THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAY, JANUARY 26, 1870

PAROCHIAL GLEE.

(Musso-Little Pigs lie in the best of Straw.) Sick paupers lie on the nicest straw, Hrumnk! whui! Straw, that ever you saw. Sick paupers can't be destroyed by law. Hrumnk! Lillibullero:

C'nork! Lillibullero; Hrumnk! whui ! c'nork! sing nandledidan; Great Bumble's our own model man.

Sick paupers eat the richest plates. Hrumnk! whut, Plates, allowed by the rates, Sick paupers' keep's an expense we hates. Hrumnk! etc.

Sick paupers breathe the sweetest air. Hrumnk! whui! Air, that nature can bear. Sick paupers die for all our care. Hrumnk ! otc.

Sick paupers never can be too strong. Hrumns ! whui ! Strong, that can't be no wrong.

Here ends our parochial song. Hrumnk ! etc. -Punch.

LITERATURE.

REVIEW OF NEW BOOKS.

-From J. B. Lippincott & Co. we have received the first part of "Lippincolt's Pronouncing Dictionary of Biography and Myhology," by J. Thomas, A. M., M. D. This important work has been in preparation for many years, and Dr. Thomas-who is well nown as the author of the system of pronunciation in "Lippincott's Pronouncing Gaetteer of the World," and of the proouncing vocabularies of Biographical and eographical Names in "Webster's Unbridged Dictionary"-has spared no pains to nake it the most complete and satisfactory ook of reference of its class in existence. ndeed there is no other work that can at all be put in comparison with it, either for variety or thoroughness of information, and it will supply a want long felt by literary men and all who have frequent occasion to consult books of reference. The author laims that it will embrace a far greater numer of biographical sketches than any similar ork in the English language; that it has een prepared with such an eye to condensaon that the whole, if desirable, can be ininded in the compass of a single volume, so hat even the celebrated French "Biographie iniverselle," in some ninety volumes (the ost extensive Dictionary of Biography ever ablished in any language), will be found to e less complete than this in its biographical otices. Its mythology will include notices the Norse, the Hindoo, and the assic, presenting in a convenient and alphabetical order much rm formation which must otherwise be sought rough many different works, most of which re difficult of access to the majority of reads. Its system of orthography represents te proper English spelling of names, folowed by their spelling in other principal European languages and their correct pronunnation. Ample lists of references to works urnishing more extended accounts of the mbjects under consideration are appended at he close of the principal articles for the enefit of those who wish to pursue their inestigations beyond the limits of the article before them. The first part which reaches the title

Allen," fully confirms all the promises of the uthor and publisher. It is printed on fine aper in the most careful manner, and is an dmirable specimen of typography. The ork will be sold only to subscribers at fifty ats a number, and the publishers promise at it shall be completed in about fifty-five nbers of sixty-four pages each. In case s number should be exceeded, the remainparts necessary to complete the work will o furnished gratis to all subscribers. About ne thousand pages are now in type, and it is spected that all the parts will be issued durg the present year. -From A. Hubbard, No. 400 Chesnut reet, we have received "The Ladies of the hite House," by Laura Carter Holloway. e author describes this work as the result a desire to attempt for American ladies hat Miss Strickland has done for English acens. In comparison with Miss Strickad's performance, Mrs. Holloway has not hieved a brilliant success; but then some wances must be made for the unpromisnature of her material. The ladies of the hite House have never been promiant in public life, and their careers were comparatively uneventful. The work before ns, however, will have a popular interest in the United States, as there are many who will wish to know what manner of women the ladies of the White House were. The sketches are brought down to the conclusion of Andrew lohnson's administration, and most of them are embellished with portraits, from which, lowever, by some singular oversight, the likeess of Mrs. Lincoln is omitted. Some of tese pictures are good, but the majority are trociously bad. The book is sold only to ibscribers.

GREAT BRITAIN.

