Grant as a General.

From an article in the Saturday Review upon General Badean's "Military History of Ulysses S. Grant," we make the following extracts:-It is clear from Colonel Badeau's history that from his first exploit in the war, the swift seizure of Paducah, at the confluence of the Ohio and Tennessee rivers, Grant always knew what he was aiming at, and always knew the military value of time. He soon formed a distinct idea of the proper way to handle the material he had to use, and struck out an equally broad general rule for dealing with the forces opposed to him. While McClellan was attempting, in the East, to drill the Army of the Potomac up to the Ruropean standard of efficiency before committing it to a decisive campaign, Grant adhered to the principle "that when neither party is well disciplined, there is nothing to gain, in the nature of discipline, by delay.

The enemy organizes and improves as rapidly

as yourself, and all the advantages of prompt

movement are lost." He took at Belmont the

first occasion that justified itself, by the colla-

teral object of relieving another Federal corps, to give his men that confidence in themselves and their leader which is won by a hard fight. The successive captures of Forts Henry and Donelson broke the strong chain of defense which the Confederates had judiciously drawn across Tennessee, and opened to the Northern gunboats many hundreds of miles on the Tennessee, Cumberland, and Mississippi rivers. The obstinate siege of Vicksburg completed the possession of the Mississippi. Yet, though each of these operations gave proof how strongly Grant's mind grasped any special importance in the fastnesses from which he to dislodge the enemy, and how boldly and resolutely he clung to a hold once acquired, he early enunciated his belief that the strength and the weakness of the South lay in its men, and not in its positions, and that the first and last rule of Northern stra-

tegy should be to weaken and reduce the

Southern armies by striking a hard blow wherever they could be met with. The correctness of this maxim in the main was not only proved by the result, but was acknowledged over and over again, both in word and deed, by the more skilful among the Confederate generals. No one saw more clearly than Grant that on the part of the South it was a people's war; and the practical inference drawn by him was the stern resolve to render the non-combatant residents of the theatre of war powerless to help the enemy by the consumption and destruction of their supplies. This was not making war with rose water; but from Graut's point of view, that the war could only have one result, which had better be reached as soon as possible, it was not impolitic, and was, in a certain sense, humane. When once experience had proved to him that on a march through a fresh country he could feed a column of thirty thousand men on the supplies they met with, every such sudden plunge forward of a flying force, to strike far away at the railways or magazines on which the lengthy lines of the overmatched Confederates' communications were based, gave a double blow to the South, by exhausting a wide district of provisions at the same time that it made the disparity of combatant power in the gross tell more and more in favor of the stronger. The system that was first struck out by Grant in his circular sweep round Vicksburg culminated in Sherman's great march from Atlanta to the seacoast. The enormous area of the fertile Southern Confederacy, drained as it then was of any efficient military force available for meeting such an invasion, guaranteed Sherman from the Nemesis which overtook Napoleon's not very dissimilar procedure in the Russian campaigu, of being thrown back in retreat upon the very line of hostile country that he had lived upon and wasted in his advance.

It is a strong argument in favor of Grant's reatness that both Sherman and McPherson. his other most illustrious lieutenant, appear to have believed in him unhesitatingly, at a time when it was the fashion at Washington to speak of Grant as a brave but incapable blockhead who had blundered into various successes. Even when Sherman differed absolutely in opinion, he was content to carry out Grant's plan with a zeal and a faith which he would never have accorded to a leader whose military instinct he felt to be of a lower order than his own. It was against a strong protest from Sherman that Grant passed the whole of his army from the northern to the southern side of Vicksburg, and marched inland from Grand Gulf to strike at the magazines and railroads of Jackson, to beat off the relieving force of Johnston, and to roll back Pemberton's defeated army within those lines of Vicksburg from which it was only to issue again as a dispirited and disarmed body of thirty thousand prisoners of war. Yet through the whole of that difficult campaign of three weeks, far away from any base, Sherman marched and manceuvred with the perfection of swiftness and docility; and when at its close the two stood together on the till then unapproachable Haines' Bluff, north of Vicksburg, Sherman was the first to acknowledge the greatness and the truth of the conception against which he had protested.

Grant's written instructions to his subordinates in command are very clear in the indication of the general object required. They leave, as a rule, the details of action almost absolutely to the discretion of the officer charged with the execution of the order, abstaining from minuteness on the plausible theory-which by a weaker man might, like many other truisms, be carried too far-that the movements of the enemy must determine the counter-movements of the Federal divisions. For the proofs of his clearness of foresight, we must, therefore, look rather to the general conception of his greater movements, such as the operations around Vicksburg, the relief of Chattanooga, the march of Sherman's corps to Meridian, and in the following year the great march across to the seacoast, of which, though the execution belongs to Sherman, the original idea was due to Grant. His vigorous simplicity of mind always prompted him to take the initiative rather than wait on his adversary, so as to be able, as he says in one letter, to select his own campaign, instead of having the enemy dictate it him. The relative strength of the two parties was such as eminently favored and justified Grant's adherence to this maxim; but the ground for a critical estimate of his strategic qualities is very much narrowed by the fact that he was almost invariably in the position of playing the bold and winning game. Some of the features in Colonel Badeau's sketch of his hero bring back touches of Soult and of Blucher rather than of any other modern generals we can call to mind.

Tall Soldiers.

