THE BYRON SCANDAL.

birs. Stowe's Defense A Chapter from Her New Book. Mrs. Stowe's volume in reply to the criticisms on her slander of Byron and his sister is announced for publication in a few days by Fields, Osgood & Co., who send us the introductory chapter as a sample of the style of the work.

The interval since my publication of "The True Story of Lady Byron's Life" has been one of stormy discussion and of much invective, I have not thought it necessary to disturb my spirit and confuse my sense of right by even an attempt at reading the many abusive articles that both here and in England have followed that dis-

Friends have undertaken the task for me, giving me from time to time the substance of anything really worthy of attention which came to

view in the tumult. It appeared to me essential that this first excitement should in a measure spend itself before there would be a possibility of speaking to any purpose. Now, when all would seem to spoken who can speak, and, it is to be hoped, have said the utmost they can say, there seems a propriety in listening calmly, if that be possible, to what I have to say in reply. And, first, why have I made this disclosure at

To this I answer briefly, because I considered it

my duty to make it. I made it in defense of a beloved, revered friend, whose memory stood forth in the eyes of the civilized world charged with most repulsive crimes, of which I certainly knew her innocent.

I claim, and shall prove, that Lady Byron's reputation has been the victim of a concerted attack, begun by her husband during her lifetime,

and coming to its climax over her grave. I claim. and shall prove, that it was not I who stirred up this controversy in this year 1869. I shall show who did do it, and who is responsible for bringing on me that hard duty of making these disclosures, which appears to me ought to have been made by others.

I claim that these facts were given to me unguarded by any promise or seal of secresy, expressed or implied; that they were lodged with me as one sister rests her story with another for sympathy, for counsel, for defense. Never did I suppose the day would come that I should be obliged to so cruel an anguish as this use of them has been to me. Never did I suppose that, when those kind hands that had shed nothing but blessings, were lying in the helplessness of death—when that gentle heart, so sorely tried and to the last so full of love, was lying cold in the tomb-a countryman in England could be found to east the foulest slander on her grave, and not one in all England to rais: an effective voice in her defense,

I admit the feebleness of my plea, in point

of execution. It was written in a state of exhausted health, when no labor of the kind was safe for me, when my hand had not strength to hold the pen, and I was forced to dictate to another.

I have been told that I have no reason to congratulate myself on it as a literary effort.

O my brothers and sisters! is there then nothing in the world to think of but literary efforts? Task any man, with a heart in his bosom, if he had been obliged to tell a story so cruel, because his mother's grave gave no rest from slander: I ask any woman who had been forced to such a disclosure to free a dead sister's name from grossest insults, whether she would have thought of making this work of bitterness a literary Success ?

Are the cries of the oppressed, the gasps of the dying, the last prayers of mothers—are my words wrung like drops of blood from the human heart to be judged as literary efforts? My fellow countrymen of America, men of the

press. I have done you one act of justice-of all your bitter articles, I have read not one.

I shall never be troubled in the litture time by the remembrance of any unkind word you have said of me, for at this moment I recollect not one. I had such faith in you, such pride in my countrymen, as men with whom, above all others. the cause of woman was safe and sacred, that I was at first astonished and incredulous at what I heard of the course of the American press, and was silent, not merely from the impossibility of being heard, but from

that you were, in many cases, acting from a mis-understanding of facts, and through misguided honorable teeling; and I still feel courage, therefore, to ask from you a fair hearing. Now, as I have done you this justice, will you also do me the justice to hear me seriously and candidly? What interest have you or I, my brother and my sister, in this short life of ours, to utter anything but the truth? Is not truth between man and man and between man and woman the

foundation on which all things rest? Have you not, every individual of you, who must hereafter give an account yourself alone to God, an interest to know the exact truth in this matter, and a duty to perform as respects that truth? Hear me, then, while I tell you the position in which I stood, and what was my course in rela-

A shameless attack on my friend's memory had appeared in the Blackwood of July, 1869, branding Lady Byron as the vilest of criminals, and recommending the Guiccioli book to a Christian public as interesting from the very fact that it was the avowed production of Lord Byron's mistress. No efficient protest was made against this outrage in England, and Littel's Living Age reprinted the Blackwood article, and the Harpers, the largest publishing house in America, perhaps in the world, republished the

Its statements - with those of the Blackwood, Pall Mall Gazette, and other English periodicals—were being propagated through all the young reading and writing world of America. I was meeting them advertised in chilles, and made up into articles in magazines, and thus the generation of to-day, who had no means of judging Lady Byron but by these fables of her standerers, were being foully deceived. The friends who knew her personally were a small select circle in England, whom death is every day reducing They were few in number compared with the great world, and were silent.