Sir Charles Bilke on the Alabama Question-

LONDON, Jan. 8.-It is long since anything has been uttered in England about the Alabama question which Americans could read with more pleasure than what Sir Charles Wentworth Dilke has just said in the course of an address in London:

He said that the present phase of the Alabama question dated from the month of April last; the time, namely, of the rejection of the Reverdy Johnson treaty. The excitement caused over here by the publication, not of Mr. Sumner's speech, but of certain com-ments upon that speech, had much astonished him-not so much, he feared, as it had astonished poor Mr. Summer. (Hear. hear.) He was, in the first place, astonished at being supposed to have made some altogether new and unheard-of claim, whereas he had only stated the American case, and stated it almost in the same words in which it had often been stated before. He was still more astonished and still more grieved at being supposed to have made a warlike speech-he, one of the strongest friends of England in all America. At the time that speech was made, the prevalent feeling in the Senate was that not only should the treaty be rejected as a bad one, but that the whole su ject should be left open, on the princip that America could afford to wait better th could England. Mr. Sumner made his spee to combat, in the interest of the friendsh between the countries, this idea of leavi the question alone, and his speech and M Motley's instructions should be read as or Mr. Sumner's speech expressed not Mr. Sur ner's individual opinions merely, but the unanimous feelings of all Americans, and the precise opinion of the Cabinet of General Grant. At the same time great ignorance existed, and still exists, as to what Mr. Summer really said. He said nothing about claiming two hundred millions sterling, and he said nothing about an abject apology from England. What he said was that England's action had, in some measure, been the cause of an enormous loss, and that there had never been on the part of England any expression of national regret. As for the recent correspondence between Lord Clarendon and Mr. Fish, Sir Charles Dilke said that he could not but regret that it should have taken place. It was hard to say which made out the strongest case, Lord Clarendon upon the point of law or Mr. Fish upon the side of sentiment; but, if we were we should not succeed in convincing the Americans, nor they us. (Hear, hear.) Meanwhile, with liberals in office on both sides of the Atlantic, it would be strange if this ques-tion were not settled. The President, in his recent message, had taken a most decided step, for he had gone out of his way to say that the recognition of belligerency was a matter which every nation should consider for itself. He would certainly not have made this declaration unless it were to aid us towards a settlement of the Alabama

question. There was no other kind of reason for inserting it. (Hear, hear.) Sir Charles earnestly advocated the making an immediate earnesity advocated the matring an immediate attempt to settle the question. Other things being equal, there was always a probability of a war with America. The quiet minority there was always at work restraining the noisy majority from fighting us. "One war at a time, gentlemen," was all that even Lincoln dared to say. The greater portion of the Irish in America, and the Democratic partyexcluded at present from power, and hopeful of regaining it—are always ready, and hopeful of regaining it—are always ready, and the train being laid, we can at any moment light it. To the workingmen of this country war with America would really be that which it was sometimes idly called—a "civil war." Almost every family that he knew had members or

friends out there, and many looked to Ameand Chester. rice as their future home

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER S P. M. SUNDAY, NOVEMBER 14, 1869. The trains of the Pennsylvania Contral Mailroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market streets, which is reached directly by the Market streets are, the last car connecting with each train leaving Front and Market streets thirty minutes bo-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 SPOT, VIE, :--

TRAINS LEAVE MPOT, VIL .:- SOO A. N Mail Train

C 14	ADDALLS, M. STRAND & D. D. S.
1	Paoli Accommodat'a 10:30 A. M., 1:10 and 6:50 P. M.
9	Fast Line and Eric Express 11 50 A. M.
6	Harrieburg Accommodation 2-30 P. M.
6	Lancaster Accommudation, 4'10 P. M.
5	Parkesburg Train 5'30 P. M.
	Cincinnati Express 800 P. M.
6	Erie Mail and Pittsburg Express 945 P. M.
2	Accommodation 19:11 A. M.
24	Pacific Express 12:00 night.
1	Erie Mail leaves daily, except Sunday, running on
£ I	Saturday night to Williamsport only. On Sunday
	night passengers will leave Philadelphia at 8 o'clock.
	Pacific Express leaves daily. Cincinnati Express
5	daily, except Saturday. All other trains daily, ex-
	and the second sec

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.