Taking the table of the average height of golders in the late war, as given by Dr. B. A. Goeld, of Cambridge, we find that the men of Indiana are the tallest natives of the United States, and Americans in general are the tallest people in the civilized world. Whether extreme height is a good quality in an infantry soldier is a question which has been extensively discussed. One practical evidence that it is not as found in connection with the armies of Enro-pean nations, where men not above five feet eight inches are considered the most eligible soldiers, and have been proved to stand more fatigue than taller men of some fancy English, Prussian, Russian, and other regiments.

King Theodore.

A new volume on Abyssinia, by an English officer who accompanied the expedition, narrates some interesting facts concerning the dead King Theodore: -

Born in 1818, early tasting such poverty that his mother supported him and herself by selfing kosso in the market-place of Gondar, Lij Kasa was a boy of energy and ability. Sout to a convent to be educated as a scribe, he fled on the convent being piliged, and became a robber chief. Summoning his wild followers, among whom were his consins, sons of an uncle, chief of Kuara, he marched against the female ruler of Dembea, and gained the sovereighty and the haud of her beautiful grauddaughter, Tawabetch. 'This first wife,' BAYS Mr. Markbam, "was his good genius, and during her life be was ever abstemious, continent, and capable of self-restraint." fought the Egyptians, and in 1850 again marched against his wife's grandmother's army, which he again defeated. Rebellions and battles with his father-in-law, Fas Ali, followed, till he gained the whole or that chief's dominions. Having thus distinguished himself in battle, the young chief showed his talent for diplomacy by playing the Roman Catholic against the Coptic priesthood, and obtaining the aid of the latter to his schemes. Marching against the chief of Tigré, he overthrew his armies, and all Tigré submitted to the conqueror. And new he puts the crown to his ambition. His last enemies are routed, and he is crowned by the Abûna as Theodore, the King of Kings of Ethiopia; the floral decorations at his coronation being superintended by the German botanist, Schimper, who remained in the country of his adoption when the last European had departed some months ago.

It appears from the statements of this officer that, after surrendering the English captives to General Napier, he sent a present of some cows to him. They being reported accepted, he thought peace was established, that the deadly peril was over, and that he was safe.

"Never," says Mr. Markham, "was a surrender, when once resolved upon, so freely and unreservedly made. Not a hostage, not a child, not a box was kept back. It was the act of a king, an act without cunning or treachery, how slight soever, to mar its fullness.' But in the evening the King heard that his cows and sheep had not been admitted into the camp. Then it must have struck him at once that he had been deceived; and "as evening came on despair must have come with it.' It is impossible for the hardest heart to avoid a feeling of regret at the unintentional misleading of the monarch through misunder-standing Sir Robert Napier's answer; but yet it is to it that we owe the restoration of the Germans still held after the first batch of prisoners had been released.

NOW AND THEN.

A Characteristic Incident. A correspondent details this characteristic incident:- It seems as but yesterday when, in the first year of the Rebellion, General Cameren, who was then Secretary of War, left the depar m nt, in con equence of his recommendaalone in his estimate of the magnitude of the con est upon which we were just entering, grasping the subject in its fullest proportions. The most advanced of all the statesmen who were his compeers were far benind him. He saw the advantage of liberating the staves and employing them promptly, while it took years to convince his countrymen of the necessity. It was a proud recollection to him, doubtless, to cay, when seated in the Senate Chamber alongs de of the great chieftain who led the armies, including the colored troops, to our final triumph, and who was able to make these people so available in securing our success, that he had taken bis course so early and earrestly in the right direction.

After the inauguration ceremonies I sat by General Cameron's side. As we watched the procession that escorted General Grant to the White House to enter upon the duties the performance of which will doubtless lead to the final pacification of our country, and listened with the deepest interest to his utterances in relation to his early edorts to give such a direction to the war as would certainly lead to the abolition and overthrow of slavers, is it any wonder that he was gratified with such a scene as this? You would have been interested, as I was, it you could have heard him exclaim, "This is a most in resting sight to me. Only seven years, since I recommended the emancipation and employmen of negroes as soldiers, and in consequence of which I left the Cabinet, being too far in advance of my associates. Now, to see a body of those soldiers joining in the inauguration ceremontes, and escorting the President to the White House, is a gratification beyond all power of expression; and as I stood beside the President on the platform, and heard him announce in bold, unmistakable terms that these people should all have the ballot, the change seemed almost too marvel ous for belief. It is the most gratifying scene of my li'e, and it is enough to have lived to witness

We are entering upon a new career, with every assurance that it will be a most suc-

RUNA WAYS.

Singular Escape of Deserters. The New York Tribune of this morning pub-

lishes the following:—
About two weeks ago several soldiers impresoned in Fort Hamilton at hard labor, with ball and chain, obtained case knives in some unknown way, nicked the edges so as to convert them into saws, and with these sawed off two of the belts which held the grating over one of the embrasures opening from the rrison room, and then, watching their opportunity, during the five minutes watching absence of the guard at tattoo about 9 o'clock in the evening, they burst the grating from its fa-tenings, and ten of them slipped out and took to flight, dragging thair balls and chains after them. The load that each man carried in this awkward manner weighed 24 pounds. The alarm was given within two or three minutes by the returning guard, and every officer and man in the fort wao could be spared turned out at once to catch the runa ways. Two officers and a detachment of men were immedistely sent to the ferries, and one of the pri-soners was caught on the New York side of Hamilton Ferry. Two others were captured in the swamp back of the fort, the attention of their pursuers being attracted by the polse they made in trying to knock off their chains. But the other seven got away so quickly that, although the whole country for miles around the fort was scoured during the next twenty-four hours, no trace of them has yet been discovered. It is almost certain that they bnd one or more confedera es outside, especially is the fellow who was caught at the Hamilton Ferry next morning had already succeeded in chansing his soldier's dress for citizen's clothes. The shrewdness there prisoners displayed in naking their eccape may be interred from the fact that the prison room is carefully inspected every half hour. No blame attaches to any officer of the fort in consequence of this affair.