I saw these foul slanders crystallizing into history, uncontradicted by friends who knew her personally, who, firm in their knowledge of her virtues, and limited in view as aristocrafte circle-generally are, had no idea of the width of the world they were living in, and the exigency of the crists. When time passed on and no volce was raised, I spoke. I gave at first a simple story, for I knew instinctively that whoever pu the first steel point of truth into this dark cloud of slander must walt for the storm to spend itself. I must say the storm exceeded my expectations, and has raged lond and long. But now that there is a comparative stillness I shall proceed, first, to prove what I have just been asserting, and, second, to add to my true story such facts and incidents as I did not think proper at first to

## GENERALITIES.

John Reni's Life Depending upon a Hiero-

A New York paper has the following:— The motion to amend the bill of exceptions in he case of the murderer John Real was again before the Supreme Court, General Term, yes-terday. The point in question is whether an exception was taken to the ruling of Judge Barnard allowing the District Attorney to ask the witness Real whether he had been in State Prison. The stenographer at first insisted no exception had been taken, because it did not appear in the transcript of the testimony, which had been written from his dictation from the

original shorthand notes. But on being asked to take an affidavit as to the fact, the stenographer nd that he had there made a note of the ex aption. The case was yesterday postponed in rder to procure the attendance of the stenograher to testify in open court. Thus the length f Real's life depends upon the finding in the tenographer's notes of a hieroglyphic amountng to no more than a mere dot.

Jeff. Davis in Tears. An Alabama paper, published at Huntsville,

Ex-President Davis, the distinguished and puored representative of the "Lost Cause,"

came up from Memphis on the train which reached here at 1:30 P. M. to-day. He was on his way to visit Hon. C. C. Clay, Jr., at his plantation (where he now resides) near Gurleysville, twenty miles east of Huntaville. It hoped that he will find it convenient, before his return to Memphis, to visit our city, where he will be sure to receive a hearty welcome.

A gentleman who was on the train with Mr. Davis relates the following affecting incident:-An Irish widow, who had two children with her, walked up to the ex President and asked:—"Is this Mister Jefferson Davis?" "Yes, Madam," he replied. "Well, sir, I lost my husband in the cause which you espoused, and ' (giving him a hearty shake of the hand, with the tears trickling down her cheeks) "I feel just like I was meeting with my father." She gave the name of her deceased husband, and Mr. Davis recollected him as the gailant Major of a Confederate battery. She said she had been broken up by Wilson's raid, and was now trying to get to her old home in Georgia. The ex-President and other gentlemen were moved to tears by the affecting incident, and contributed money to help

her on her way. What the Whaling Fleet is Doing. The whalers on the northeast coast of North America report the catch for this season to be 45,614 barrels of oil and 596,793 pounds of bone. The whaling fleet consisted of forty-seven vessels, forty of which cruised in the Arctic Ocean and six in the Sea of Ochotsk. One of the forty-seven vessels was lost. The average catch for each vessel was 991 barrels of oil, including sperm, walrus, and Arctic oil, and 12,900 pounds bone. The walrus Ivory captured amounted to 11,365 pounds, worth twenty cents a pounda reduction from fifty cents in former years. During the busiest time of the fishery the weather was intensely cold, and as the thermometer stood at ten degrees below zero, the work was dangerous and laborious. The whaling fleet, it dangerous and laborious. is stated, will be increased next year by the addition of five more ships from New England whaling ports. The fisheries in the Arctic Ocean, it is believed, will yield handsome returns during the next ten years.