TRAI	A RAISIA SA	T DEPUT,	VLK-1	
Cincinnati Expl	COB8	*********		A. M.
Philadelphia Ex	cpress	*********		A. M.
Erie Mail				A. M.
Paoli Accommo	dation, 8'20	A. M., 340	and 6-25	P. M.
Parkesburg Tra	ain			A. M.
Fast Line				A. M.
Lancaster Train	a	*********		P. M.
Erle Express				P. M.
Southern Expre	88			P. M.
Lock Haven an	d Elmira Ex	press		P. M.
Pacific Express			4.25	P. M.
Harrisburg Acc	ommodation			P. M.
Ear forthar in	formation a	unnly to	COMPACT AND	are care.

For further information, apply to JOHN F. VANLEER, J.R., Ticket Agent, No. 901 CHESNUT Street, FRANCIS FUNK; Ticket Agent, No. 116 MARKET Street. SAMUEL H. WALLACE, Ticket A gent at the Depot

SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania Raliroad Company will not as-sume any risk for Baggage, except for Wearing Ap-parel, 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, 429 General Superintendent, Altoona, Pa.

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 \$30 A. M. (Sundays excepted for Baltimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto for Cristicial and intermediate stations. Express Train at 12 M. (Sundays excepted), fc 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, Tharlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's,

Stanton, Newark, Enton, North-Estas, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11-30 P. M. (dally), for Baltimore and Washington, stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. and Magnolia. and Magnoin. 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 Delaware Railroad for Harrington and Intermediate

stations, Leave Wilmington 6:50 and 8:16 A. M., 1:30, 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 Accom-modation Trains Sundays excepted.

Trains leaving Wilmington at 630 A. M. and 445 P. M. will connect at Lamokin Junction with the 700 A. M. and 439 P. M. trains for Baltimore Central A. M. and 4:39 P. M. trains for Baltimore Central Railroad.
 From Baltimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 9:35 P.
 M., Express; 7:25 P. M., Express.
 SUNDAY TRAIN FROM BALTIMORE.
 Leaves Baltimore at 7:25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

H. F. KENNEY, Superintendent.

RAILROAD LINES.

READING RAILROAD. - GREAT TRUNK LINE from Philadelphia to the interior of Pennsyl-vania, the Schuylkill, Susquehanna, Cumborland, and Wyoming valleys, the North, Northwest, and the Canadas. WINTER ARRANGEMENT

Canadaa. WINTER ARRANGEMENT Of Passenger Trains, December 20, 1669. Leaving the Company's depot at Thirteenth and Callowing streets, Philadelphia, at the following hours:- MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 6:25 P. M.; arrives in Philadelphia at 9:25 P.M. MORNING EXPRESS. At 6:15 A. M. for Reading, Lebanoz, Harrisburg, Pottsville, Pinegeove, Tamagua, Sunbury, Williams-port, Elmira, Rochester, Niagara Falls, Buillalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

port, Elmira, Rochester, Niagara Falis, Builalo, Wilkesbarre, Pittston, York, Carliale, Chambersburg, Hagerstown, etc.
 The 7-80 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 9-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at HAR-RISBURG with Northern Central, Comberland Valley, and Schnylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
 Leaves Philadelphia at 3'50 P. M. for Reading, Pottaville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
 Leaves Philadelphia at 3'50 P. M. for Reading, Pottaville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.
 Leaves Pottatown at 6'45 A. M., stopping at intermediate stations; arrives in Philadelphia at 4'00 P. M.; arrives in Pottatown at 6'16 P. M.
 READING AND POTTSVILLE ACCOMMODATION.
 Leaves Pottavilie at 5'40 A. M. and Reading at 7:20 A. M.
 Reading at 7:40 P. M., and at Pottsville at 9:30 A.
 M. Grunning, leaves Philadelphia at 4:45 P. M.; arrives in Reading at 7:40 P. M., and at Pottsville at 9:30 P. M.