-An official return just published at Florence states that the number of national schools in Italy in 1866 was 31,117, with 1,217,870 pupils. In 1864 there were 31,804 schools, with 1,178,743 pupils. The number of children under fourteen years of age is 7,750,000. In France and Belgium one out of rine of the population goes to school, in Prussis one out of six, in the Netherlands one ont of eight, in Spain one out of thirteen, and in Italy one out of eighteen.

RAILROAD LINES.

At 8:30 and 10 A. M., 1, 8:30, 4:30, 6, and 11:30 P. M. for Forence, Edgewater, Riversice, River on, Paimyra, and Fish House, and 2 P. for Florence and Elyerton.

myra, and Figh House, and 2 P. for Florence and Elverion.

The 1 and 11'80 P. M. Lines leave from Market Street Ferry (upper side.)

FROM EXENSINGTON DEPOY.

At 11 A. M., via Keneliston and Jersey City, New York Express Line, Fare \$3.

At 7:30 and 1 A. M. 2:30, 3:30, and 5 P. M. for Trenton and Brittol. And at 10'15 A. M. for Bristol.

At 7:30 and 1 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

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 schence and Eddington.
At 7:30 and 10:15 A. M. and 2:30, and 5 P. M. for schence and Eddington.
At 7:86 and 80:15 A. M. 2:30, 4, 5, and 6 P. M. for Cornwell's, 'Terresonie, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 5 P. M. for Holmesburg and in ermediate Stations.
FROM WEST I HILADELPHIA DEFOY,
Via Connecting Railway,
At 9:46 A. M., '20, 4, 6:30, and 12 P. M. New York Express Lives, via Jersey City; Fare, 32.
At 9:46 A. M., 120, 4, 6:30, and 12 P. M., for Tremon.
At 9:45 A. M., 12, 5:30 and 12 P. M., for Tremon.
At 9:45 A. M., 12, 5:30 and 12 P. M., for Tremon.
Schenck's, Eddington, Cornwell's, Torresdale, Hoimesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The v-45 A. M., 6:30 and 12 P. M. Lines will run

The 946 A.M., 630 and 12 P. M. Lines will rundally, All others, sundays excepted.

For Lines leaving Kensington Goods take the care on Third or Fifth street, at Cheenut, 30 minutes before departure. The care of Market Street stati way run direct to West Philadelphia Depot, Thestal way run direct to West Philadelphia Depot, Thestal way run direct cowest Philadelphia Depot, Thestal way and the Market Street cars will run to connect with the 945 A.M. 638 and 12 P.M. Lines.

Street cars will run to connect with the 945 A. M. 636 and 12 P. M. Lines.

BELVIDERE D. LAWARE RAILBOAD LINES,

BELVIDERE D. LAWARE RAILBOAD LINES,

At 739 A. M. for N agara Fails, Buffaio, Dunkirg,
Eimira, Ithaca, Owego, Rochester, Singhamton, Oswego, Eyracusa, Great Bend, Montrose, Whikesbairo,
Scranton, Strondaburg, Water Gap, Schooley's Mountain, etc.

At 739 A. M. and 839 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc. The 236 P. M. Line
connects direct with the Train leaving Easton for
Mauch Chunk, Alentown, Bethleneal, etc.

At 8 P. M. for Lambertville and Intermediate Stalions.

At 8 P. M. for Lambertville and intermediate Stations.

(ADDEN AND BURLINGTON COUNTY IAND PER BERTON AND HIGHTSTOWN RAIL
PRUM MARKET STREET FERRY, (Upper Side.)

At 7 and 10 A. M., 1'30, 3 30, and 5'30 P. M., for Merchantsville, Mourestown, Hartford, Masonville, haimsport, Hount Honty, Smithville, Ewamsville Vincentown, Birmingham, and Pemberton.

At 7 A. M., 1'30 and 3'30 P. M., for Lewistow Wrightstown, Cookshown, New Egypt, Hornerstown, Cream Ridge, Immissiown, Sharon, and Hightstown.

11 16 WILLIAM H. GATZMER, Agent.

DENESYLVANIA CENTRAL KAILROAD

FALL TIME, TAKING EFFECT NOV. Z., 1868.
In craims of the Feomylvania Central Railroad leave the Depot, at I faint Y-1 inst and Market Streets, which is reached directly by the Market Streets cars, the isst car connecting with each train teaving Front and market streets thirty minutes before its departure. The Chesnut and Walnut Streets cars run within one square of the Depot.
Steeping Car Tickets can be mad on application at the treets and at the depot.
Agents of the Union Transfer Company will can for and deliver baggage at the depot. Orders left at No. 201 Uneannt succet, or No. 116 Market street, will receive attention.

daily, except Sunday.

The Western Accommodation Train runs daily, except sunday. For this train tickets must be procured and bassage delivered by 500 P. M., at No. 116 Market street.
TRAINS ARRIVE AT DEPOT, VIZ.:-Cincin att Express 810 A.
Philadeli bia Express 530 A. M., 340 and 710 P.
Psoli Accommodation 530 A. M., 340 and 710 P.
Erle hall and Buffalo Express 1000 A.
Erle hall and Buffalo Express 710 A.

ancaster Train.

