THE DAILY EVENING TELEGRAPH-PHILADELPHIA, TUESDAY, NOVEMBER 2, 1869.

LITEPATURE.

REVIEW OF NEW BOOKS.

-From Porter & Coates we have received "The Woman who Dared," by Epes Sargent. Published by Roberts Brothers. In what he probably imagines to be blank verse, Mr. Sargent relates the story of a woman who dared to pop the question, and incidentally he enters upon the discussion of the various phases of the women's rights question-the poor question that has suffered more from the discussions of its friends than all the abuse of its enemies. Mr. Sargent never was and never will be a poet. In the work before us he has made the not uncommon mistake of supposing that lines of even syllables must necessarily be verse without regard to such matters as melody and rhyme, and a very large proportion of his blank verse is simply prose, and very prosy prose at that. Here is a fair specimen of the whole work :---"Here dwelt three beings, who the neighbors said Were husband, wife and daughter, and indeed There was no sign that they were otherwise Their name was "ercival; they lived secladed, Saw no society, except some poor Old pensioners who came for food and help; Though, when fair days invited, they would take The omnibus and go and see the paintings At the Academy, or hear the music At opera or concert ; then, in summer, A visit to the seaside or the hills Would off entice them."

Which is not poetry either in style or substance, and yet we might quote the entire book without finding anything much nearer to the standard of reasonably good poetry or reasonably good blank verse. Even granting that the woman's rights question is a suitable one for poetical treatment, it might well be objected that such a performance as this of Mr. Sargent will be more likely to increase the prejudice that already exists than to do much service to the cause it professes to advocate. There is already too much platitudinarianism and too much mere vituperation among the women's advocates, and too little brains and sound argument. such a Tupperian effort as the one before us Il not make a great many converts, and as any effect it will have on public opinion, it "ht as well-not have been written.

v same house sends us "German Tales. by Berthold Auerbach, translated by Charles C. Shackford. This is the seventh volume of Roberts Brothers' neat and attractive "Handy Volume Series," and the merits of the stories ought to secure them a large circle of readers. The stories are "Ohristian Gellert's Last Christmas:" "The Stepmother:" "Benigna;" "Rudolph and Elizabeth," and "Erdmutha," These are distinguished by that subtle insight into character for which this author's works are celebrated, and brief as they are, each story is as finely finished as the more elaborate tales that have made Auerbach's reputation. The high moral and religious tone that pervades these stories induces us to recommend them as eminently fit for Sunday-school libraries. Their literary merit is far above that of the majority of the works put forth as religious reading for young people, and this is a very great merit in the connection we suggest. The translator has prefixed a brief sketch of Auerbach and his writings that will be read with interest.

France, From the London Saturday Revie

The postponement of the meeting of the Corps Legislatif, though it can hardly fail to be injurious both to the Emperor and to his existing Cabinet, may be extremely useful to the cause of good government in France. At present the Third Party seems to be simply scared at the unexpected success which has attended its efforts. For a short time the 116 and their interpellation were in the mouths of all men. France had awoke from the slumber of seventeen years, and had found herself by a happy accident in possession of worthy representatives. The na-tion was no longer content to oscillate between an extreme Imperialism and an equally extreme Socialism; it had asserted its claim to common sense and to the possession of rational freedom. The Emperor paid these new champions the compliment of declining a battle. He got rid of the Corps Legislatif without loss of time, and, after his Parliamentary critics were well out of the way, he proceeded to reconstruct the Constitution. It was an unfortunate start for a Parliamentary regime, and, coupled with the fact that the Emperor had chosen his Ministers without reference to the party to which he professed to be making concessions, it threw considerable doubt on the genuineness of the Imperial surrender. It is hard, no doubt, for a Parliamentary organization to assert itself when Parliament is not sitting: but, in this case, resignation to unavoidable obstacles seems to have been carried to more than Christian lengths. Since the close of the interrupted session nothing has been heard of the Third party. They can hardly plead that the existing order of things in France permits of no political demonstrations, because a Government which has granted impunity to the Republicans could scarcely have given less license to a section of the Opposition which accepts the Napoleonic poleonic dynasty, and only quarrels with its particular acts. In spite of the jealousy with which the right of public meeting is viewed by the Executive, we do not believe that any objection would have been made to its judicious exercise; and, supposing they were kept within proper bounds, few things would be of more use in France at this moment than such speeches from members to their constituents as have become so customary, not to say wearisome, in England. The republicans have means enough of communication between leaders and followers: their strength lies among the artisans of the great towns, and a class every memof which reads either the Receil or ber the Reforme is not likely to be ignorant of what is expected from it when the moment of action arrives. But the moderate politicians of France have no such resource as this, and, if they are to turn the victory of last summer to any good account, they must make the relation between representatives and constituents more intimate than it now is. The electors need political education. That they are ripe for it is evident from the numbers which voted with the Opposition in May, and from the pressure the Government had to exercise to prevent its nominal majority from degenerating into a nominal minority. But something more than good-will is wanted in the voter when the deputy is engaged in the tremendous task of overthrowing arbitrary government without having recourse to revo-lution. The Third Party, if it does not intend to lay down its arms, and to suffer France to make its choice between a repetition of the days of June and a second coup d'etat, will need intelligent as well as active

