BEST

COPY AVAILABLE

THE NOVEMBER MAGAZINES.

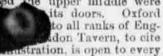
"THE GALAXY."

From an excellent article by Justin McCarthy on the English universities we quote as follows:---

The English University system, as the last few generations have known it, is, or was, something peculiar to England. No other country I know of ever had anything like it; I may safely yenture to say that no country will ever again have anything like it. It bears no resemblance, except in the mere fact of its being an educational system, to the University scheme as it exists in France, in Germany, or in America; nay, it is utterly unlike the University system of Scotland. It affected, to an almost inconceivable degree, the social and even the political life of England. It moulded the thoughts, the habits, the manners, the very external appearance of whole masses of Englishmen.

Perhaps it is not too much to say that between the University man and the man who had never been to one of the universities, there has existed a difference which never could be effaced in a lifetime, and which any observer of ordinary penetration could detect almost at a glance. The results of the University system penetrated and permeated English literature. The University man was a distinct figure, belonged to a distinct genus which could not be mistaken. One University man might be very unlike another, to be sure: but still both were distinctly University men, by virtue of the common possession of attributes distinguishing both from other classes of men, just as a black horse and a white horse, however unlike each other, are both unmistakably horses, and can never be confounded with dogs. The difference between a French military officer and a pekin; between a student of Heidelberg and a Philister; between a sailor and a marine; between a Turk and a Greek, an English Episcopal clergyman and an Irish Catholic priest, is not more marked, obvious, and abiding than that which distinguishes the English University men from all other Englishmen.

The tendency of the system was emphatiscally and even extravagantly aristocratic. Its peculiarity was that it gave its training, and its advantages and disadvantages, to a privileged plass. Until within a few years, all it the one established by law were sectexcluded from its benefits. Unlater period, all classes below d the upper middle were



provided he happens to have money ough to pay a pretty heavy score. All inglishmen of what is called social position, and who followed the teachings of the State Church, were University men. All who desired to be thought persons of social position, or whose parents had such an ambition for them, got their education at one or other of the great universities. When the system had reached its height, say any time before the last twenty and within the last fifty years, it might be said, with almost literal truth, that no Dissenter, no Roman Catholic, and no man of the poorer classes, had anything to do with either of the two great universities which were supposed to be national. As a matter of course, such institutions were aristocratic and conservative in every sense. So far from guiding the intellect of the nation, they generally lagged far behind it, and were often found in direct opposition to it. They stood like barriers and dams to keep back the influx of new ideas. The students at the great schools of Paris, or any of the German universities, are almost invariably sympathetic, even to extravagance, with the principles of popular liberty. An Oxford undergraduate is almost certain to be a bigoted and unreasoning devotee of political des-potism. It would hardly be too much to say that the study of modern history was long ignored by the universities; indeed, the philosophical study of any history at either university has, until quite lately, found no encouragement. Only the other day, so to speak, was political economy recognized as a science worthy to occupy the attention of the two learned academies. Even the classical scholarship, the one special pride and boast of the system, was hardly ever robust and profound. The most devoted son of the Alma Mater would hardly say that himself and his fellows had done anything to promote the study and the knowledge of Greek and Roman history and literature fit to compare for a moment with what German erudition and labor had done and were doing. The English universities represent society. not the people. Indeed, they are social rather than educational institutions. There is certainly nothing in the way of actual instruction to be got in either of the two great universities which could not he had just as well outside their walls. A youth can learn more and better in a Scotch or German university than he could by private instruction; but I do not suppose that anybody will assert that this holds good of Oxford and Cambridge. Considering how deeply and widely the whole tone of English society is affected by these institutions, it is surprising how little the intellectual greatness of England at the present moment owes to them. Neither Oxford nor Cambridge had anything to do with the training of Stuart Mill, of George Grote, of Robert Browning. of Charles Dickens, of John Bright, of Disraeli, of Thomas Carlyle. Very few, indeed, of the great scientific men of the present generation were alumni of Oxford or Cambridge. The Saturday Recieve not long since commented on the fact that even in theology -the most richly endowed of all the special faculties at both universities, and which. indeed, would seem to be the one great raison d'etre of the Oxford system, at least-there is very little to show as the result of University training. Law and medicine have long since forsaken both universities, and never, in all human probability, can be lured back there again. Law is studied in the London Inns of Court-the Temple, Gray's Inn, Lincoln's Inn. Medicine in the great London hospitals -Bartholomew's, Guy's, St. Thomas', and in the medical department or offshoot of the modern University of London, an institution bearing, as I shall presently show, no resemblance whatever to the ancient universities. Oxford and Cambridge do not, then, offer a technical or professional training of any kind. They do not offer a general education of a higher class than a man could obtain at other places. It is unquestionable that many of the leading ministers of dissenting creeds-take such a man as James Martineau or Dr. Beard. for instance-have acquired and, in their turn, imparted at the colleges of their sects, a culture unsurpassed by even the highest class of the sons of Oxford and Cambridge. The fact is unmistakable the universities, having grown that up under conditions wholly different from those of the present day, and having long ceased to fulfil the ends for which they were specially intended, have been maintained of late as merely social institutions, the property and the ornament of privileged classes.