P. M.
Trains for Philadelphia leave Harrisburg at 840 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Atternoon trains leave Harrisburg at 2405
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 410 P. M. Connecting at Reading with Afternoon Accommodation south at 635 P. M., arriving in Philadelphia at 926 P. M.
Market train, with a passenger car attacned, leaves Philadelphia at 1230, noon, for Pottsville and all way stations; leaves Pottsville at 540 A. M., connecting at Reading with accommodation train for Philadel-phia and all way stations.
Al the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and

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 P. M.

CHESTER VALLEY RAILROAD.

P. M. CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7 30 A. M., 19 30 and 4 00 P. M. trains from Philadelphia. Returning from Downingtown at 6 30 A. M., 12 45 and 5 15 P. M. PERKIOMEN RAILROAD. Passengers for Schwenksville take 7 30 A. M., 12 30 and 4 00 P. M. trains from Philadelphia, returning from Schwenksville at 8 305 A.M. and 12 45 M. Stage lines for the various points in Perkiomen Valley con-nect with trains at Collegeville and Schwenksville. COLEBROOKDALE RAILROAD. Passengers for Mt. Pleasant and intermediate points take the 7 30 A. M. and 400 P. M. trains from Philadel-phia, returning from Mt. Pleasant at 7 00 and 11 00 A. M.

A. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 500 P. M., passing Reading at 145 and 1005 P. M., and connecting at Harrisburg with Pennsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc. nore, etc. Returning Express train leaves Harrisburg on ar-

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittaburg at 5:35 A. M., and 12:20 noon, passing Reading at 7:30 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 Pittsburg withent ohange.
 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. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.
 Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 3:35 A. M., and 1:40 and 4:50 P. M.
 SCHUYLKILL AND SUSQUEHANNA RAILROAD.
 Trains leave Auburn at 3:55 A. M. and; 3:20 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD, Trains leave Auburn at 535 A. M. and 320 P. M. for Pinegrove and Harrisburg, and at 1940 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 730 A. M. and 340 P. M., from Brookside at 400 P. M., and from Tremont at 745 A. M. and 506 P. M. TickETS. Through first class lickets and emigrant tickets to all the principal points in the North and West and Canadas.

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 of

RAILROAD LINES.

Ret and all

AUDTION BALES

Rome. May be examined at 8 c'clock on the morning of sale. 1 26 24

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 OHESNUT Street, rear entrance No. 1107 Samson street.

Sale at No. 110 Chesnut street. SALE OF LADIPS' FANOY FURS, SLERGH AND CARRIAGE ROBES. On Thursday Morning. At 10% o'clock, at the auction store, No. 1110 Chesnut street, will be sold a large assortment of sable, mink sable, Siberian squirrel, ermine, grey and black Astra-chan sets. Angora trimmings, mult tassels, etc.: genits' fur collars and Astrachan caps; black bear, wolf, and other sleigh and carriage robes. 125 St.

other sicigh and carriage robes. 1253: Sale at No. 1110 Chesnut street. NEW AND SECONDHAND HOUSEHOLD FURMI-TURE, PIANO-FOBTES, MIRRORS, PLATED WARE, CARPETS, VASRS, OLOCKS, SEWING-MACHINES, STOVES, ETC. On Friday Morning. At 9 o'clock, at the auction store, No. 1110 Chesnet street, will be sold, a large assortment of superior furni-ture for parlor, chamber, library, and dining room. TTALIAN MARHLE STATUARY. At 1 o'clock, on Friday, will be sold for accourt of whom it may concorn. 9 Italian marble group of Bacchus and Ariadre. They can now be examined. PIANO-FORTE -1 superior 7% system grand piano-forte, made by Halbet & Davis. MARTIN BROTHERS. AUCTIONEED

MARTIN BROTHERS, AUCTIONEERS,-(Lately Salemen for M. Thomas & Sons.) No. 529 CHESNUT Street, rear entrance from Minor.