The Fenraylvania Railroad Company will not assume any risk for Baggage, except for Wearing Aparel, and limit their responsibility to One Hundred Dollars in value. All Saggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. Wilhiams, General Superintendent Altoona, Pa. 1

PHILADELPHIA, GERMANTOWN, AND

TIME TABLE.

FOR GERMANTOWN.

Leave Philaderphia at 5, 7, 8,905, 10, 11, 12 A. M.,

1, 2, 8 18, 8%, 4, 5, 5%, c 10, 7, 8,9 10, 11, 12 P. M.,

Leave Germantown at 5, 7, 7%, 8,820, 9, 10, 11, 12 A.

M., 1, 2, 3, 4, 4%, 6 6%, 7, 8, 9, 10, 11 P. M.,

The \$20 down train, and 3% and 5% 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, 5, and 3% P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.

Leave Chestout Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, 8-40, 5-40, 6-40, 8-40, and 16-40 P. M.

ON SUNDAYS. Leave Philadelphia at 9:15 A., 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 6,7%, 9, and 11°05 A. M., 1%, 8 %, 5% 6%, 8 % and 11% F. M. Leave Norristown at 5 40, 7,7 80, 9, and 11 A. M., 1%, 2,4%, 5%, and 8% P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½ and 7½ P. M.

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

FOR MANAYUNK.
Leave Philadelphia at 6, 754, 9, and 11:05 A. M.; 134, 2, 452, 554, 684, 846, and 1154 P. M.
Leave Manayunk at 6:10, 754, 8:20, 954, and 1154 A. M.
2, 854, 5, 654, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M.; 2% and 7% P. M.

Leave Manayunk at 7% A. M.; 6 and 9% P. M.

W. S. WILSON, General Superintendent.

Depot, Ninth and Green street

NORTH PENNSYLVANIA RAILROAD. ORTH PENNSILVANIA RAILMOND.

FOR BETHLEHEM, DOYLESTOWN, MAUCH
CHONE, EASTON, WILLIAMSPORT, WILKESEARRE, MAHANOY CHY. MOUNT CARMEL,
PITTSTON, TUNKHANNOCK, AND SCRANTON.

Passenger Trains loave the Depot, corner of BERKS
and AMERICAN Streets, daily (Sundays excepted),
as follows: as follows:—
as follows:—
At 745 A. M. (Express for Bethlehem, Allentown,
Bauch thuma, Hazleton, Williamsport, Wilkesbarre,
Bahanoy City, Pitaton, and Tunkhannock.

945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pitaton, and

Scranton. At 145 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Piteton, and Scranton. At 500 P. M. for Bethlehem, Easton, Allentown and Mauch Chunk. For Doylestown at 8:45 A. M., 2:45 and 6:15 P. M.
For Fort Washington at 10:45 A. M. and 11:56 P. M.
For Lansdale at 5:2) P. M.
Fifth and Sixth streets, Second and Third streets,
ad Union City Passenger Railways run to the new

Prom Bethlehem at \$10 A. M., 210, 525, and 8:30 From Bethlehem at vio A. M., 475, 625, and vio P. M.
Brom Doylestown at 835 A. M., 455 and 7 P. M.
Brom Lansdale at 730 A. M.
From Fort Washington at 10 45 A. M. and 316 P. M.
From Fort Washington at 10 45 A. M. and 316 P. M.
Philadelphia for Bethlehem at 2 50 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7 A. M.
Est blehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 345B. FIFTH street,
No. 345B. FIFTH street,

PENNSYLVANIA HOSPITAL.

PHILADELPHIA, December 22, 1864,
The attending Managers are:
Wister Morris, No. 208 S. Third street,
S. Morris Waln, No. 128 S. Delaware avenue,
Attending Physician—J. M. Da Costa, M. D. No.
Street, Street, 1005 Spruce street. Attending Surgeons-William Hunt, M. D., No. 1300 Epi uce street, Thomas George Morton, M. D., No. 1421 Chesnut The Physician and Surgeons attend at the Hospital every day (Sondays excepted) to receive applications for admission.

Persons seriously injured by accident are always admitted if brought to the Hospital immediately hereafter.

RAILROAD LINES.

READING RAILHOAD, GREAT TRUNK LINE FROM PHILADELPHIA TO THE LATERIOR OF PENNSYLVANIA, THE SOMUYLERILL SUSQUEHANNA, COMBERLAND, 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
Cattowhill a reets, Philadelphia, at the following
hours:

MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate
Stations and Allenown. Returning, leaves Reading
at 6:35 P. M.; arrives in Philadelphia at 9:25 P. M.

At 8'15. A. M. for Reading, Lebanou, Harrisburg, Pottsville Pine Grove, Pamaque, Sunbury, Williamsport, Elmira, Aochester, Nisgara Fails, Buffaio, Wilkenburg, Pittaton, York, Caribale, Chambersburg, The 7-8 A. M. train connects at READING with The 7-30 A. M. train connects at READING with Easts Pennsylvania Railroad trains for Alientown sic., and the 815 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLIFTON with Catawassa Railroad trains for Willemsbort, foca Haven, Emiria etc.; at HARRISBUEG with Northern Central Cumberland Valley, and Samykhit and Susquehanna trains for North-umberland, Whitamsport, York, Chambersburg Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 2 30 P. M. for Reading.
Pottaville, harrisburg, sec., connecting with Reading and Commbia Rairoad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.
Leaves Pettstown at 646 A. M. Scopping at intermediate stations; arrives in Palladelphia at 910 A. M. Scouping leaves Fhiladelphia at 4 P. M.; arrives in Pottstown at 615 P. M.

Potstown at 6:15 P. M.

REAPING ACCOMMODATION.