support. Enthusiasm without knowledge the counterpart of zeal without motive power, indeed. discretion - a of vast force, but valueless for any practical purpose, from the uncertainty which must always exist as to the direction in which it will operate. At present a really reasonable Opposition seems to have grown up throughout France, but what is known of the elements which go to compose it affords but scanty ground for confidence in its consistent appreciation of the principles on which alone such an Opposition can rest. If it is left to its own devices, if its natural leaders take no pains with its political education, if it is left to resist as best it may the contagion of wild hopes and wilder fears, there are but two fates which can happen to it. It will drift, according to the bent of its inclinations, to the Republicanism which woos it on one side, or to the blind and panic-stricken Conservatism which appeals to it on the other. If this catastrophe is to be prevented, it can only be by the diffusion throughout the constituencies of more enlightened political convictions than are as yet common in France. The first step to this end must be the education of the educators. It is creditable to the political acuteness of the members of the Third Party that they should have seen instinctively that Socialism could only be defeated by liberty. The natural tendency of weak men-and it would be flattery to assume that there are not many among the 116 to whom this epithet applies-is to meet danger by doubling the precautions already taken. The Third Party has been superior to this temptation. It has measured the protective power of the Imperial system, and found it wanting; and it has thereupon begun to retrace the path it has trod so meekly since 1851. It can hardly be supposed, however, that this intelligence is, in the majority of its members, anything more than in-stinctive. The Third Party in the Corps Legislatif needs political training almost as much as the Third party in the country. It needs to know its own mind, to be sure of its own wants, to realize the evils it wishes to see emoved, and the means by which their removal is to be effected. If it is to hold its own in the Corps Legislatif, and not to disappear as a mere spark from the mutual contact stronger convictions than its own, it must ring forward a definite programme. It is to e wished that there were more evidence that this obligation is adequately understood by those on whom it rests. The Third party may of course be constructing its profession of faith in the privacy of unreported meetings. But privacy is not the fashion just now in France, and if there were any active intercourse going on between those who signed the Interpellation, we fancy that the world would have heard of it. If there has been nothing of the kind yet, it is high time that the process should begin. The 29th of November is not, after all, a very distant date, and if its arrival finds the Third party unprepared and helpless, it is not difficult o predict their fall as a separate organiza-Under ordinary circumstances this tion. might be a subject for regret. The multiplication of Parliamentary sections can rarely be other than a disadvantage. But in France at this moment the Left does not seem to command the materials out of which a working opposition can be constructed. With but few exceptions its members have the mark irreconcilableness. If they are of not pledged to overthrow the Empire, they are the sworn enemies of the Emperor, and while Napoleon III lives the two characters are, at least for negative purposes, virtually identical. A deputy who

The Duty of the Third Party in | cannot accept office at the hands of the "Man of December" is shut out by that very fact from all immediate political combinations. An amalgamation, therefore, between the Third Party and the Left would be no real gain to the cause of liberty. It would only introduce fresh complications by consigning the working section of the Opposition to the hands of impracticable leaders. But unless the Third Party can find leaders within its own body, this must be its ultimate destinyi except so far as Imperialism reasserts its influence over those who were but lately its devoted adherents.

