadelphia, from Deport on East Market street at 6 25 A. M., 7 46 A. M., 800 A.

M., 104 A. M., 105 P. M., 450 P. M., and 605 P. M.,

Trains leave West Chester at 8 00 A. M., and leaving Philadelphia at 4 50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and S. C. Junction, going East, will take train leaving West Chester at 7 5 A. M., and going West will take the train leaving Philadelphia at 4 50 P. M., and transier at B. C. Junction. Junction.

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

Arrival

ON SUNDAYS,

Leave Philadelphia at 8 30 A. M. and 2 90 P. M.
Leave West Chester at 7 35 A. M. and 4 00 P. M.
Trains leaving Philadelphia at 7 45 A. M. and 4 40 P. M. and leaving West Chester at 8 00 A. M. and 4 50 P. M. connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.

HENRY WOOD, General Sup t.

AUCTION SALES

BUNTING, DURBOROW & CO., AUCTIONS of Early Street, Successors to John B. Myers & Go.

of Bank street. Successors to John B. Myers & Go.

LARGE SALE OF CARPETINGS, OIL CLOTHS,
ETC. ETC.
On Friday Merning,
Feb. 12. at 11 o clock, on four months' credit, about
200 pieces ingrain, Venetian, list, hemp, cottage, and
res carpetings, oil cloths. etc.

SALE OF 2000 CASES BOOTS, SHOES, HATS,
CAPS, TRAVELLING BAGS, ETC.
On Tuesday Morning.

Feb. 16, at 10 o'clock, on four months' credit, [2105]

CLABE & EVANS, AUCTIONEERS, NO. 680

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

C. D. MCCLEES & CO., AUCTIONEERS, No. SALE OF 1000 CASES BOOTS, SHOES, BAL-MORALS, ETC. On Monday, Feb. 15, at 10 A. M. win he soid a large assortment of boots, shoes, etc. Also a large line of city-made

N. B.-Sale every Monday and Thursday, [21138 THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANIS, No. 1119 OHESNUT Street; rear entrance No. 1107 Samsom #61

Sale at No. 1110 Chesnut street.

RANDSOME HOUSEHOLD FURNITURE, 2 RO3MWOOD PIANO FORTES, PARLOR ORMAN,
FRENCH PLATE MIRRORS, NEW AND SECOND HAND BRUSSELS ARD INGRAIN CARPETS, SILVER-PLATED WARE AND CUTLERY, BEDS AND BRDDING, CHINA AND
GLASSWARE, ETC.

On Friday Morning,
At 90 clock at the auction store, No. 1110 Chesnut
street, will be sold, a isrge assortment of superior
Household Furniture, comprising — Parlor and Itbrary saits in plush, reps, and hat cloth; dialingroom and chamber farniture of the latest designs;
wardrodes, with mirror doors; large and small bookcases: office and library tables and chairs; 3 rosewood
planos; rosewood parlor organs; Brossein and lograin
carpeis; beds and bedding; china; glassware; stoven,
etc. etc.
SECOND-HAND FURNITURE — Also, a large stc. etc.

SECOND-HAND FURNITURE.—Also, a large
assortment of second-band furniture, from families
declining housekeepitg.
LiQUORS AND WINES.—Also, at 12 o'clock,
about 506 gallons of fine wines, brandles, and whis-SILVER PLATED WARE.-Also, an assortment of uperior plated ware and table entiery. FURS AND ROBES.-Also, an assortment of fine

Sale at No. 1819 Camac street.

HOUSEHOLD FURS ITURE, ETC.
On Saturday Morolog.
At 10 o'clock, at No. 1819 Camac street (Camac street is between Twelfth and Thirteenth streets), will be solo, the furniture of a family decilining housekeeping, comprising walnut and mahogany parior and chamber furniture; beds; mattresses; ingrain and Venitan carpets; china; glassware; kitchen furniture, etc.