## BALIN LE SAVAGE.

The recent publication of Mr. Tennyson's Arthurian poems has excited an unusual interest in that class of literature, and the following, from the London Athenaum, on the discovery of the long-lost "Book of Balin le Savage," will be appreciated by those who delight in the old romances:-

English Arthurians may rejoice: for not only is Mr. Tennyson about to give them at once a second series of his "Idyls of the King," and that from the best part of the Arthur story—"The Qeust of the Holy Grail" -but the long-lost and long-sought book of Balin le Savage, which Malory used in his immortal "Morte d'Arthur," This book, which neither Southey nor any other editor or student of Arthur romances could find, has not only been found in Paris, but secured for England by the generosity of that princely commoner to whom we already owe the publication of the unique collection of ballads from the Helmingham Library, formed by the late Mr. George Daniel. Unlike the notorious Lord Dog-in-the-Manger, who buys MSS, to lock them up, and neither uses them himself in the service of literature, nor allows any one else to print them for use, the distinguished connoisseur we have alluded to, like so many other owners (titled and untitled) of MSS. and rare books in England, freely throws his collection open to the use of all real workers. And especially he does not, like the hound we have named, suggest to the owners of the priceless Auchinleck MS., that they should sell him their treasure, now free to all to use, o that he may make it free to none.

The first in order of the Arthur Romances is the "Joseph of Arimathea," and the second the "Merlin." Of the former of these, two versions were known before the discovery of he Huth MS.:—1. A short French verse printed from a unique MS. by M. Francisque dichel, in 1841, and reprinted in Mr Furnivall's "Seynt Graal," for the Roxburghe Club, 1862; 2. A very long French prose version, the "History of the Seynt Graal," last named. The Huth MS, contains an early prose rendering of the first short-verse version, or at least of its story. It has several small variations from the verse-text, and especially one interesting passage on leaf 31, of Merlin directing Blase to amalgamate his book of "Merlin" with the existing "Joseph of Arimathea," and so make one book of the two. The Huth MS, enables us also to fill up a gap of a leaf in the verse-text. And the writer of it mentions Elie de Borron as his fellowworker, which the verse-text does not.

Of the verse-text of "Merlin," we had, before the discovery of the Huth MS., only a fragment at the end of the verse "Joseph. This did not enable us to tell whether it differed from the standard prose version in the known and very long MSS., of which a fifteenth-century English translation has just been edited by Mr. H. B. Wheatley, for the Early English Text Society. But the Huth MS., by great good luck, not only contains the whole of the story of the early-verse 'Merlin," wanted for the completion of M. Michel's text, but also proves to be a Ms. of the same type as our famous old Malory used. It contains the "Book of Balin le Savage," and several other of Malory's incidents that are not in the standard version of the French "Merlin," and that have worried Southey and all other students hunting for their origin. In this branch of Arthur literature the discovery of the MS, we are describing is the most important that has been made for many years. We owe it to M. Paulin Paris, who was examining the MS. for the representatives of the late Comte de Corbiere, and who reported the existence of the new type of MS. to Mr. Furnivall, The latter at once recognized it as Malory's original, begged that search might be made for the Book of Balin and Balan, and the answer was, that that book followed in the MS, the massacre of the innocents by Arthur's order, just in Malory's book i, chapter 25. are now, therefore, able to point out exactly Malory's originals up to the middle of chapter xvi of his fourth Book. The Huth MS., from leaf 56 back to leaf 75, is Malory's source from his Book I, ch. i, to the first half of his ch, v. He then quits the Huth MS., and takes his next chapters, up to the end of chapter xvi, from the standard "Merlin," up page 177 of Mr. Wheatley's edition, Malory then goes back to the Huth MS, at the point at which he left it, takes it up again, and runs on with it (so far as our hasty examination shows) to its end, in the middle of chapter xvi of Book IV of Caxton's

We are heartily glad that this important MS, has been secured for Malory's land, and are very grateful to the generous securer of it He has, we believe, declared his intention either to print it himself, or to lat an Arthorian editor print it; and we can only say, the sconer the better. We may add that a very useful sketch, in modern French, of certain late versions of all the chief old French Romans de Chevalerie has lately been published in four large volumes, at five francs volume, by M. Bachelin, of Garrick street. Messrs. Macmillan have at press a muchneeded index of names, places, and events in Malory's "Morte d'Arthur," made by Mr. W. A. Dalziel for their Globe edition.