attempt which is now being made to popularze and democratize (if I may use such a word) these great institutions, will either fail altogether, or will end in a complete organic revolution. The reverence, the pride, even in part the affection with which certain classes of Englishmen look to these universities, will cease to exist when once they become open and popular schools, free to all comers, and conferring grace and dignity on no particular sect and no favored society.

A writer, who has apparently been frightened by the now defauet Imperialist, contends that it was the organ of a powerful organization that is determined to ultimately establish itself and overthrow the Republic. He gives what professes to be the charter of this organization, which we quote as a curiosity, with the assurance that there is no occasion for our readers to be frightened at it :--

COPY OF CHARTER.

Si vis pacen, para bellion, In morte vita est. are hereby constituted a Civil Colony of the EMPINE or THE WEST, with full power to add to their number such good and true men as will, in due form and manner. devote themselves to the cause of Good Government in America. (Signed)

Duted COPY OF WARRANT.

HEADQUARTERS T. C. I. O., ____, 18-, _____, 18-, showing these presents to them only as his warran therefor.

COPY OF INSTRUCTIONS.

HEADQUARTERS T. C. I. O.

Commissioner C. C., T. C. I. O., No. your guidance, and you will govern your action ac-cordingly: Since mere numbers do not insure strength, you will have a care for the konorable character and personal integrity of those whom you honor by admission to your colony; but of upright and earnest men, of pure blood, the more the better. Exercise caution in the exhibition of your commis-sion: in most cases it should not be shown until after the administration of the obligation already for-

warded. Beware of newspaper controversy or unnecessary publicity, and let the scorecy of all meetings be carefully guarded.

carefully guarded, No one colony may include over one hundred members, and each well-defined locality should have its own colony. When cilizens of any other district sufficiently remote from your own are admitted, ascertain and report upon their capacity to organize

new colonics. Do not entangle the affairs of the T. C. I. O. with Do not entangle the affairs of the T. C. I. O. with those of existing political parties, nor with merely local issues. Our aim (and yours) is the erection of an empire, and should in no case be degraded. The civil colony is to be regarded as the prepara-tory school to the higher orders of the empire. Men

who here acquit themselves worthily are to attain not only greater knowledge, but with it greater power.

Vital elements of our success are secrecy, energy and patience. We may have several years of hard work before us, and we must show not only courage and ability, but endurance, for the end is

courage and ability, but endurance, for the end is worthy. Secrecy-because thereby we shall not only be able to meet the several cancus organizations on their own ground, and built their profoundest machinations, but we shall one day present the empire to the world full grown and thoroughly organized. Energy-because we know not how speedily the

swift current of events may bring us to the realization of our hopes. Endurance-because the blind prejudices of th

ignorant and unthinking will forbid them to recog-nize us as benefactors, and render a certain amount of persecution inevitable. We trust much to your own good judgment, aided

by the counsels of your associates; and only mat ters of importance should be referred to these headquarters.

the upper centre is a huge imperial crown, surmounted by a Greek cross, resting on sword and sceptre crossed. In the left corner is a figure, star-erowned, holding the

RAILROAD LINES.

READING RAILROAD.-GREAT TRUNK LINE from Philadelphia to the interior of Pennayl-vania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadas.

Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. The 739 A. M. train connects at READING with East Pennsylvania Rallroad trains for Allentown, etc., and the 846 A. M. train connects with the Lobanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Rallroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuyikill and Susquehanan trains for Nor-thumberland, Williamsport, York, Chambersburg, Pinogrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 329 P. M. for Reading.

AFTERNOON EXPRESS. Leaves Philadelphia at 3'30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read-ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6'25 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 8'40 AM M. Returning, leaves Philadelphia at 4'30 P. M.; arrives in Pottstown at 6'40 P. M. READING AND POTTSVILLE ACCOMMODATION. Leaves Pottsville at 5'40 A. M. and Reading at 7'30

Leaves Pottsville at 540 A. M. and Reading at 750 A. M., stopping at all way stations; arrives in Phila-delphia at 1645 A. M. Returning, leaves Philadelphia at 545 P. M.; ar-rives in Reading at 3 P. M., and at Pottsville at 940 P. M.