That the Emperor foresees and is preparing for some such result is far from improbable. His whole conduct since the publication of his Message is consistent with this view. The promulgation of the Senatus Consultum showed that he did not intend his concessions to be altogether illusory. It is under the amended Constitution that France is for the future to be governed. But the choice of the Imperial instruments pointed to a determination to discredit the Third party after only a mock trial. The new Ministers are for the most part unknown, and the disgrace of their failure will fall-at all events the Emperor may conceivably hope so-on the party which was the indirect cause of their being raised to power. You have driven me, he will say, to reject my own trusted servants, and to make my choice between irreconcilables who will not and men of straw who cannot serve me. I have let you have your own way, and now you complain of the consequences. Perhaps in future you will confess that I know what France needs better than you do, and will allow me to carry out my own reforms in my own way. It is just possible that the nation, disgusted by a Parliamentary fiasco, and alarmed by such scenes as those witnessed at Belleville the other day, may assent to this reasoning, and allow the execution of the late reforms, and the develonment of ministerial responsibility, to be entrusted to the hands of M. Rouher. If so, the consequences are not hard to foretell. The most favorable opportunity France has had for years of restoring Parliamentary government will have been thrown away, and the nation will again be left to choose between anarchy and despotism, with the miserable certainty that each is in its turn the precursor of the other. It rests with the Third party to prevent this eatastrophe. They can make it clear to the country that this ministry is none of their choosing, and by this means they can make it impossible for the Emperor to plead, on its failure, that he has no other alternative open to him but to recall M. Rouher. . The indispensable condition of all this is, to make themselves a power in the Corps Legislatif, and upon their ability to rise to the level of this imperative necessity depends the immediate future of France.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

 RISTOWN RAH.ROAD. TIME TABLE. FOR GERMANTOWN.
 Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 3½, 3½, 4, 435, 505, 5½, 6, 6½, 7, 8, 9, 10, 11, 19 P. M. Leave Germantown at 6, 7, 7½, 8, 820, 9, 10, 11, 19 A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M. The 820 down train and 3½ and 5½ up trains will not stop on the Germantown Branch. ON SUNDAYS. not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10%

Leave Germantown at 8:15 A. M., 1, 3, 6, and 9% P. M. CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M. Leave Chesnut Hill at 740, 8, 940, 1140 A. M., 140, 340, 540, 640, 840, and 1040 P. M.

ON SUNDAYS. Leave Philadelphia at 945 A. M.,

RAILROAD LINES.

 PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD. TIME TABLE. Trains will leave Depot corner Broad street and Washing-ton avenue as follows:-

 Way Mail Train at 8:30 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Cristeid and intermediate stations.

 Express Train at 12 M. (Sunday excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wil-mington with train for New Castle.

 Bay Statistical Statistics, Statistical Statistics, Statis and Magnolli

and Magnona. Passengers for Fortress Monroe and Norfolk will take the 1200 M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and

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

Leave Wilmington 6:30 and S:10 A. M., 1:30, 4:15, and 7 00 P. M. The S 10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accom-

Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.
From Baltimore to Philadelphia—Leave Baltimore
725 A. M., Way Mail; 925 A. M., Express;
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 725 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Eikton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RALLROAD TRAINS. Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad. Leave Philadelphia for Port Deposit (Sundays ex-cepted) at 7.00 Å. M. and 4.35 P. M. The 7.00 Å. M. train will stop at all stations be-tween Philadelphia and Lamokin. A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1430 P. M., running to Oxford.

'S0 P. M., running to Oxford,

1.30 P. M., running to Oxford. Leave Poit Deposit for Philadelphia (Sundays excepted) at 540 A. M., 9.25 A. M., and 2.30 P. M. Trains leaving Wilmington at 6.30 A. M. and 4.15 P. M. will connect at Lamokin Junction with 7.09 A. M. and 4.30 P. M. Trains for Baltimore Central R. R. Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 825 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets secured 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.

1869. -FOR NEW YORK. -THE CAMDEN and Amboy and Philadelphia and Tren-ton Railroad Companies' lines from Philadelphia to New York and Way Places.

New York and Way Places. FROM WALNUT STREET WHARF. At 6:30 A. M., via Camden and Amboy Accom. . \$2:25 At 8 A. M., via Camden and Jersey City Ex. Mail. . 3:00 At 2 P. M., via Camden and Amboy Express. . 3:06 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., 12 M. 2, 3:20, and 4:30 P. M., for Trenton.

Trenton.

Trenton. At 630, S, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco. At 6:40 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Ferry, (upper side)

(upper side). FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:20 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 10:15 A. M. and 6 P. M. for Bristel

At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morrisville and 1 ullytown. At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for

Schenck's and Eddington. At 730 and 10:15 Å. M., 230, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 8:30

P. M. for Holmesburg and intermediate stations, FROM WEST PHILADELPHIA DEPOT.

RAILROAD LINES.

READING RAILROAD.-GREAT TRUNK LINE from Philadelphia to the interior of Pennsyl-vania, the Schuyikill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Curvedes.