GROCERIES, ETC.

## Thompson Black's Son & Co., CROCERS,

Broad and Chesnut Sts.,

PHILADELPHIA, Invite attention to their stock of Fine Teas and Coffees, Flour, Fruits, and all rare and choice articles pertaining to a Family Grocery Store.

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Particular attention is paid to the careful selection of Fine Teas of every description, and with the facilities at their command, they are prepared to furnish every variety of goods of the very best qualities at the lowest prices. They endeavor to conduct their business on such principles as they trust will meet the approbation of all who may favor them with their custom.

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OYSTERS, AND SAND CLAMS, FOR FAMILY USI ERRAPINS \$16 PER DOZEN. 233

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869. The trains of the Pennsylvania Central Railroad cave the Depot, at THIRTY-FIRST and MARKET streets, which is reached directly by the Market street cars, the last car connecting with each train eaving Front and Market streets thirty minutes befeaving Front and Market streets thirty minutes before 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. :-

Accommodation 12:11 A. M.
Pacific Express. 12:00 night.
Erie Mail leaves dally, except Sunday, running on Saturdey night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock Pacific Express Icaves daily. Cincinnati 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 Market street. TRAINS ARRIVE AT DEPOT, VIZ. : TRAINS ARRIVE AT DELCT.

Cincinnati Express. 3:10 A. M.
Philadeiphia Express. 6:30 A. M.
Erie Mail 6:30 A. M.
Paoli Accommodation, 8:20 A. M., 3:40 and 6:25 P. M.
Parkesburg Train 9:10 A. M.
Fast Line. 9:40 A. M. ancaster Train.....12-55 P

Pacific Express. 425 P. M.
Harrisburg Accommodation 950 P. M.
For further information, apply to
JOHN F. VANLEER, Ja., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, 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.

by special contract. EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa. PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains

will leave Depot corner Broad street and Washing as follows :-Mail Train at 8:30 A. M. (Sundays excepted for Baltimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto for Crisfield and intermediate stations. Express Train at 12 M. (Sundays excepted), for

Baltimore and Washington, stopping at Wilmington Perryville, and Havre-de-Grace. Connects at Wil mington with train for New Castle. Express Train at 4-00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Hayre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Grace, Perryman's, Passengers for Fortress Monroe and Norfolk will take the 12-60 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 Delaware Railroad for Marrington and intermediate Leave Wilmington 6:30 and 8:10 A. M., 1:20, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

Trains leaving Wilmington at 640 A. M. and 4:15
P. M., will connect at Lamekin Junction with the 7:00 and 4:39 P. M. trains for Baltimore Central

Railroad.
From Baltimore to Philadelphia—Leave Baltimore
7-25 A. M., Way Mail; 2-35 A. M., Express; 2-35 P.
M., Express; 7-25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7-25 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.

H. F. KENNEY, Superintendent.

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 hiladelphia, Baitimore Central, and Chester Creek Leave PHILADELPHIA for PORT 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 Train, with Passenger Carattached, will leave Philadelphia for Oxford at 230 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 P. M.

Passengers are allowed to take wearing appared

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same. HENRY WOOD,

11.1 President and General Superintendent.

I. T. RASTOR.

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No. 2 OCENTHES SLIP, New York.

No. 18 SOUTH WHARVES, Philadelphia.

No. 45 W PRATT Street, Baltimore.

We are prepared to ship every description of Freighty Philadelphia, New York, Wilmington, and intermedia points with promptoes and despetch. Canal Boats as Steam-tugs furnished at the hortest notice.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE.