Leaves Reading at 7:50 A. M., stopping at all way stations; acrives in Philadelphia at 10:20 A. M., arrives in Restroine, leaves Poliadelphia at 10:20 A. M., arrives in Reading at 7:40 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A.

M., and Potsville at 8:45 A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 2:05 P. M., arriving at 1 P. M. Alternoon trains leave Harrisburg at 2:05 P. M. arriving at 1 P. M. Alternoon Accommodation south at 1 P. M. Alternoon Accommodation south at 1 P. M. arriving in Philadelphia at 2:35 P. M.

Market train, with a passeoger car attached leaves Philadelphia at 12:30 noon, for Potsville and a 1 way stations.

All the above trains run daily, Sundays excepted. All the above trains run daily, Sundays excepted, sunday trains leave Pottsville at 8 A. M., and Phi acelphia at 8 B. M., Leaves Philadelphia for Reading at 8 A. M. Hetarning from Reading at 425 P. M.

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

PERKIOMEN RAILROAD. Passengers for Ekippack take 7:30 A. M. and 4 P. M. trains from Philadelphia, returning from Skippack at 8:10 A. M. and 12:45 P. M. Stage lines for the various points in Ferkiomen 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 1 05 A. M., and 1 20 and 10 to P. M.,
and connecting at Harris urg with Pennsylvania
and Northern Central Railroad Express trains for
Pittsburg, Chicago, Williamsport, Emira, Baitimore, etc. more, etc. Returning Express train leaves Harrisburg on Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pistaourg at 350 and 556 A. M., and 10 50 P. M., passing Reading at 544 and 7-31 A. M., and 12-50 P. M., and arriving at New York at 11 A. M., and 12-50 P. M., and arriving at Cars accumpany these trassistings in between Jersey City and Pittsburg without change.

A Mail Train for New York leaves Harrisburg at \$10 A. M. and 2-05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD, Trains leave Pottaville at 5 45 and 11 36 A. M., and 5 4 P. M., returning from Tamaqua at 8 25 A. M., and 2 15 and 4.36 P. M. SCRUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7:55 A. M. for Pinegrove and barrisburg, and at 12:15 noon for Pinegrove and Tremont. Returning from Harrisburg at 3:50 P. M., and from Tremont at 7:40 A. M. and 5:35 P. M.

TICKETS.

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

Excursion Tickets from Philadelphia to Reading, and intermediate stations, good for one day only, are sointy Monling accommodation market Trains, Reading and Potistewn Accommodation Trains, as Reading and Foliation at Accommodation Trains, at reduces faces.

Excursion Tickets to Philadelphia, good for one day only, has soid at Reading and intermediate stations by Reading and Pottstown Accommodation Trains at reduced rates.

The ionowing tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street. Philadelphia, cr of G. A. Nicaolis, General Superintegence, Reading.

Superintendent, Read COMMUTATION TICKETS, At 25 per cent. discount, between any points de-sited, for families and firms. MILEAGA TICKETS.

Good for 2006 mars, between all points, at \$52.50 each for families and firms. SEASON TICKETS. For three, six, nine, or twelve months, for holders only, to air points at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished with cares entitling themselves and wives to lickets at had lare.

EXCURSION TICKETS From Philaceiphia to principal stations, good for Saturday, Sunday, and Monday, at reduced mres, to be had only at the Ticket Office, at Thirteenin and Callownill streets.

FREIGHT.

Goods of all descriptions lorwarded to all the above points from the Company's new freight deput, Broad and Whitew streets.

FREIGHT TRAINS

Leave Philadeipnis duily at 475 A. M., 1270 noon, 8 and 6 P. M., 10r Keading, Levanon, Harrisdurg, Pottsyllie, Port Clinton, and all points beyond,

Mails
Close at the Philadelphia rost Office for all places on the read and its branches at 5 A. M., and for the principal stations only at 2 15 P M. BAGGAGE.

BAGGACE.

Dungan's Express will codect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S Fourth street, or at the Depot, Unitteenth and a allowbill street.

LHILADELPHIA, WILMINGTON, AND HILADELPHIA, WILMINGTON, AND

BELLIMORE RELECTORY, NOVEMBER 23, 1868.—Trains
will reach be poly of the property of the propert

Sun Express at 11 do P. M. (Daily) for Baltimore Aught Express at 1 and 1

Stopping at all Stations between Philadelphia and Individual Control of the Control of sations.

Leave Wilmington 700 and 810 A. M., 130, 415, and 150, 415, and 150 P. M. The 810 A. M. Train will not stop between Chetter and Philadelphia. The 700 P. M. Train from Wilmington runs carry: all other Accommodation Trains aundays excepted.

From Bantimore to Philadelphia.—Leave Baltimore Prom Bantimore to Philadelphia.—Leave Baltimore 728 A. M., Way Mail. 935 A. M., Express. 225 P. M., Express. 725 P. M., Express. 725 P. M., Express. 725 P. M., Express. The North Philadelphia.—Leaves Baltimore at 725 P. M., atopping at Magnolia, Perry man's, Aberdeen, Have de-Grace, Perry ville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

and Chester.

Through tickets to all points West, South, and Chester.