Trains for Philadelphia leave Harrisburg at 8-10 A.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 2:45 P. M., arriving at Phila-delphia at 6:45 P. M. Harrisburg Accommodation leaves Reading at 7:16 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 P. M. Market train, with a passenger car attaches teaves

Market train, with a passenger car attached, icaves Philadelphia at 12:45, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadel-phia and all way stations. All the above trains run dally, Sundays excepted.

Sunday trains leave Pottsville at S A. M., and Philadelphia at 345 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4 25

CHESTER VALLEY RAILROAD.

P. M.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. frains from Philadelphia. Returning from Downingtown at 640 A. M., 1 and 545 P. M. PERKIOMEN RAILROAD,

PERKIOMEN RAILMOAD, Passengers for Schwenksville take 7:20 A. M. 12:45, and 4:30 P. M. trains from Philadelphia, returning from Schwenksville at 5:55 and 8:12 A. M. and 1 P. M. Stage lines for the various points in Perkiomen Valley coanect with trains at Collegeville and Schwenksville, COLEBROOKDALE KAILROAD,

Passengers for Boyertown and Intermediate points take the 750 A. M. and 450 P. M. trains from Philadel-phin, returning from Edgertown at 725 and 11:50

NEW YORK EXPRESS FOR PITTSBURG AND

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 5 and 8 P. M., possing Reading at 12'25 A. M. and 146 and 10'02 P. M., and connecting at Harrisourg with Pennsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc. ore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Fitisburg at 210 and 520 Å. M. and 445 P. M., passing Read-ing at 410 and 705 Å. M. and 616 P. M., and arriving at New York at 1600 and 1146 Å. M., and 1020 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without obscure

change. A Mail train for New York leaves Harrisburg at S-10 A. M. and 2-00 P. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.

SCHUYLKHL VALLEY RAILROAD. Trains leave Pottsville at 630 and 1130 A. M., and 650 P. M., returning from Tamaqua at 835 A. M., and 245 and 450 P. M. SCHUYLKHL AND SUSQUEHANNA RAILROAD. SCHUYLKHLLAND SUSQUEHANNA RAILROAD. Trains leave Auburn at 555 A. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 7:25 and 11:50 A. M., and from Tremont at 6:45 A. M. and 5:05 P. M. TICKETS. Through first class tackets and emigrant tickets to all the principal points in the North and West and Canadas.

[The charter is handsomely lithographed. In

RAILROAD LINES.

1869. -FOR NEW YORK. -THE CAMDEN and Amboy and Philadelphia and Treu-ton Ratiroad Companies' lines from Philadelphia to New York and Way Places. FROM WALNUT STREET WHARP. Way Mail Train at 8:30 A. M. (Sunday excepted),

WEDNESDAY, OCTOBER 20, 1869.

13.477

stations.

P. M.

9-25 P. M.

P. M.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and

Wilmington. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate

Leave Wilmington 6'80 and 5'10 A. M., 1'20, 4'15,

Fininderstand and Baltimore Central Railroad. Leave Philadelphia for Port Deposit (Sundays ex-cepted) at 7 00 Å. M. and 4:35 P. M. The 7:50 Å. M. train will stop at all stations be-tween Philadelphia and Lamokin. A Freight Train, with Passenger Car attached, will leave Philadelphia and Lamokin.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 825 Chesnut street, under Continental Hotel, where also

PHILADELPHIA, GERMANTOWN, AND NOR-

Leave Philadeiphia at 6, 7, 8, 9 05, 10, 11, 12 A. M., 1, 2, 3%, 3%, 4, 4 35, 5 05, 5%, 6, 6)., 7, 8, 9, 10, 11, 12 P. M.

ON SUNDA 18. Leave Philadelphia at 915 A. M., 2, 195, 7, and 10%

Leave Germantown at 845 A. M., 1, 3, 6, and 9%

Leave Philadelphia at 6, 8, 10, 12 Å, M., 2, 3%, 5%, 9, and 11 P. M. Leave Chesnut Hill at 740, 8, 240, 1140 Å, M., 140,

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

FOR CONSHOHOCKEN AND NORRISTOWN.

FOR CONSIDERCE A AND NORTHSTOWN, Leave Philade phila at 6, 756, 5, and 11:05 A. M., 136, 3, 4%, 5, 5%, 6%, 8:05, 10:05, and 11:36 P. M.
 Leave Norristown at 5:40, 6%, 7, 754, 9, and 11 A.
 M., 136, 8, 436, 6%, 8, and 9% P. M.
 The 7% A. M. train from Norristowa will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

lane. The 5 P. M. train from Philadelphia will stop only The 5 P. M. train from Philadelphia will stop only

at School lane, Manayunk, and Constitutioneken. ON SUNDATS. Leave Philadelphia at 9 A. M., 232, 4, and 734

Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

CHESNUT HILL RAUROAD.

3.40, 5.40, 6.40, S.40, and 10.40 P. M.

