

OBITUARY.

Hon. Edward Bates. A telegram from St. Louis mentions the death of Edward Bates, ex-member of Congress and ex-Attorney-General of the United States, at his residence in that city, on Thursday afternoon, in the seventy-sixth year of his age.

Mr. Bates was a native of Belmont, Connecticut, and was born on the 23d of September, 1793. His father was a lawyer, and he followed the same profession until 1831, when he was elected a member of the State Constitutional Convention, in the proceedings of which he took an active and prominent part.

During the same year he was appointed Attorney-General of the State of Missouri, holding the position until 1834, when he resigned for the purpose of taking his seat in the lower house of the State Legislature, to which he had been elected.

During this period Mr. Bates had held only local or State offices, but he had become widely known as one of the ablest lawyers in the country, to which he had early linked his fortunes. In 1821 he was placed in a higher sphere of being appointed Attorney-General of the State of Missouri.

Excessive labor, incident to a large practice, debilitated his health to such an extent that in 1835 his physicians ordered him to migrate to the country, where he could obtain abundant exercise, his constitution having been impaired by the incessant exertions of the law.

In 1837 he was elected a member of the United States Senate, in which office he held a seat until 1841, when he resigned. He was re-elected to the same office in 1845, and held it until 1851.

On the 12th of July, 1851, he was elected a member of the Supreme Court, and held that office until 1856, when he resigned. He was re-elected to the same office in 1857, and held it until 1861.

He was a man of high moral character, and his private character was as noble as his public career. He was a patriot in every sense of the word, and his love of his country was a well-known fact.

His death was a great loss to the country, and his memory will be long and justly cherished. He was a man of high moral character, and his private character was as noble as his public career.

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ENGLAND.

The "Thunderer" Comments on North American Contention.

From the London, Times, March 12. There are those, of course, who have always regarded a North American Confederation with suspicion and distrust. Stated without any object, it is a territory which must, according to their view, be absorbed sooner or later by the United States, it is hereby retained a little longer in allegiance to Queen Victoria, at a sacrifice of its own interests.

With an objection of this kind we cannot pretend to feel the least sympathy, resting, as it does, on misconceptions of fact as well as on fallacies of reasoning. If one thing be clearer than another, it is that the people of the United Provinces do not more, but less, depend upon the mother country, it is no secret that, from the imperial point of view, the project was favorably entertained in connection with the policy which throws upon common the main responsibility for their own defense.

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RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERSTATE PENNSYLVANIA, THE SOUTH CAROLINA, THE GULF AND ALABAMA, AND WYOMING VALLEYS.

WINTER ARRANGEMENT OF PASSENGER TRAINS, December 30, 1868, to February 28, 1869. Leaving the Company's Depot at Thirteenth and Chestnut Streets, Philadelphia, at the following hours: MORNING ACCOMMODATION.

At 7:30 A. M., for Reading and Allentown. Leaving Reading at 7:30 P. M., arriving in Philadelphia at 9:30 P. M. MORNING EXPRESS.

At 7:30 A. M., for Reading, Harrisburg, Potomac, Pine Forge, Manassas, Sunbury, Williamsport, Newmarket, Niagara Falls, Buffalo, Wilkes-Barre, Pottsville, York, Carlisle, Chambersburg, Hagerstown, etc.

At 11 A. M., via Kingston and Jersey City, New York. Arrives in Philadelphia at 2:30 P. M. and 4:30 P. M. and 6:30 P. M. and 8:30 P. M.

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RAILROAD LINES.

1868—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND POTOMAC RAILROADS AND THE SOUTH CAROLINA, THE GULF AND ALABAMA, AND WYOMING VALLEYS.

At 6:30 A. M., via Camden and Amboy, Newark, Jersey City, Elizabeth, Perth Amboy, and New York. Arrives in Philadelphia at 10:30 A. M. and 12:30 P. M. and 2:30 P. M. and 4:30 P. M.

At 7:30 A. M., for Camden and Amboy, Newark, Jersey City, Elizabeth, Perth Amboy, and New York. Arrives in Philadelphia at 11:30 A. M. and 1:30 P. M. and 3:30 P. M. and 5:30 P. M.

At 11 A. M., via Camden and Amboy, Newark, Jersey City, Elizabeth, Perth Amboy, and New York. Arrives in Philadelphia at 3:30 P. M. and 5:30 P. M. and 7:30 P. M. and 9:30 P. M.

At 7:30 A. M., and 9:30 P. M., for Camden and Amboy, Newark, Jersey City, Elizabeth, Perth Amboy, and New York. Arrives in Philadelphia at 11:30 A. M. and 1:30 P. M. and 3:30 P. M. and 5:30 P. M.

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AUCTION SALES.

By B. S. COTTELL. SCOTT'S PATENT GAS ENGINE, No. 1030 CHESTNUT STREET, PHILADELPHIA.

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M. THOMAS & SONS, Nos. 139 and 141 S. 4th Street, Philadelphia.

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