Through tickets to all points West, South, and continuest may be produced at ticket office, No. 525 (Deanut street, under Continental Hotel, where also hate Rooms and Berths in Siceping Care can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their resist this office can have baggage checked at their resistants. at this office can have densier Company.

dence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

EST JERSEY RAILROADS.—
FALL AND WINTER ARRANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, September 18, 1868.
TRAINS LEAVE AS FOLLOWS.
For Caps May and stations below Millville, FIE
P. M.
For Millville, Vineland, and intermediate stations
SIDA. S., SISP. M.
For Eridgeton, Salem, and way stations SISA, M
and 8:30 P. M.
For Woodbury at SISA. M., SIS, 8'30, and 6'00 P. M
Freight train leaves Camden daily at 12 o'clock
BODD. Freight received at second covered whasfisig Walnut street, daily. Freight Delivered No. 225 South Delawareaved William J. Shwell.

PROPOSALS.

DEOPOSALS FOR SUBSISTENCE STORES. HEADQUARTERS DISTRICT OF THE

HEADQUARTERS DISTRICT OF THE
INDIAN TERRITORY, OFFICE
CHIEF COMMISSARY OF SUBSISTENCE,
FORT GIBSON, C. N., Jan. 21, 1869.
Sealed Proposa 8, in duplicate, will be received at the office of the undersigned, at Fort Gibson, C. N., until 12 o'clock M., MONDAY, March 15, 1869, for the delivery of Subsistence Stores, as follows:— Stores, as follows:-AT FORT GIBSON, CHEROKEE NATION,

1. T.
550,000 pounds of Fiour.
75,000 pounds of Bacon.
25,000 pounds of Salt.
5,000 gallons of Vinegar.
400 parrels of Pork.
And Corn Meal in such quantities as may be equired.

And Corn Meal in such quantities as may be required.

The Flour to be equal in quality to the best XXX brands of the St. Louis market, and put up as follows:—120,000 pounds to be put up in barrels full head lined, and 425 000 pounds to be put up in double sacks, of gunuy sacking and cotton sheeting.

The Bacon to be of first quality, and put up as tollows:—20,000 pounds in therees or easies, and 55 000 pounds in gunny sacks of about 125 pounds each.

nounds each.

The Sait to be of good quality, and put up as follows:—10,000 pounds in barrels and 15,000 pounds in double sacks of gunny sacking and

other sheeting.

The Vinegar to be of best quality, and made of whisky of full strength, and to be put up as follows;—1000 gallons in barrels of good quality, securely hooped, and 4000 gallons to be put up in casks containing not more than 28 gallons each, the casks to be of best quality, painted, and to have four iron and eight hickory hoops on each.

The Pork to be prime moss pork, to be put up ecurely in good barrels containing 200 pounds each.
The Corn Meal to be of best quality, and put up in barrels or sacks, like the flour, as may be required. The person or persons to wnom any

award is made must be prepared to execute contracts and give the required bonds at once, and be in readiness to commence the delivery of stores on the 20th day of April, 1869, and to continue the same in such quantities as may be required until the lst day of December, 1869 as which time the whole amount of the article or articles contracted for must be supplied. Samples of articles (except meats) must accompany the proposals, in boxes or bottles, and not in paper, parcels.

Each bid must be accompanied by a good and

sufficient guarantee from two or more persons whose loyalty and solvency are certified by a clerk of a court of record), setting forth that they will, in the event of its acceptance, give ample bonds and security for the faithful per-formance of the same. The name and place of residence of each bid-

der and surety must be given.

No proposal will be entertained, unless satisfactorily represented, that does not fully comply with the terms of this advertisement. Proposals may be for the whole or any part of the stores required. Any contract awarded under this advertise-

ment will be made subject to the approval of the Commissary-General of Subsistence, U. S. Army, and the right is reserved to reject any or all bids. All stores delivered will be subject to a rigid Payments upon the contracts awarded will

be made monthly in current funds, or as soon as the same shall have been received. as the same shall have been received.

Bidders are invited to be present at the opening of proposals, which will take place on the day and hour above specified. Blanks for proposals and bonds will be furnished on application to this office.

Proposals must be plainly indersed, "Proposals for Subsistence Stores," and addressed to the Chief Commissary of Subsistence, District Indian Territory, Fort Gibson, C. N.

By order of [26.5]

By order of
Brevet Major-Gen. B. H. GRIERSON.
A. F. ROCKWELL, Byt. Lieut., Colonel and A.
Q. M. U. S. A., C. C. S. Dist. Indian Territory. U. S. ORDNANCE AGENCY.
Corner Houston and GREENE Streets,
(Entrance on Greene; P. O. Box 811.)
NEW YORK, Feb. 18, 1869.

New York, Feb. 18, 1869.

Sealed Proposals, in duplicate, will be received at this office until SATURDAY, March 27, 1869, at 12 M., for purchasting, in quantities, the following kinds of ORDNANCE STORES, now on band at the different arsenals in the

United States: CARTRIDGES For Spencer's carbine...Cal, 50 and 52) For Ballard's do. ... " For Henry's do. ... " For Henry's do. For Remington'sdo. Metallic 44 | primed. For Warner's do. For Sharp's do. For Starr's do. Linen. U. S musket cartridges, " 69 and 71 Paper. U. S. rousket cartridges, 69 44 41 Smith's carbine cartrioges, rubber and

The Ordnance Department reserves the right The Ordnance Department reserves the right to reject all bids not deemed satisfactory. Prior to the acceptance of any bid it will have to be approved by the War Department.

Terms cash. Ten per cent. payable on the day of sale, and the remainder when the property is delivered. Twenty days will be allowed for the removal of stores.

Bidders will state explicitly the point or points where they will accept storss. Deliveries will only be made at the arsenais.

Samples can be seen at this office, or at any of the arsenais in the United States.

Proposals will be addressed to the under signed, and endorsed "Proposals for purchasing Ordnance Stores." For further information apply to the undersigned. apply to the undersigned.