Transford

RISTOWN RAILROAD. TIME TABLE. FOR GERMANTOWN.

FROM WALNUT STREET WHARF. At 6:30 A. M., via Camden and Amboy Accom... \$2:25 At 8 A. M., via Cam. and Jersey City Ex. Mail. 3:00 At 2 P. M., via Camden and Amboy Express. 3:00 At 6 P. M., for Amboy and intermediate stations. At 6:30 and 8 A. M. and 2 P. M., for Freehold. At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R. At 8 and 10 A. M., 13 M., 9, 3:30, and 4:30 P. M., for for Baltknore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington For Crisifeld and intermediate stational at Wilmington for Crisifeld and intermediate stations, Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perfyville, and Havre-de-Grace. Connects at Wil-mington with train for New Castle

Perryville, and Havre-de-Grace. Connects at Wil-mington with train for New Castle. Express Train at 400 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdsen, Perryman's, Edgewood, Magnolia, Chase's, and Stommer's Run. Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

At 6:30, S, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11 20 P. M. for Bordentown, Florence, Burington, Beverly, and Delanco. At 6:30 and 10 A. M., 12 M., 3:30, 4 80, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Bivarton, D. 11:30

P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 9 P. M. for Riverton. The 11 50 P. M. line leaves Market Street Ferry,

(upper side). FROM RENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line, Fare, \$3. At 7:30 and 11 A. M., 2:80, 3:60, and 5 P. M. for Trenton and Bristel, and 10:15 A. M. and 6 P. M. for and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 12:00 M. train.

At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-

lie and Tullytown. At 5:00 and 10:15 A. M., and 2:30, 5, and 6 P. M. for

At 570 and 10 15 A. M., 3404 230, 5, and 6 F. M. for Schenck's and Eddington. At 7:50 and 10 15 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Hoimesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Hoimesburg and intermediate stations. FROM WEST PHILADELPHIA DEFOR. Via Connecting Hallware

Leave Wilmington 6:30 and 5:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphin. The 7 P. M. Train from Wilmington runs doily; all other Accom-modation Trains Sundays excepted. From Baltimore to Philadelphin-Leave Baltimore 7:25 A. M., Way Mall, 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express; SUNDAY TRAIN FROM FAUTIMORE, Leaves Baltimore at 7:25 P. M. stopping at Mag-nolia, Perryman's, Aberdeen, Hawoode-Grace, Per-ryville, Charlestown, North-East Elvion, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. Via Connecting Railway. At 9:50 A. M., 1:20, 4, 645, 8, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:25. At 11:50 P. M., Emigrant Line Fare, \$3: At 9:50 A. M., 1:20, 4, 645, 8, and 12 P. M., for Fermion

renton, At 9 50 A. M., 4, 6:45, and 12 P. M., for Bristol. At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and and Chester.

Frankford. The 9'30 A. M., S and 12 P. M. Lines will run daily. PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS. Stopping at all stations on Chester Creek and Philadelphia and Baltimere Central Kaliroad.

All others, Sundays excepted. For Lines leaving Kensington Depot, take the cars on Third or Fifth street, at Chesnut, 30 minutes before departure. The cars of Market Street Rail-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 9:30 . M., 8 and 12 P. M. lines. BELVIDERE DELAWARE RAILROAD LINES.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 130 P. M., running to Oxford. Leave Port Deposit for Philadelphia (Sundays ex-cepted) at 540 A. M., 925 A. M., and 230 P. M. Trains leaving Wilmington at 650 A. M. and 415 P. M. will connect at Lamokin Junction with 700 A. M. and 430 P. M. Trains for Baltimore Central R. R. FROM KENSINGTON DEPOT. At 720 A. M. for Ningara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre,

chooley's Mountain, etc. At 7:50 A. M. and 3:50 P. M. for Scranton, Stroudsurg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Rentown, Bethlehem, etc. At 11 A. M. and 5 P. M., for Lambertville and in-

State Rooms and Berths in Sleeping Cars can be seenred during the day. Persons purchasing tickets at this office can have baggage checked at their resi dence by the Union Transfer Company. H. F. KENNEY, Superintendent. termediate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS.

ROADS. FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2-15, 3-50, 5, and 6-30 P. M., for Merchantville, Moorestowr, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton, At 10 A. M. for Lawietowr, Wichistowr, Casha

At 10 A. M., for Lewistown, Wrightstown, Cooks-

At 7 A. M., 101 Howstown, Wrightstown, Cooks-town, New Egypt, and Hornerstown, At 7 A. M., 1 and 3:50 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hights-town. WILLIAM H. GATZMER, Agent. P. M. Leave Germantown at 6, 7, 7%, 8, 840, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 8420 down train and 3% and 5% up trains will not stop on the Germantown

DENNSYLVANIA CENTRAL RAILROAD.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train caving Front and Market streets thirty minutes be fore its departure. The Chesnut and Walnut streets cars run within one square of the Depot. Sleeping-car tickets can be had on application at

the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot. Agents of the Union Transfer Company will call

for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. TRAINS LEAVE EPOT, VIZ. :--

 TRAINS LEAVE EPOT, VIZ.:-

 Mail Train
 \$900 A. M.