Trom Philadelphia to the interior of Pennsylvante, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the

WINTER ARRANGEMENT WINTER ARRANGEMENT
Of Passenger Trains, December 30, 1869.
Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION.
At 7-30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6-25 P. M.; arrives in Philadelphia at 9-25 P.M.
MORNING EXPRESS.
At 8-15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamagua, Sunbury, Williams-

Pottsville, Pinegrove, Tamaqua, Sunbury, Williams-port, Elmira, Rochester, Ningara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.
The 7:30 A. M. train connects at READING with

The 7:30 A.M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuykill and Susanghanna trains for Northern Central Cumberland. ley, and Schuylkill and Susquehanna trains for Nor-thumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
AFTERNOON EXPRESS.

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. POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6.45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9.10 A. M. Returning, leaves Philadelphia at 4.00 P. M.; arrives in Pottstown at 6.15 P. M.
READING AND POTTSVILLE ACCOMMODATION,
Leaves Pottsville at 5.40 A. M. and Reading at 7.30 A. M., stopping at all way stations; arrives in Philadelphia at 10.20 A. M.
Returning, leaves Philadelphia at 4.45 P. M.; arrives in Reading at 7.40 P. M., and at Pottsville at 9.30 P. M.

. M. Trains for Philadelphia leave Harrisburg at 8-10 A. L. and Pottsville at 9 A. M., arriving in Philadelphia t 1 P. M. Afternoon trains leave Harrisburg at 2-05

P. M., and Pottsville at 245 P. M., arriving at Phila-delphia at 645 P. M.

Harrisburg Accommodation leaves Reading at 745 A. M. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation South at 625 P. M., arriving in Philadelphia at 225 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12 50, noon, for Pottsville and all way stations; leaves Pottsville at 540 A. M., connecting at Reading with accommodation train for Philade. phia and all way stations

All the above trains run dally, Sundays excepted, Sunday trains leave Pottsville at S 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., 12:30 and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:00 A. M., 12:45 and 5:15 P. M.

PERKIOMEN RAHLROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at 8:05 A.M. and 12:45 M. Stage lines for the various points in Perklomen Valley connect with trains at Collegeville and Schwenksville, at 6:30 A. M., 12:45 and 5:15 P.

COLEBROOKDALE RAILROAD. Passengers for Mt. Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00

A. M.
NEW YORK EXPRESS FOR PITTSBURG AND
THE WEST.
Leaves New York at 9 A. M. and 5-00 P. M.,
passing Reading at 145 and 10-05 P. M.,
and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains
for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning Express train leaves Harrisburg on ar-Returning Express train leaves Harrisourg on arrival of Pennsylvania Express from Pittsburg at 5:25 A. M., and 12:20 noon, passing Reading at 7:20 A. M., and 2:00 P. M., arriving at New York 12:05 noon, and 6:35 P. M. Sleeping cars accompany these trains through between Jersey City and Pitts-

burg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL, VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 630 and 11·30 A. M., and 6·50 P. M., returning from Tamaqua at 8·35 A. M., and 1·40 and 4·50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 5·55 A. M. and 2·20 P. M. for Pinegrove and Harrisburg, and at 18·10 noon for Pinegrove Trains I and Province Trains I are the property of the state of the pinegrous of the state Pinegrove, Tremont, and Brookside, returning from Barrisburg at 730 A. M. and 340 P. M., from Brookside at 400 P. M., and from Tremont at

7-15 A. M. and 5-25 P. M.
TICKETS.
Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, 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 Trains, at reduced rates.

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. Nicolla, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent, discount, between any points desired, for families and firms. and firms.
MILEAGE TICKETS.—Good for 2000 miles, be tween all points, at \$52 to each, for families and SEASON TICKETS.—For three, six, nine, or

twelve months, for holders only, to all points, at reuced rates. CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare, EXCURSION TICKETS from Philadelphia to EXCURSION THERE'S from Prinadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced farcs, 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 Company's new freight depot, Broad and Willow streets.

MALLS 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., 12.50 noon, 5 and 7.15 P. M., for Reading, abanon, Harrisburg, Pottsville, Port Clinton, and BAGGAGE .- Dungan's Express will collect baggage for all trains leaving Phi adelphia Depot, Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

WEST CHESTER AND PHILADELPHIA Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 745 A. M., 1100 A. M., 230 P. M., 435 P. M., 430 P. M., 635 and 1130 P. M. Leave West Chester from Depot, on East Market street, at 625 A.M., 800 A.M., 745 A.M., 1045 A. M., 105 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. Passengers to or from stations between West Chester 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 ON SUNDAYS.