Brevet Colonei U. S. A., Major of Ordnance. 31 PROPOSALS FOR CAVALRY HORSES.

CAVALRY DEPARTMENT, CABLIBLE BARRACKS, PENNSYLVANIA, OFFICE ACTING ASSISTANT QUARTERMASTER

Bealed Proposals will be received at this office until 12 M., the 15th day of Marco, 1869, for furnishing this Department with FORTY (40) CAVALRY HORSES, to be delivered at Carlisle Barracks, Pennsylvania, on or before the 15th

of April, 1869.

The horses must be sound in all particulars, well broken, in full flesh and good condition, from fifteen (15) to sixteen (16) hands high, from five (5) to nine (9) years old, and well adapted in every way to cavalry purposes.

The foregoing specifications will be rigidly Each bid must be guaranteed by two respon-

Each bid must be guaranteed by two responsible persons, whose signatures must be appended to the bid and certified to by the United Eates District Judge, Attorney, or other public officer, as being good and sufficient security for the amount involved.

The right is reserved to reject any bid deemed too high, and no bid from a defaulting contractor will be received.

By order of the Quartermaster-General.

BAY T. GORDON,

Second Lieutenant Sth U. S. Cavalry,

3 3 10t

Acting A. Q. M.

RAILROAD LINES.

PHILADELPHIA AND ERIE RAILEOAD.—
WINTER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BAITIMORE, HARRISBURG, WILLIAMSPORT,
AND THE GREAT OIL REGION OF PENNSYLVANIA.
Elegant Sleeping Cars on all Night Trains,
Elegant Sleeping Cars on all Night Trains,
Filegant Sleeping Ca

ELMIRA MAIL leaves Philacolphia 500 A.

ELMIRA MAIL leaves Philacolphia 630 P.

arrives at Lockhaven 745 P.

AUCTION SALES

M. THOMAS & SUNS, NOS. 139 AND 164 NOTICE.—The Sale of Horses, Carriages, Hearse etc. at Seventee th and Vine streets bringing to the estate of C. Weiden, is postponed notif further BUNTING, DURBUROW & CO., AUCTION OF Bank street, Succession to John S. Myers & C.

LARGE SALE OF CARPETINGS OU. CLOTHS
OANTON MATTINGS, EFC.
On Friday Morning
March 12, at 11 o'drock in four months' credit, a some 20t pi cea of ingrain. Venetian, list, bemp. cottage, at drag carpetings, floor oli-cloths, mattings, etc. LARGE SALE OF FRENCH AND OTRER EUROPEAN 1 RY GOODS, On Monday Morning, [3966 March 15, at 10 o'clock, on four mouths' credit.

SPECIAL SALE OF PARIS RIBBONS.

On Man ay Moratag.

March 15, by order of Messas. Sorchan. Allen & Diggelman, the importation of Messas. Sold at Frees. SALL OF 2000 C *SET BOOVE, SHOKS, TRAVEL-INU BAGS ETC.
On Tues-ay Morning. [3 10 st
March 18, at 16 o'clock, ou four months' credit, THOMAS BIRCH & SON, AUCTIONERS
AND COMMISSION & ERCHANTS, No. 1118
CHESNUT Birect: rear entrance No. 1107 Sancipa.

IMPORTANT PEREMITORY SALE

IMFORTANT PEREMETORY SALE

BIGH CLASS OF PAINTINGS,
the Fivale Collection of
B. H. GRATZ, E.Q.

Mr. GRATZ, being about to visit Furope, has instructed us to seil at public sale his entire coile nion of high-class raintings, by distinguished European and An extension and the pince

On Thorsedy and Friday Evenings,
March Hit see pince

On Thorsedy and Friday Evenings,
March Hit seed 12th at 755 o'chock at

No 1231 Chesaut street.

The Collection countries fine apelmens of the following Artists viriberts Romer Meyerheim,
Paul Weber,
Von Sabin.
Laurent De Buel-Herring,
1 e Portevin, August Enja, Koerkoek,
Caron, Micharl, George Indee,
Heinange, Micharl, George Indee,
Joshua Shaw, Ziumerman, Diddiart,
Joshua Shaw, Ziumerman, Diddiart,
Joshua Shaw, Ziumerman, Diddiart,
Also WATUR COLOR, by Cattermode, Pearson,
Cooper Hoguet, Moras, Hardy, Somers, and others,
Catalegues are now ready and the rainting: open
for exhibition.

HANDS ON E WALNUT HOUSEHOLD FURNI-TURE, LARGE AND SMALL MANTEL AND PLIR GLASSES, 2 ROSEWOOD PIANOS BRUS-SELS AND INGRAIN CARPELS, SILVER TEA SERVICE AND SPOONS, SECOND-HAND FUR-NITURE, ETC. OR FEMALE MANTER.

NITURE, ETC

At 9 o'c'ock, at the auction store, No. 1110 Chesnus
street, will be sold, a large assortment of superfor
new and second-hand household furniture, by calaingos.

SILVER TEA SERVICE.—Al*o, at 12 o'clock, will be sold, a silver tea set; tea kette, table, dessert and tea 8* cons and forks, gravy indies, e. c.

LOCKING-GLASS AND PICTURE FRAMES.—At 10 o'clock will be sold, a stock of finished and unfinished loosing-glasses and picture frames, made to order and not called for, to which the trade is BAGATELLE BOARD-To be sold at 10 o'clock.

B SCOTTS ART GALCERY, No. 1020 CHES CARD - Persons wishing to contribute to a Sale of Paintings, to take piece at Scott's Ars Gallery, No. 1620 Christia street during the next week, must have them on the premises on or before SATUR-DAY, 13th instant.