 Paoli Accommodat'n. 10'30 A. M., 1'10 and 7'10 P. M.

 Fast Line
 11'50 A. M.

 Eric Express
 11'50 A. M.

 Harrisburg Accommodation
 2'30 P. M.

 Lancaster Accommedation
 2'30 P. M.

 Parkesburg Train
 5'20 P. M.

 Cincinnati Express
 \$0 P. M.

 Erie Mail and Pittsburg Express
 \$230 P. M.

 Erie Accommodation
 10'00 P. M.

 Erie Accommodation
 11'00 P. M.

Cincinnati Express. Erie Mail and Pittsburg Express. Erie Accommodution. Philladelphia Express, 12 night.

RAILROAD LINES. AUDTION SALES.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD. TIME TABLE. Trains will leave Depot corner Broad street and Washing-ton avenue as follows :-M. THOMAS & SONS, NOS. 139 AND 146

GREAT ART BALP. THE CHOICE AND ELEGANT COLLECTION OF PAINTINGS OF CHARLES F. HASELTINE Now on exhibition at No. 1125 Chesant strents, will be sold at Concert Hall On Wednesday and Thursday Evenings, Oct. 201 and 31 at 51% columns.

Oct. 20 and 21, at 75 o'clock, Catalogues are now ready. 10 10 31

Catalogues are now reads. 10 19 20 Extensive Sale at the Austion Rooms, Ness, 139 and 140 S. Fourth area: MOOD PIANO, MIRR'RS, HANDSOME VELVEN, BUSSELS AND OTHER CARPETS, ETC. C. Thursday Morning. October 21, at 9 o'clock, at the Austion Rooms, by catalogue, a large assortment of superior Household foundure, a large assortment of superior Household foundure, so area and balance will be and the sub-part of the sub-nation of the sub-part of the sub-sub-sub-to the sub-sub-to the sub-sub-to the sub-sub-to the sub-sub-to the sub-sub-to the sub-sub-to the sub-sub-Sub-

Sale No. 531 North Seventh streat. HANDSOME FURNITURE, FLEGANT PIATO, MUROR, BRUSSELS CARPETS, FIREPROOF, ETU., ETU.

ETU., ETU., On Friday Moreing, 22d inst., at 10 o'clock, at No. 521 North Seventh alread. by catalogue, the entire Furniture, comprising -Hand-some suit walnut parlor furniture, in hair cloth; centre and boquet tables, clegant iorewood plano, made by Steck; French plate pler mirror; walsut dining room iurniture; sideboard extension table; line Brussels and other carpets; superior walnut chambe; furniture; ward-robes; bair mattresses; leather beds; bolaters and pillows; kitchen utensile, etc. Also, fireproof, made by Farrel & Herring. 10 20 21

BUNTING, DURBOROW & CO., AUCTION-BERRS, Nos. 552 and 254 MARKET Street, corner of Bank street. Successors to John B. Myers & Oo.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, Oct. 21, at 10 o'clock, on four months' credit. 19 18 56

IMPORTANT SALE OF CARPETINGS, CIL CLOT 48, KTO, ETC, On Friday Morning. Oct. 22, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venatian, list, hemp, coitage, and rag car-petings, oil cloths, rugs, etc. 1918 58

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS, On Monday Morning, Oct. 25, at 10 o'clock, ou four months' credit. 10 19 5t

SALE OF 2000 CASES BOOTS, SHOES, HATS, OAPS, ETO, ETC, On Tuesday Morning, Oct. 25, at 19 o'clock, on four months' credit. 18 20 54

C. D. MCCLEES & CO., AUCTIONEERS, No. 505 MARKET Street.

LARGE AND ATTRACTIVE SALE OF BOOTS, SHOKS, BROGANS, FTC. On Taursday Morning Oct. 21, at 10 o'clock, embracing prime and seasonable goods to which we invite the attention of the trade. 101832

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHRENUT Street, rear entrance No. 1107 Sauson street.

Sale at the Auction Store No. 1110 Chesnut street. NEW AND SECONDHAND HOUSEHOLD FURMI-TURE, PIANO-FORTES, Carpets, Organ, Mirrores, Fina Chiua, Silver Plated-ware, Paintings, Engravings, Stoves, etc. etc. On Unider Maning

Stoves, etc. etc. On Friday Morning, At 9 o'clock, at the anction store, No. 1110 Oheanat street, will be sold, by catalegue, a large assoriment of Superior Fueniture, cossissing of parlor and chamber suits of walnut furniture, dining room furniture, carpets, Fronch plate mirrors, klichen furniture, stoves, etc. FINE FRENCH CHINA.-An uvoice of rich china tea sots, tollet sets, chamber sets, mantel vases, flower stands, etc.