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

Leave West Chester for Philadelphia at 755 A. M. and 4 00 P. M. WILLIAM C. WHERLER,

General Superintendent. PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Nov. 15, 1869, the Trains
on the Philadelphia and Erie Railroad will run as on the Philadelphia and Erie Raliroad Will run as follows from Pennsylvania Raliroad Depot, West Philadelphia:— WESTWARD.

MAIL TRAIN leaves Philadelphia. 9:35 P. M. Williamsport. 7:40 A. M. " Williamsport. 8:20 P. M. ERIE EXPRESS leaves Philadelphia. 11:40 A. M. " Williamsport. 9:00 P. M. " Williamsport. 9:00 P. M. " Williamsport. 10:00 A. M. ELMIRA MAIL leaves Philadelphia. 7:50 A. M. " Williamsport. 6:00 P. M. " Arrives at Lock Hayen. 7:20 P. M. " arrives at Lock Hayen. 7:20 P. M.

arrives at Lock Haven ... 7-20 P. M. MAIL TRAIN leaves Erie. 8 40A. M.
"Williamsport. 925 P. M.
"arrives at Philadelphia. 620 A. M. arrives at Philadelphia. 6-20 A. M.

ERIE EXPRESS leaves Erie. 4-00 P. M.

"Williamsport. 3-30 A. M.

arrives at Philadelphia. 12-45 P. M.

ELMIRA MAIL leaves Lock Haven. 8-00 A. M.

"Williamsport. 9-45 A. M.

arrives at Philadelphia. 6-50 P. M.

BUFFALO EXP, leaves Williamsport. 12-25 A. M.

"Harrisburg. 5-20 A. M.

"Arrives at Philadelphia. 9-25 A. M.

Express East connects at Corry, Mail East at Corry and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny Hiver Railroad.

ALFRED L TYLER, General Superintendent.

ALFRED L TYLER, General Superintendent.

RAILROAD LINES.

1869. FOR NEW YORK. THE CAME ON and Amboy and Philadelphia and Treaton Railroad Companies' lines from Philadelphia to New York and Way Places.

New York and Way Places.

PHOM WALNUT STREET WHARF.

At \$30 A. M., via Camden and Amboy Accom...\$2.25

At \$ A. M., via Camden and Jersey City Ex. Mail... 3-08

At \$ P. M., via Camden and Amboy Express.... 3-00

At \$ P. M., for Amboy and intermediate stations.

At \$ 30 and \$ A. M. and \$ P. M., for Freehold.

At \$ A. M. and \$ P. M., for Long Branch and points on R. and D. B. R. R.

At \$ and 10 A. M., 12 M., 2, 3-30, and 4-39 P. M., for Trenton.

Trenton.
At 830, S, and 10 A. M., 12 M., 2, 330, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Burington, Beverly, and Delanco.
At 630 and 10 A. M., 12 M., 320, 430, 6, 7, and 1130 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S A. M. and 2 P. M. for Riverton.
The 1130 P. M. line leaves Market Street Ferry, (upper side). (upper side).

apper side).

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 16:45 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington. At 7:30 and 10:45 A. M., 2:30, 4, 5, and 6 P. M., for

At 730 and 1030 A. M., 230, 4, 5, and o. F. M., 107 Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and Intermediate stations. PROM WEST PHILADELPHIA DEPOY. Via Connecting Railway.
At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 12 P. M.
New York Express Lines, via Jersey City. Fare,

At 11 20 P. M., Emigrant Line. Fare, \$2. At 7, 9 30, and 11 A. M., 1 20, 4, 6 45, and 12 P. M., At 7, 9:30, and 11 A. M., 4, 6:45, and 12 P. M., for At 19 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresonle, Holmesburg, Tacony, Wissinoming, Bridesburg, and The 9-80 A. M., 6-45 and 12 P. M. Lines will run

laily. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD LINES, At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Sersaton, Strondsburg, Water Gap, Schooley's Mountain, etc. tain, etc.