OARD—The undersigned will give particular attention to Sales at Dwellings of parties removing Having vo place for sto age of investure it will be to my interest to make clean sales, other consignments of Merchandise respectfully solicited. MARTIN BROTHERS, AUCTIONEERS

No. 520 UFLASNUT St., rear entraces from Minor No. 520 CHESNUT ELLAND E PUBLICATIONS
SALE OF THE VALUABLE PUBLICATIONS
OF THE LATE REV. ISAAC LEESER DEC D.
Jewish Bibles, Daily and Holiday Prayer Books, Discourses and other Works.
On Monday Evening.
March 15 at 7% o'clock at the auction store,
Particulais bereaiter.

March 15 at 7% o'clock at the auction store.

Particulars hereafter.

Bale at No. 1837 N. Thirleenth Street.

ELEGANT OILED WALNUT PAR OR, LIBRARY.

CHAMBER, AND DINING-ROUM FURNITURE.

A1 FGANT ETAGERE, HANDSOME ENGLISH.

BRU-SELD, LIGRAIN, AND OTHER CARPATS.

ETC. On Thursday Morning.

March 18 at 10 o'clock, at No. 1837 North Thirleen in street, by cavalogue, the emile formings, including elegant ciled warmt graving-room ant, cavered with the green plush, handsome etagerand tentre table to makeh, suit walnut and rep hovary furniture, 2 ee and wannt chamber suits, sur, for furniture, 2 e.e. ant wannt chamber suits, sup rior watus buffet suchsaid, marble 100 and mirror, extersion table handsome English Brussels parlor and stair corpets, fine ingrain and other carpets, unadsome walnut hat stand, fine vases.

The furniture was made to order and is equal to new May be examined on morning of sale. [3 1071

BY LIPPINCOTT, SON & CO., AUG-

CLASSOT Street. AUCTIONEERS, NO. 610 Will sell THIS DAY, Morning and Evening, A large invoice of Blankets, Bed Spreads, Dry Goots, Cioths, Cassimeres, Hoslery, Stationery, Table and Pocket Cutlery, Notions, etc. City and country merchants will find bargains. Terms cash.

Terms cash. Goods packed free of charge C. D. MCCLEES & CO., AUCTIONEERS, No

BALE OF 1000 CASES BOOTS, SHOES, BRO-GANS, E O OB Wonday Morning, March 15, at 10 o'clock. Also, a large assortment of N. B.—Sales Mondays and Thursdays. 3 11 84

KEENAN, SON & CO., AUCTIONEERS,

LEGAL NOTICES.

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA.

IN BANKBUPTCY.

The undersigned herecy gives notice of his appointment as assignee of JURN B. STEVENSON. IR. of Philadelphia, in the councy of Philadelphia and State of Pennsylvania, within said district, who has been adjudged a bankrupt, upon creations pethico, by the District Court of said District,

AUSTIN C. MAURY,

No. 33 S. THIRD Street,

Philadelphia,

To the Creditors of said Bankrupt, Philadelphia,

IN THE DISTRICT COURT OF THE UNITED

IN THE DISTRICT COURT OF THE UNITED

STATES FOR THE EASTERN DISTRICT OF
PENNSYLVANIA.

IN BANKRUPTCY.

The undersigned bareby gives notice of his appointment as Assignes of William L. BOGG, of
Philadelphia. In the County of Philadelphia and
Etale of Pennsylvania, within said District, who had
been adjudged a bankrupt upon his own pedition by
the District, Court of Stat District,

JOHN ROBERTS, Assignee,

No. 128 South SIXTH Street, Philadelphia.
Philadelphia. Feb. 23, 1869.

34 thm2w

RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA

On and atter MONDAY, October 5, 1885, Trains will
teave as follows:

Leave Philapelphia from the Depot, THIRTYPIRST and CHRSNUT Streets, 745 A. M., 11 A. M.,
230 P. M., 445 P. M., 450 P. M., 15 and 1130 P. M.

Leave West Chester for Philadelphia, from Deport
on East Market street at 525 A. M., 745 A.-M., 840 A.

M., 104 A. M., 155 P. M., 450 P. M., and 675 P. M.

Trains leave West Chester at 500 A. M., and leave
tag Philadelphia at 450 P. M., will stop at B. C. Junctice and Media only. Passeggers to or from station
between West Chester and E. C. Jancilon, going
East, will take train itaving West Chester at 746
A. M., and going West will take the train leaving
Philadelphia at 450 P. M., and transfer at B. C.
Junction.

The treeot in Philadelphia is resched directly by function.

The depot in Philadelphia is reached directly by the Cheanat and Walnut Street cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its

CN SUNDAYS,
Leave Philadelphia at 8 30 A. M. and 2 00 P. M.
Leave West Chester at 7 55 A. M. and 4 00 P. M.
Trains leaving Philadelphia at 7 45 A. M. and 4 70
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 Interruediate points.

4 103

HENRY WOOD. General Supt.

COTTON SAIL DUCK AND CANVAS, OF all numbers and brands, Tent, Awning, and Wagon-Cover Duck.

Also, l'Paper Manufacturers' Drier Feits, from thirty inches to seventy-six inches wide, Paulits, Belling, Sail Twine, etc. JOHN W. EVERMAN.

DR. F. GIRARD, VETERINABY SUR-GEON, treats all diseases of horses and cas-tie, and all surgical operations, with efficient accom-modations for horses at his Infirmary, No. 998 MARSHALL Street, shows Poplar.