21 - 1458 TTO 27 38 143 - 15 18 18

Canadas. Leaving the Company's depot at Thirteenth and Callowhill streets, Fulladelphia, at the following hours:- MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 6:30 P.M.; arrives in Philadelphia at 9:15 P.M. MORNING EXPRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Potisville, Finegrove, Tamaqua, Sunbury, Williams-port, Elmira, Rochester, Niagara Falls, Burtalo, Wikesbarre, Pittaton, York, Carlisle, Chambersburg, Hagerstown, etc. Hagerstown, etc. The 730 A. M. train connects at READING with

The 730 A. M. train connects at READING with East Pennsylvanja Railroad trains for Allentown, etc., and the 845 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Eimira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuylkill and Susquehanna trains for Nor-thumberland. Williamsport, York, Chambersburg. humberland, Williamsport, York, Chambersburg,

Thumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
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 Fhiladelphia at 3:40 Å; M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:40 P. M.
READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottstille at 5:40 A. M. and Reading.at 7:30 A. M., stopping at all way stations; arrives in Phila-delphia at 16:15 A. M.
Returning, leaves Philadelphia at 5:15 P. M.; ar-rives in Reading at S P. M., and at Pottsville at 9:40 P. M.

P. M. 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-delphis at 6:45 P. M. M.

delphis at 645 P. M. Harrisburg Accommodation leaves Reading at 745 A. And Harrisburg at 440 P. M. Connecting at Reading with Afternoon Accommodation, south at 630 P. M., arriving in Philadelphia at 945 P. M. Market train, with a passenger car attached, leaves Philadelphia at 1245, noon, for Pottaville and all way stations; leaves Pottsville at 5:40 A. M.

at Reading with accommodation train for Philadel-phia and all way stations. All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at s A. M.; returning from Reading at 4-25

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 1 and 5:45 P. M. PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:50 A. M. 12:45, and 4:30 P.M. trains from Philadelphia, returning from Schwenksville at 5:55 and 8:19 A.M. and 12:55 M. Stage lines for the various points in Perklomen Valley con-nect with trains at Collegeville and Schwenksville, COLEBROOKDALE RAILROAD,

Passengers for Boyertown and intermediate point ake the 750 A. M. and 430 P. M. trains from Philadel shin, returning from Boyertown at 7-25 and 11-50

NEW YORK EXPRESS FOR PITTSBURG AND

THE WEST COR PATTSBURG AND THE WEST. Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1235 A. M. and 145 and 1002 P. M., and connecting at Harrsburg with Peansylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti

more, etc. Returning Express train leaves Harrisburg on ar-Returning Express train leaves Harrisburg on ar-rival of Pennsylvania Express from Pittsburg at 240 and 5-20 Å. M. and 445 P. M., passing Read-ing at 440 and 705 Å. M. and 646 P. M., arriving at New York at 10-60 and 1145 Å. M., and 10-20 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

change. A Mail train for New York leaves Harrisburg at 5-10 A. M. and 2-00 P. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 5:35 A. M., and 2:15 and 4:50 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 5:55 Å. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 7:35 and 11:50 Å. M., and from Tremont at 6:45 Å. M. and 5:05 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

AUOTION SALES. M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

AAA S. FOURTH STREET.
 Nale No. IIII GUARD Street.
 HANDSOME FURNTURE, MANTEL AND PIPER MIRRORS, CURTAINS, OHANDELIERS, OAR PETS, CANTON CHINA, ENGRAVINGS
 Ob Wednesday Morning.
 No. 5. at 10 o'clock, at No. IIII GUARD street, between Flowenin and Twelith streets, above Chanacet street, be autique sofa and chairs, French plate maniel and plat mirrors, crimen saitu studior curtains. Canton china area, diaing room furniture, estension table, sideboard, the cut glass, Camton china, French china dinner and less ware, plated ware, chamber furniture two large mahorang per scheres and plate two large makers, for per chaines china, French china dinner and less ware, blated ware, chamber furniture two large mahorang per chance china, french china dinner and less ware these, scretars, hockease, the hair mitressen, for per chance chamber furniture two large mahorang in the cut glass. Camton china, french china dinner and state curtains. Camton china, french china dinner and the cut glass. Camton china, french china dinner and less ware, blated ware, chamber furniture two large mahorang in the cut glass. Camton china, french china dinner and less ware, blated ware, chamber furniture two large mahorang per chance in the site ware check. at chine, kitchen utensity, etch.

DUTCH FLOWER ROOTS. On Wednessiss Morning. Nov. F, at 11 o'clock, at the Auction Rooms, two cause, or inpursing an assortiment of choice Hyadinth's. Talipe, Otorne, Navciseue, Jonquils, Dracincealus, Sto. Sto. Sto. L. Ronzen, Haarlein, Holland H 132

Extensive Sale at the Anction Rooms, Nos. LP and HI S. Fourth Street. SUPERIOR HOUSEHOLD FURNITURE PIANO, MURITRS, BOOKCASES, INJER MATTRESSES AND FEATHER REDS, CPINA AND GLASS WARE, IFFICE FURNITURE, STOVES, HAND, SOME VELVET, BRUSSELS AND OTHER CAR PETS, ETC. On Thursday Morning.