A. 730 A. M. and 340 P. M. for Belvidere, Easton,
A. 730 P. M. Line

Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND DEVALUED AND BURLINGTON COUNTY AND DEVALUED TO AND BURLINGTON COUNTY AND DEVALUED TO AND BURLINGTON COUNTY AND EMBERTON AND HIGHTSTOWN RAIL-

ROADS.
FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:20 P. M., and on Thursday and Saturday nights at 11:30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Haibesport, and Mount Holly.

At 7 A. M., 2:15 and 6:30 P. M. for Lamberton and At 7 and 10 A. M., 1, 320, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown, Cookstown, New Egypt, and Hornerstown, At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imiaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

TORILABELPHIA, GERMANTOWN, AND NOR-HILADELTHA, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE, On and after MONDAY, Nov. 22, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9 95, 10, 11, 12 A. M., 2, 34, 32, 405, 425, 5, 54, 6, 63, 7, 8, 9 20, 10, 11, 12 M.

Leave Germantown at 6, 655, 736, 8, 820, 9, 10, 000, 12 A. M., 1, 2, 3, 350, 426, 5, 536, 6, 6, 7, 8, 9, 10, 1 P. M. The 8-20 down train and 3% and 5% up trains will not stop on the Germantown Brauch, ON SUNDAYS, Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 1934

Leave Germantown at 8-15 A. M., 1, 3, 6, and 934 P. M.

P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 337, 537, 539, 530, and 11 P. M.

Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, 335, 5-40, 6-40, 8-40, and 10-40 P. M.

ON SUNDAYS,

Leave Philadelphia at 2-15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and 9-25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 136, 4, 4%, 5%, 634, 8 05, 10 05, and 11 % P. M. Leave Norristown at 5 40, 6 25 7, 7%, 8 50, and 11 M. J. S., 3, 4%, 6%, 8, and 9% P. M. The 7% A. M. train from Norristown will not stop those see Potts 1 and 10 m. Downson or Solves landing Downson or Solv Mogee's, Potts' Landing, Domino, or Schur's lane. The 4 P. M. train from Philadelphia will stop only

The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7¼ P. M. Leave Norristown at 7 A. M., 1,5%, and 9 P. M. FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 9, and 1105 A. M., 13¢, 3, 4, 4%, 5%, 6¼, 805, 10 05, and 11½ P. M. Leave Manayunk at 6 10, 6 55, 7%, 8 10, 9 20, and 11½ A. M., 2, 3½, 5, 6¾, 8 30, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7¼ P. M. Leave Manayunk at 7½ A. M., 1%, 6, and 9½ P. M. PLYMOUTH RAILROAD.

Leave Philadelphia at 7½ A. M., 4½ P. M.

Leave Plymouth, 6¾ A. M., 4½ P. M.

W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGHAND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA. CANADA. WINTER ARRANGEMENT. Takes effect November 22, 1869.
Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), as follows:-

cepted), as follows:

At 8:00 A. M. (Express) for Bethlehem, Allentown, Much Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Piffaton, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niegara Fal's, Rachester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads.

At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton. Hazleton. At 5-60 P. M. for Bethiehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 8-45 A. M., 2-45 and 4-15 P. M.

For Fort Washington at 7-30 and 10-45 A. M., and 20 P. M. For Abington at 1.15, 5.20, and S. P. M.
For Lansdale at 6.20 P. M.
Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

Depot.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlebem at 9 A. M., 245, 440, and 845 P.M.
From Loylestown at 845 A. M., 440 and 705 P. M.
From Lausdale at 730 A. M.

From Fort Washington at 9-25, 19-35 A. M., and

From Abington at 2.35, 6.45, and 0.20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9.50 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7.00 A. M. Tickets soid and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street, 11 1 ELLIS CLARK, Agent.