M. THOMAS & SONS, NOS. 139 AND 161

VALUABLE MISCELLANEOUS BOOKS,
From Private Libraries,
Oa Filoa) anternoon, Feb. 12,
At 4 o'clock. MARTIN BROTHERS, AUCTIONEERS,— No. 529 CHASNUT St., rear entrance from Minor. KENAN, SON & CO., AUCTIONEERS,

LIPPINCOTT, SON & CO., AUCTIONEERS, ASIDIURS BUILDING, No. 240 MARKET S. 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 lead

ON TUESDAY, FEBRUARY 15, 1859, At 12 o'clock M , at the Exchange Salesrooms, No 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 AUUTION 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 HAREOR," which have always been considered as most favorable to the lessee. The advan-tage of holding long lesses on property

in the business partion of the city is demonstrated by the large bonus which has been paid for those made by the "Sailors' 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 con-

ing leases of building sites that must, from the constantly increasing demand for business property in this city, soon be worch a large premium, especially as this property is by law

EXEMPTED FROM TAXATION.

JAMES W. BEEKMAN.

JOHN DAVID WOLFE.

ROBERT I. LIVINGSTON.

JACKSON B SHULITZ.

JAMES M. BROWN.

Descriptive lists sent by mail if desired. [127 175]

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND

TIME TABLE.
FOR GERMANTOWN:
Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A, M.,
1, 2, 5 15, 85, 4, 5, 53, 4, 10, 7, 8, 9, 10, 11, 12 P, M.,
Leave Germantown at 6, 7, 75, 8, 520, 9, 11, 11, 12 A,
M., 1, 2, 3, 4, 45, 6, 554, 7, 8, 9, 10, 11 P, M.,
The 5 20 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 16 M. P. M. Leave Germantown at 8-15 A. M., 1, 6, and 16 M. P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2 : 1, 5 K. 7, 9, a.d. 11 P. 18.

Leave Chestout Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 5:40, 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 Chestrut Hill at 7 50 A. M., 12 40, 5 40, and 9 25 P. M. FOR CONSHICHOCKEN AND NORRISTOWN, Leave Philadelphia at 6, 74, 9, and 11°05 A. M., 186, 19a, 156 61a, 8 05 and 11°5 F. M. Leave Norristown at 540, 7, 7 50, 9, and 11 A. M., 195, 40a, 514, and 8)a P. M.

ON SUNDAYS.

Leave Philacolphia at 9 A. M.; 2½ and 7½ P. M.

Leave Norristown at 7 A. M.; 5½ and 9 P. M.

FOR MANAYUNE.

Leave Philadelphia at 6, 7%, 9, and 11°65 A. M.; 13°6, 4, 5, 5, 5 (4), 5 to, and 11% P. M.

Leave Watnayune at 6'10, 7%, 8 20 9%, and 11% A. M.; 3%, 5, 6), 6, 6, 6 as 5 P. M.

ON SUNDAYS.

Leave Philadelphia at B A. M; 25 and 75 P. M.

Leave Manayunk at 75 A. M; and 95 P. M.

W. S. WILSON, General Superintendent.

Depot, Kinth and Green streets.

MERSICK & SONS

SOUTHWARK FOUNDRY, No. 450 WASHINGTON AVENUE, Philadelphis: WILLIAM WRIGHTS PATENT VARIABLE CUT OFF STEAM-ENGINE,

Regulated by the Governor. MERRICK'S SAFETY HOISTING MACHINE Patented June, 1868.

DAVID JOY'B PATENT VALVELESS STEAM HAMMER. D. M. WESTON'S PATENT BELF-CENTERING, SELF-BALANCING

Fer Cotton or Woollen Manufacturers. 718mw PRIZES CASHED IN ROYAL HAVANA, ERNTUCKY, and MISSOURI LOTTERIES, Circulars sent and information given. JOSEPH BATES, No. 78 EROADWAY, New York, Pos Office Box 4261.

CENTRIFUGAL SUGAR-DRAINING MACHINE HYDRO EXTRACTOR,