SOME VELVET, BRUSSELS AND OTHER CAR-PETS, FTC. On Thursday Morning. November 4, at 9 o'clock, at the Anotim Rooms, by catalogue, a hurge assortment of superior Household furniture, comprising two handsame walnut parker and library suits, covered with Biamark color terry; walnut parker furniture, covered with Biamark color terry; walnut hands the suits, cotrage chamber suits, superior reserved planetories, made by Hallet & Davis, a superior walnut dwarf bookcases, 2 large ma-hogany bookcases, walnut wardrobes, sideboards, er-tension, centre, and houquet tables, the French plate mantel and pior mirrors, convex mirror, lounges, arm obairs, etageres, hat and spring mattresses, frashor bods, etage iron chest, cabinstmaker's bench, sewing machines, gas-consuming and cooking shores. Michae suit tables, inge iron chest, cabinstmaker's bench, sewing machines, gas-consuming and cooking shores. Michae suit tables, intesting scales, counteus, about 2000 yards due velvet, Brasels, and ingwin carpets, etc.

latiorni scales, connect, note, trassels, and ingrain carpets, etc. Also, Mink Sable Muff and Collar. Also, dignant resevond seven octave plano forts, made by George Steck & Co. Also, 12 soits elegant window curtains.

ELEGANT CABINET FURNITURE, CARPETS, ETC. Also, the elegant cabinet furniture of a gentleman de-clining housekeeping, comprising-2 elegant walnut par-lor and library suits; walnut chamber suit; elegant walnut cabinet; 3 walnut booknesses, fibrary, contre, and work tables; lownges; armcheirs; spring and hair mat tresses; elegant Brussels carpets; rogs; linen flaw cloths, etc. II 22t

L IPPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street.

LA No. 240 MARKET Street. FIRST SPECIAL TRADE SALE OF PARIS HOLIDAY GOODS On Trunsday Morning, Now, 4, at 10 o'clock, on four months' credit, comprising about 10 o'clock, on four months' credit, comprising and leather purse, portention as and satchola, velvet and leather purse, portentionations, pocket-books, lalies' companions, large variety of meerschaum pipet, cigar holders, cases, etc. The above goods are now landing, and particularly worthy the attention of the trade, comprising some of the finest goods imported. DUNTING DUREOROW & CO. AUCTION

BUNTING, DURBOROW & CO., AUCTION-BERS, Nes. 202 and 224 MARKET Street, conner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENOH, GERMAN, AND DOMESTIC DRY GOODS. Ou Thursday Morning, Nov. 4, at 10 o'cleck, on four months' credit. 10 29 54

IMPORTANT SALE OF CARPETINGS, CIL OLOTHS, ETO. ETC. On Friday Morning. Nov. 5, at 11 o'clock, on four months' credit, about 290 pieces ingrato, Venetian, list, hemp, cottage, and rag car-petings, oil cloths, rags, etc. 10 39 5c

SPECIAL SALE OF HANDKERCHIRES, EDGINGS, INSERTINGS, COLLARS AND CUPTS, GENTS' FURNSHING GOODS, ETC. On Friday Morning, Nov. 5, at 10 o'clock, on four months' credit, embracing full lines tape-border, hommed, hematitched, mourning, embroidered, and printed handkerchiefs, corasa, Ham-burg ocgings, and insertings, linen collars and cults, etc., of a well-known importation. Also, hosiery, gloves, traveling shirts, shirts, and drawers, suspenders, nubrellas, tailors' trimmings, etc., etc. H221

LARGESALE OF FRENCHAND OTHER EUROPEAN DRY GOODS. On Monday Morning. November 8. at 10 o clock, on four anonths' credit. 11 2 5t

MARTIN BROTHERS, AUCTIONEERS,-

No. 529 OHESNUT Street, rear entrance from Minor.

-Claxton, Remsen & Haffelfinger send us "Romola," the fifth and concluding volume of Harper's edition of George Eliot's works. This novel is a great work of art, that already has an assured reputation in literary circles, but that well deserves to be much better known than it is among the mass of readers.

The same house sends us "A Beggar on Horseback," by the author of "Carlyon's Year." "Lost Sir Massingberd." etc. This is an interesting story by a popular writer. Published by Harper & Brothers.

-J. B. Lippincott & Co. send us "The Pilgrim's Progress" and "From the Crib to the Cross," in words of one syllable. Published by George A. Leavitt. We noticed these very excellent books for children a few days ago, but we again commend them to the notice of those who wish to provide their youngsters with good, wholesome reading.