SILVER-PLATED WARE. - Also an assortment of fine

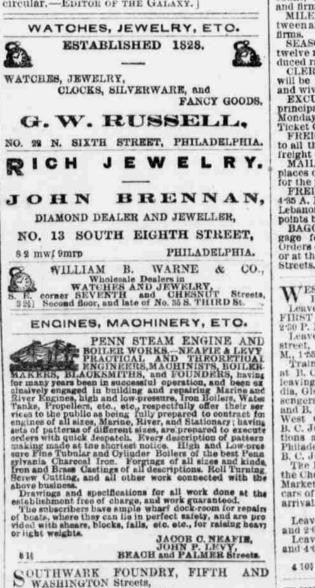
ilver plated wars and table cutlery, PAINTINGS AND ENGRAVINGS. - Also, a number of

cil paintings and framed engravings. ELEGANT WEBER PIANO FORTE ELEGANT WEBER PIANO FORTE At 20'clock, at the suction store, will be sold, a first-class Weber piano forte, nearly new. BILLIARD TABLE At same time will be sold, one manufer billior the success

BILLIARD TABLE. At same time win be shaded superior billiard table, complete. ELEGANT CHINA. At I o'clock, on Fridar, will be sold. 30 elegant decorated china tea sets. 19 Frence china tea sets, and an invoice of splendid Bohemian ana-[19 20 2t]

L IPPINCOTT, SON & CO., AUCTIONEERS No. 249 MARKET Street.

fasces, and supposed to represent "Justice and Power." In the right-hand corner is a representation of the fasces, inscribed "Peace-Order." A big seal of gilt paper, with a crown in the centre, and around it the motto Triumeiri Civesque Imperii Occidentalis. gives authorization to the document. The warrant is in simple scrip, but with a similar seal. Both are printed on bank-note paper. The instructions are in the form of an ordinary circular.-EDITOR OF THE GALAXY.



WASHINGTON Streets,

WASHINGTON Streets, PHILADELPHIA. MERRICK & SONS, ENGINEERS AND MACHINISTS, manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service. Dollers, Gasometers, Tanks, Iron Boats, etc. Castings of all kinds, either Iron or Brass. Iron Frame Roofs for Gas Works, Workshops, and Ealirong Stations, etc. Retorts and Gas Machinery of the latest and most improved construction.

improved construction. Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping En-

Sole Agents for N. Billeux's Sugar Boiling Appa-ratus, Nesmyth's Patent Steam Hammer, and Aspin-wall & Woolsey's Patent Centrifugal Sugar Drain-ing Machines ing Machines.

CIRARD TUBE WORKS. JOHN H. MURPHY & BROS.

Blannfacturers of Wrought Iron Pipe, Etc. PHILADELPHIA, PA.

WORKS. TWENTY-THIRD and FILBERT Streats. 141 OFFICE,

No. 43 North FIFTH Street.

Canadas. Excursion Tickets from Philadelphia to Reading and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation

tions by Reading and Pottstown Accommediation Trains, at reduced rates, The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent, dis-construction and points designed for further the street are prints designed. For further the second second

ount, between any peints designed, for familles and firms. MILEAGE TICKETS.-Good for 2000 miles, hetween all points, at \$52.59 each, for families and

SEASON TICKETS .- For three, six, nine, or twelve months, for holders only, to all points, at reinced rates CLERGYMEN residing on the line of the road

will be furnished with cards entitling themselves and wives to tickets at half fare.

win be reaction to be the prime of the prime

for the principal stations only at 2:15 P? M. FREIGHT TRAINS leave Philadelphia dally at 4:35 A. M., 12:45 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

oints beyond. BAGGAGE-Dungan's Express will collect baggage for all trains leaving Phiadelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

WEST CHESTER AND PHILADELPHIA

WEST CHESTER AND PHILADELPHIA RAILROAD. Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 745 A. M., 1100 A. M., 250 P. M., 415 P. M., 440 P. M., 615 and 1130 P. M. Leave West Chester from Depot, on East Market street, at 625 A. M., 850 A. M., 745 A. M., 1045 A. M., 155 P. M., 450 P. M., and 655 P. M. Train leaving West Chester at 800 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 440 P. M. will stop at Me-dia, Glen Riddle, Lenni, and B. C. Junction. Pas-sengers to or from stations between West Chester and R. C. Junction going East will take train leaving and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for sta-tions above B. C. Junction will take train leaving Philadelphia at 440 P. M., and will change cars at