W EST JERSEY RAILROADS,
COMMENCING TUESDAY, SEPTEMBER 21, 1869.
Leave Philadelphia, foot of Market street (Upper Ferry), at 8-15 A. M., Mail, for Bridgeton, Salem, Miliville, 8-15 A. M., Mail, Miliville, 8-15 A. M., Miliville, 8-15 A. M Vinciand, Swedesboro, and all intermediate stations. 3-15 P. M., Mall, for Cape May, Millville, Vinciand, and way stations below Glassboro.
3 30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations. 5:30 P. M., Woodbury and Glassboro accommoda-

tion.
Freight train for all stations leaves Camden daily,
at 12 o'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street,
Freight delivery at No. 228 South DELAWARE Commutation tickets at reduced rates between Philadelphia and all stations.
EATRA TRAIN FOR CAPE MAY.

(SATURDAYS ONLY.)
Leave Philadelphia, 8-15 A. M.
Leave Cape May, 1-10 P. M.
WM. J. SEWELL, Superintendent. September 16, 1869

A LEXANDER G. CATTELL & CO PRODUCE COMMISSION MERCHANTS. NO. 27 NORTH WATER STREET, 2 200 ALEXANDER G CATTELL. ELUAY CATTELL. AUOTION BALES.

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VALUABLE MODERN OIL PAINTINGS,
IN HANDSOME FRAMES,
On Thursday Morning, at 10 'clock,
and
On Thursday Evening, at 756 o'clock,
At the auction rooms, No. 229 Cheanne street, by sateligue, a Collection of Fine Midern Oil Paintings in mandsene gill frames.
Will be on exhibition on the day of sale. (12 29 24

Will be on exhibition on the day of sale. [12 29 2t]

PEREMPTORY SALE OF A VERY VALUABLE COLLECTION OF HIGH-PRICED BOOKS.

December 31, at 3½ o'clock, at the auction rooms, No. 529 Cheanut street, a very valuable collection of books. Included in the catalogue are the following works—Chambers' Encyclopædia, Edinburgh edition; Auduben's Birds of America; Waverley Novels, 12 vols., original Abbotsford edition; Ruight's Shakespeare, 7 vols.; Froissart's Chronicles of England, France, and Spain; Elliott's Monograph; Indian Tribes of Novth America, 2 vols.; Perry's Japan Expedition, 2 vols.; Pacific Railroad Reports, 13 vols.; Ireland's Hogarth; Royal Gallery; of British Art; Dusseldurf Gallery; Vernon Gallery; Monuments of Arts, 2 vols.; London Art Journal; Irving's Works, 15 vols.; Waverley Novels; Bayard Taylor's Travels; Webster's Unabridged Dictionary; Littell's Living Ago; Fins Illustrated Books; Poetical and Biographical Works; Works on Science, Art, and Archibocture, Catalogues ready and the books arranged on Wednesday.

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

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EI EGANT PARLOR AND CHAMBER SUITS OF FURNITURE. SQUARE AND UPRIGHT PIANO-FORTES, FINE CARPETS, MIRRORS, MELODE ONS, SHILVER, PLATED WARE, VASES, FANOY GOODS, ETC.

On Friday Morning,

At 9 o'clock, at the auction store, No. Ili@ Chesnut street, will be sold twelve ologant suits of parlor furniture, finished in plush, brocatelle, terry, reps, and hair cloth: sixteen elegant walnut chember suits of first-class furniture. Also, line carpets, mirrors, and a general assortment of household furniture.

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LARGE AND ATTRACTIVE SALE OF BOOTS, SHOKS BROGANS, ETC.
On Monday Morning.

January 3, at 10 o'clock, including a large line of city made goods, to which we invite the attention of the trade.

L PPINCOTT, SON & CO., AUCTIONEERS,

On Friday, Dec. 31.

ARGE POSITIVE SALE OF 850 LOTS FOREIGN
AND DOMESTIC DRY GOODS, A STOCK OF
GOODS, ETC. COTT'S ART GALLERY AND AUCTION Commission Sales Rooms, No. 1117 CHESNUT Street, Girard Row. Particular attention paid to out-door sales at moderate

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Of every description, for
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Large and small GUNNY BAGS constantly on hand.
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