Messrs. Lippincott & Co. also send us the November number of the Sunday Magazine. which is, as usual, full of excellent religious articles by some of the best English writers. -From T. B. Peterson & Brothers we have received "Linda; or, the Young Pilot of the Belle Creole." This is the first volume of an entirely new edition of Mrs. Caroline Lee Hentz's works. It is prefaced by a biographical sketch of the author, which will please the many admirers of her writings. "The Young Pilot" is one of the most popular of Mrs. Hentz's stories, and in some particulars it is doubtful whether she has ever surpassed it.

-The November number of The Philadelphia Photographer has an excellent series of articles on practical and artistic photography, and it presents a complete record of photographic transactions in the United States and Europe. This publication is of course intended particularly for photographers, but its articles may be read with interest by all who are interested in the fine arts. The monthly "specimen" is a very fine picture of the Yo Semite Valley, taken by "Helios," of the Cosmopolitan Art Gallery, San Francisco.

-We have received a reprint of the Freeman's Journal of October 31, 1781, which gives the full particulars of the surrender of Lord Cornwallis, with the letters transmitted by Washington to Congress, giving the full particulars of the siege of Yorktown and the surrender of the British army. This curious and very interesting reprint is as nearly as possible a fac-simile of the original, and as a historical document of the first value, it is well worthy of the attention of all who desire to obtain a vivid picture of one of the most momentous incidents of American history. Published by W. Syckelmoore, EVENING TELEGRAPH Building, fifth story.

-In view of the great religious movements in Europe, the King of Prussia has appointed the forh inst. as a day of fasting and prayer for Divine guidance.

The London Times thinks the Prim and Servano partnership must cud, and that the election of a king in Spain would afford the best opportunity for the dissolution. Leave Chesnut Hill at 750 A. M., 2 and 7 P. M. 9-25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philade phia at 6, 75, 9, and 11 95 A. M., 15, 8, 45, 5, 55, 65, 895, 1005, and 115, P. M. Leave Norristown at 540, 65, 7, 75, 9, and 11 A. M., 15, 8, 45, 65, 8, 8, and 93 F. M. The 734 A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's land.

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Coshohocken. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2%, 4, and 7%

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

FOR MANAYUNK. Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 1%, 3, 4%, 5, 5%, 6%, 805, 10 05, and 11% P. M. Leave Manayank at 6:10, 7, 7%, 8:10, 9%, and 11% A. M., 2, 3%, 5, 6%, 8:30, and 10 P. M. The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.

at School lane and Manayunk. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M. Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVA-NIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA ANADA.

FALL SCHEDULE

Takes effect November 1st, 1869. Fifteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays exepted), as follows:-At 746 A. M. (Express) for Bethlehem, Allentown,

At 145 A, M. (Express) for Bernienen, Anentown, Mauch Chutt, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Banalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West, At 955 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston,

cranton, and New Jersey Central and Morris and Ssex Railroads. At 145 P. M. (Express) for Bethlehem, Easton,

Mauch Chunk, Wilkesbarre, Pittston, Scranton, and At 5:00 P. M. for Bethlehem, Easton, Allentown, nd Manch Chunk.

Matter Churk. Doylestown at 8:45 A. M., 2:45 and 4:15 P. M. Fort Washington at 6:45 and 10:45 A. M., and

(40) P. M.

(20) F. M. For Abington at 145, 345, 5420, and 8. P. M. For Lansdale at 620 P. M. Fifth and Sixth Streets, Second and Third Streets,

nd Union City Passenger Railways ran to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 210, 445, and 825 P.M. From Doylestown at 825 A. M., 455, and 705 P. M. From Lansdale at 730 A. M.

Fort Washington at 9.20, 10.35 A. M., and 0 P. M.

3-10 P. M. From Abington at 235, 435, 645, and 935 P. M. 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 8 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. 11 1 ELLIS CLARK, Agent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY, WINTER ARRANGEMENT. On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creck Railroads:-

Raffroads Leave PHILADELPHIA for PORT DEPOSIT from

Leave PHILADELPHIA for POBT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 430 P. M. A Freight Träin, with Passenger Car attached, will leave Philadelphia for Oxford at 250 P. M. Leave PORT DEPOSIT for PHILADELPHIA at 540 A. M., 925 A. M., and 225 P. M. On Saturday the 225 P. M. train will leave at 430, b M.

Passengers are allowed to take wearing apparel

Passengers are aboved to take weating trapon-only as baggage, and the company will not be respon-sible for an amount exceeding one hundred dollars, unless special contract is made for the same. HERRY WOOD,

President and General Superintendent.