B. C. Junction. The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The

cars of both lines connect with each train upon its arrival. Arrival. ON SUNDAYS. Leave Philadelphia for West Chester at 8:30 A. M.

and 2000 P. M. Leave West Chester for Philadelphia at 755 A. M.

and 4 00 P. M. WILLIAM C. WHEELER,

4 105 General Superintendent

| PHILADELPHIA AND ERIE RAILROAD. | - |
|--|-----|
| On and after MONDAY, Sept. 6, 1869, the Trau | 1.0 |
| on the Philadelphia and Erie Railroad will run a | |
| follows from Pennsylvania Railroad Depot, We | 17 |
| follows from Pennsylvania Manroad Depot, we | 21 |
| Philadelphia : WESTWARD. | |
| MAIL TRAIN leaves Philadelphia 9.20 P. 1 | Æ., |
| " Williamsport 730 A. 1 | м. |
| Williamsport | Π. |
| ERIE EXPRESS leaves Philadelphia 11 50 A. 1 | M. |
| Williamsport 9:00 P-1 | M. |
| " arrives at Eric | M. |
| ELMIRA MAIL leaves Philadelphia S'00 A. | 16 |
| " Williamsport 6'10 P. 1 | AT. |
| " arrives at Lock Haven 730 P. | Mr. |
| and a constraint a set for | |
| MAIL TRAIN leaves Erie | M. |
| Williamsport. 945 P. | 51. |
| 44 arrives at Philadelphia 610 A. | M |
| ERIE EXPRESS leaves Erie | M |
| Williamsport 4-25 A. | 31 |
| | |
| 4 arrives at Philadelphia. 120 P. | M., |
| ELMIRA MAIL leaves Lock Haven 6'50 A. | |
| " Williamsport 8.45 A. | |
| ¹⁴ arrives at Philadelphia 745 P. | м. |
| BUFFALO EXP. leaves Williamsport 12-20 A. | |
| " " Harrisburg 5-10 A. | M. |
| arrives at Philadelphia., 925 A. | M. |
| Express East connects at Corry, Mail East at Co | 113 |
| and invincton, Express West at Invincton, w | ith |
| trains of Oh Creek and Allegheny River Railroad. | |

ALL TYLER, FRED General Superintendent.

Erie Mail leaves daily, except Sunday, runnin Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at So'clock On Sunday Philadelphia Express leaves daily Express daily, except Saturday. All other trains daily, except Sunday. The Western Accommodation Train runs daily,

except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116

Cured and baggage delivered Market street. TRAINS ARRIVE AT DEPOT, VIZ. : 2:45 A. M. Cincinnati Express. Philadeiphia Express. Philadeiphia Express. 6:20 A. M. Philadeiphia Express. 6:20 A. M. Philadeiphia Express. 6:20 A. M.

 Parkesburg Train
 935 A. M.

 Parkesburg Train
 936 A. M.

 Lancaster Train
 910 A. M.

 Erie Express
 610 P. M.

 Day Express
 130 P. M.

Day Express. 190 F. M. Pacific Express. 940 P. M. Harrisburg Accommodation, apply to JOHN F. VANLEER, Jr., Ticket Agent, No. 901 CHESNUT Street, FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street, SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania Railroad Company will not as-sume any tick for Haggage, excent for Wearing Apific Express. sume any risk for Baggage, except for Wearing Ap-parei, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS. 4.29 General Superintendent, Altoona, Pa. NORTH PENNSYLVANIA RAILROAD. - FOR N Bethiehem, Doylestown, Mauch Chunk, Easton, Williamsport, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Tunkhannock, and Scranton. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays ex-cented) as follows... Mauch Chuuk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhaumock. At 946 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, cranton, and New Jersey Central and Morris and Essex Raliroads. At 145 P. M. (Express) for Bethlehem, Eastor, Mauch Chunk, Wilkesbarre, Pitiston, Scranton, and Hagietor 500 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M. For Fort Washington at 6:45 and 10:45 A. M., and 11 39 P. M. For Abington at 115, 315, 520, and 9 P. M. For Lansdale at 620 P. M. Firth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new 1.30 P 115 depot. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:25 , M. From Doylestown at 8'25 A. M., 4'55 and 7'05 P. M. Fram Lansdale at 7'30 A. M. From Fort Washington at 9'20, 10'35 A. M., and From Abington at 2:35, 4:35, 6:45, and 9:35 P. M. ON SUNDAYS. ON SUNDAYS. Philadelphia for Bethlehem at 930 A. M. Philadelphia for Doylestown at 2 P. M. For Abington at 7 P. M. Doylestown for Philadelphia at 630 A. M. Bethlehem for Philadelphia at 4 P. M. Abington for Philadelphia at 3 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. ELLIS CLARK, Agent. W EST JERSEY RAILROADS. FAIL AND WINTER ARRANGEMENT. COMMENCING TUESDAY, SEPTEMBER 21, 1869. Leave Philadelphia, foot of Market street (Upper

Ferry), at 845 A. M., Mall, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate sta-

vinciand, entropy of the second second

tion. Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadel-phia at second covered wharf below Walnut street. Freight delivery at No. 228 South DELAWARE Avenue Commutation lickets at reduced rates between

Philadelphia and all stations. WM. J. SEWELL, Superintendent. September 16, 1869.