Via Connecting Railway. At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:25. At 11:30 P. M., Emigrant Line Fare, \$2: At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for Trenton. Trenton.

Trenton, At 9 30 A. M., 4, 645, and 12 P. M., for Bristol. At 12 P. M. (Night), for Morrisville, Tailytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and

The 9:30 A. M., S and 12 P. M. Lines will run daily.

The 9'30 A. M., S and 12 P. M. Lines will run daily. 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 Market Street cars will run to connect with the 9:30

M., 8 and 12 P. M. lines. BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT. At 7:30 A. M. for Niagara Falls, Budfalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre,

Schooley's Mountain, etc. At 7:50 A. M. and 3:50 P. M. for Scranton, Strouds-burg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct

with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 11 A. M. and 5 P. M., for Lambertville and inlate station

EMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS. FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 245, 340, 5, and 640 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birningham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-town New Formut and Hornawion.

At 10 A. M., for Lewistown, wrightstown, Cooks-town, New Egypt, and Hornerstown. -At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hights-town. WILLIAM H. GATZMER, Agent.

WEST CHESTER AND PHILADELPHIA RAILROAD. Leave Philadelphia from New Depot, THIRTY-WEST RAU

Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 745 A. M., 11:00 A. M., 2:20 P. M., 4:15 P. M., 4:40 P. M., 6:15 and 11:20 P. M. Leave West Chester from Depot, on East Market street, at 6:25 A. M., 8:00 A. M., 7:45 A. M., 10:45 A. M., 1:55 P. M., 4:50 P. M., and 6:55 P. M. 'Iram leaving West Chester at 8:00 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Medla; leaving Philadelphia at 4:40 P. M. will stop at Me-dia, Glen Riddle, Lenni, and B. C. Junction. Pas-sengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7:45 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 4:40 P. M., and will change cars at 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.

ON SUNDAYS. Leave Philadelphia for West Chester at 8:30 A. M.

and 2 00 P. M. Leave West Chester for Philadelphia at 7:55 A. M. and 4:00 P. M. WILLIAM C. WHERLED WILLIAM C. WHEELER, General Superintendent. 4 105 PHILADELPHIA AND ERIE RAILROAD.-WINTER TIME TABLE. On and after MONDAY, Sept. 6, 1869, the Trains on the Philadeiphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Duddethnia - WESTWARD. 9.20 P. 1 "Williamsport..... 640 P. 1 arrives at Lock Haven... 730 P. 1 44 EASTWARD. 8.15 A. N 9.15 P. N 6.10 A. N 3.20 P. N MAIL TRAIN leaves Erie. Williamsport.....

ELMIRA MAIL leaves Lock Haven 6*50 A

4.22

and intern liate stations, good for c e dav only and sold by Morning Accommodation Market Train Reading and Pottstown Accommodation Trains, at

Reading and Pottstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadeiphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates. The following lickets 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-count, between any points desired, for families

count, between any points desired, for families and firms. MILEAGE TICKETS .- Good for 2000 miles, be-

tween all points, at \$52.50 each, for families and

SEASON TICKETS .- For three, six, nine, or twelve months, for holders only, to all points, at reed rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

and wives to tickets at half fare. EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT.—Goods of all descriptions forwarded to all the above points from the Compary's page

to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and

for the principal stations only at 2:15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:45 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond. BAGGAGE.-Dungan's Express will collect bag-

gage for all trains leaving Phi adelphia Depot, Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

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 leaving Front and Market streets thirty minutes be-fore its departure. The Chaspite and Winnets be-

leaving 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 lett at No. 900 Chesnut streets for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE &POT, VIZ. :--

4 00 P. M. 5 30 P. M. 8 00 P. M. 9 30 P. M. 11 00 P. M. daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train lickets must be pro-cured and baggage delivered by 5 P. M., at No. 116

| | TRAINS ARRIVE AT DEFUT, VIA. |
|----------------------|---|
| M. | Structure att Expression |
| M. | Philadeiphia Express |
| м, | Print Mall |
| M. | Erie Mail. Paoli Accommodation, 8-20 A. M., 4-05 and 6-35 P. M. |
| M. | Paoli Accommodation, o as a 9:35 A. M. |
| M. | Fast Line |
| M. M. M. M. | Parkespurg Train 19:80 P. M. |
| M. | Lancaster Train. Eric Express. 610 P. M. Day Express. 130 P. M. |
| M | Erie Express 120 P M |
| M. | Day Express. 120 P. M. Pacific Express. S25 P. M. Harrisburg Accommodation. 940 P. M. For further information, apply to For further D. VANI BED To Ticket Agent |
| | Pacific Express |
| M. | Harrisburg Accommodation |
| M. | For further information, apply to |
| M. | JOHN F. VANLEER, JR., Ticket Agent, No. 901 CHESNUT Street, |
| M | |
| M | FRANCIS FUNK, Ticket Agent, |
| M. M M M. | No. 116 MARKET Street. |
| M. | SAMUEL H. WALLACE, |
| M. | Ticket Agent at the Depot. |
| M. | The Pennsylvania Railroad Company will not as |
| M. | sume any risk for Baggage, except for Wearing Ap |
| M. | and limit their responsibility to One Hundred |
| M. | Thomas in value. All Baggage exceeding that amount |
| LI'Y | in value will be at the risk of the owner, unless taken |
| ith | by apecial contract. |
| **** | EDWARD R. WILLIAMS |
| 1 | 4 29 General Superintendent, Altoona, Pa. |
| | |

Sale No 200 Chosant street. HANDSOME WAINUT PARLOR TURNTTURE, Covered in Fine Hair Oloto, Reps and Plush: Six Bla-gant Walnut Chamber Suits, Superior Walnut and Oak Dining room Furniture, Plano Fortes, riand-somely Framed French Plats Mirrors, Fine Oil Paintings, Handsome Brussels and other Carpets, China and Glass-ware, Superior Freproof Safes, Storas, etc. On Wednesday Morning Nov. 3, at 90 °clock, at the anetion rooms, by catalogue, very excellent Household Furnisure, etc. 11/24

HANDSOME

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 CHESNUT Street, car entrance No. 1107 Sansom street.

BIESNUT Street, Par entrance No. 1107 Sansom street.
 Sale at the Auction trave, No. 110 Chosnut street.
 SUPERIOR CABINET TERE TITRE, FINE CAR PETS, LARGE FRENCH PLATE MANTEL AND PIER MIRRORS, PIANO SORVES, CABINET ORGAN, LACE AND OTHER CONTAINS, FIRE, PROOF CHEST, SILVER PLATED WARE, ETC. On Friday Morning.
 At 9 o'clock, at the auction store, No. 110 Chesnut street, will be sold, a large assortment of Superior PaNar, Chamber, Dising room, and Library Furniture, from faul hes declining housekseping.
 STOCK OF NEW OABINET FURNITURE.
 At same time will be sold, the Stock of a Cabinet-maker declining houses, consisting of parlor and chamber-suits, wardrobes, sideboards, secretary and book cases, etc.

C. D. MCCLEES & CO., AUCTIONEERS, No. 506 MARKET Street.

BSCOTT'S ART GALLERY, No. 1030 OHESNUT

RAILROAD LINES.

W EST JERSEY RAILROADS, FALL AND WINTER ARRANGEMENT, COMMENCING TUESDAY, SEPTEMBER 21, 1869, Leave Philadelphia, foot of Market Street (Upper

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

tions, 3°15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro. 3°50 P. M., Passenger, for Bridgeton, Salem, Swedes-

boro, and all intermediate stations. 5:30 P. M., Woodbury and Glassboro accommoda-

tion. Freight train for all stations leaves Camden dally, it 12 o'clock, noon. Freight received in Philadel-hia at second covered wharf below Walnut street. Freight delivery at No. 228 South DELAWARE Avenue.

Commutation tickets at reduced rates between Philadelphia and all stations.

| September 16, 1869. | SEW BLIA | Superintendent. 9-20 |
|--|----------|---|
| and the second | | and the second se |

THE PRINCIPAL DEPO FOR THE SALE OF REVENUE STAMPS

No. 304 CHESNUT STREET.

CENTRAL OFFICE, NO. 105 S. FIFTH STREET

(Two doors below Chesnut street),

the Old-Established Agencice.

matter of great importance.

gratuitously furnished.

Stamps and Stamped Paper ;--

Address all orders, etc., to

payment.

Receipts, etc.

ESTABLISHED 1862. The sale of Revenue Stamps is still continued at

The stock comprises every denomination printed

by the Government, and having at all times a large

supply, we are enabled to fill and forward (by Mail

or Express) all orders, immediately upon receipt, a.

United States Notes, National Bank Notes, Drafts

on Philadelphia, and Post Office Orders received in

Any information regarding the decisions of the

Commissioner of Internal Revenue cheerfally and

Revenue Stamps printed upon Drafts, Checks,

The following rates of commission are allowed on

STAMP AGENCY.

No. 504 CRESNUT STREET, PHILADELPHIA.

** 100 ** ** 500 *4