FOR MANAY! FOR MANAY (1913). Leave Philadeiphia at 6, 75: 9, and 11:05 A. M., 1%, 3, 4%, 5, 5%, 6%, 8:05, 10:05, and 11% P. M. Leave Manayank at 6:10, 7, 79, 8:10, 9%, and 11% A. M., 2, 3%, 5, 6%, 8:30, and 10 P. M. The 5 P. M. train from Philadeiphia will stop only

The 5 P. M. Gain From Francespina will stop only at School lane and Manayunk. ON SUNDAYS.
 Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.
 Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M.
 W. S. WILSON, General Superintendent, Depot, NINTH and GUEEN Streets.

SPRUCE JOIST. 18691869HEMLOCK. 9 SEASONED CLEAR PINE. 18 SEASONED CLEAR PINE. 18 CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 18691869 FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING, VIRGINIA FLOORING, DELAWARE FLOORING, 1869 1869ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK.

LUMBER.

1869 WALNUT BOARDS AND PLANK 1869 WALNUT BOARDS AND PLANK 1869 WALNUT BOARDS. WALNUT PLANK UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAU. 18691869 WALNUT AND PINE. SEASONED POPLAR. 18691869SEASONED CHERRY WHITE OAK PLANK AND BOARDS. HICKORY CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 18691869 CAROLINA SCANTLING.

18691869CAROLINA H. T. SILLS, NORWAY SCANTLING. CEDAR SHINGLES. 18691869MAULE, BROTHER & CO. No. 2000 SOUTH Street. UNITED STATES BUILDERS' MILL, FIFTEENTH STREET, BELOW MARKET,

ESLER & BROTHER, Proprietors.

WOOD MOULDINGS,

BRACKETS, ETC. BALUSTERS AND TURNING WORK. A Large Stock always on hand. 9 11 3m

PANEL PLANK, ALL THICKNESSES. PANEL PLANK, ALL THUCKNESSES. I COMMON PLANK, ALL THUCKNESSES. 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS, Ug and 4g. SPRUCE JOIST, ALL SIZES. HEMILOCK JOIST, ALL SIZES. PLASTERING LATH A SPECIALTY. TOgether with a general associment of Building Lum-

Together with a general assortment of Building Lum-ey, forcale low for cash. T. W. SMALTZ, 525 cm. FIFTEENTH and STILES Streets.

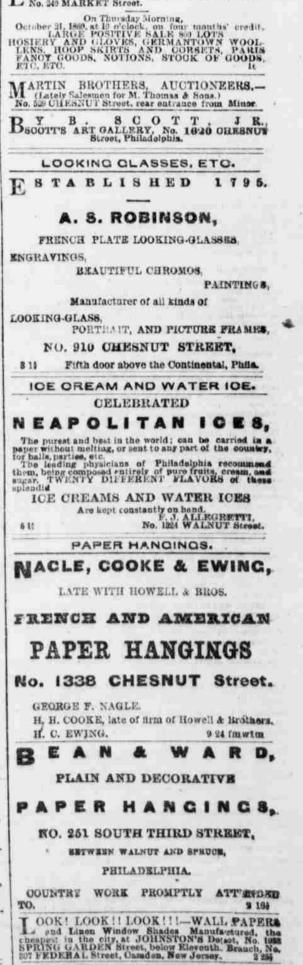
UMBER UNDER COVER. ALWAYS DRY.

Walnut, White Pine, Yellow Pine, Spruce, Hemock, Shingles, etc., always on hand at low rates. WATSON & GILLINGHAM,

No. 924 RICHMOND Street, 18th ward. 3 291

A LEXANDER G. CATTELL& CO. PRODUCE COMMISSION MERCHANTS, No. 19 NORTH WEARVES

NO. 27 NORTH WATER STREET, THILADELPHIA. S IN ALEXANDER G GATTELL ELUAR GATTELL



COTTON SAIL DUCK AND CANVAS. C of all numbers and brands. Tent. Awning, Trunk, and Wagon cover Buck. Also, Paper Manufacturers' Drier Faits, from thirty to soventraix incluss wide, Paulins, Beitang, Sail Twine, etc. 30HN W. FVERMAN, 253 RC CHUROU Street (Our Starue).