SALE OF REAL ESTATE AND STOCKS. On Monday, Jan. 31, At 12 o'clock noon, at the Philadelphia Exchange, cor-ner of Third and Wainnt streets-THREE STORY BRICK DWELLING, No. 2142 Elta-

THREE STORY BRICK DWELLING, No. 2144 Elia-

IIMPORTANT TO ART CONNOISSEURS. Mesara, G. PELMAN and JOSEPH RICHARDSON will sell at the Galleries, No. 1020 Chesnut street, their large and very valuable collection of HIGH-CLASS PAINTINGS, in elegant frames. The collection will comprise 125 Paintings, principally of the Dusseldorf school. Will be stranged for examination for one week, commencing THURSDAY, 27th inst. Full particulars in future advertisements. 126

BUNTING, DURBOROW & CO., AUCTION-KERS, Nos. 252 and 254 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

OFENING SPRING SALE OF 2000 CASES BOOTS, SHOFS, HATS, ETC. On Tuenday morning. February 1, at 16 o'olock, on four months' oredit, includ-ing men's, boys', and youths' calt, kip, and buff leather boots, fine grain long-log dress boots, Congress boots and balmorals; kip, buff, and polish grain brogans; women's, misses', and children's goat, morocco, kid, and enamelied balmorals; kip, buff, and polish grain brogans; women's, misses', and children's goat, morocco, kid, and enamelied balmorals; Congress gaiters; lace boots, lasting gait-ors, ankle-ties, traveling bags, metallic overshoes, etc. etc. 134 7t

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Personal action given to sates of Audienooms, No. Public sales of Furniture at the Auction Rooms, No. 1219 CHESNUT Streeet, every Monday and Thursday. For particulars see Public Ledger. [1] 13 N. B.- A superior class of Furniture at private sale.

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1869, -FOR NEW YORK.-THE CAMDEN ton Railroad Companies' lines from Philadelphis and Tren-ton Railroad Companies' lines from Philadelphis to New York and Way Places. M. THOMAS & SONS, NOS. 139 AND 141 Sale at the Auction Rooms, Nos. 129 and 141 S. Fourth

Sale at the Auction Rooms, Nos. 1D and 141 S. Fourth SUPERIOR HOUSEHOLD FURNITURE MIRRORS, FINE HAIR MATTRESSES, FRATHER BEOS, CHENE FURNITURE, HADSOME VELVET, BRUSSELS, AND OTHER CARPETS, ETC. On Thursday Morning. January R, at 90 clock, at the autions rooms, by cata-fure, whilm parior furniture, French plate manted whitror, wardrobes, bookcasse, andeboards, oxionation, orentre, and bouquet tables, but stands, longes, stageres, uperior office desks, and tables, fine hair mattresses, semenuming and cooking stoves, handsome velvet, Brus-seles and other carpots, etc. etc. Market Billion, Stateman and Stateman Market Billion, Stateman

At 650, 8, and 10 A. M., 12 M., 2, 3-80, 4-30, 6, 7, and 11-30 P. M. for Bordentown, Florence, Burlington,

Beverly, and Delanco.
 At 6:30 and 19 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30
 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 8 A. M. and 9 P. M. for Riverton.
 The 11:30 P. M. Lne leaves Market Street Ferry, Inconcritical

Sale at No. 1266 Sprince street. Sale at No. 1266 Sprince street. NEAT HOUSEHBOLD FURNITIVE, FINE BRUS-SELS, IMPERIAL AND OTHER CARPERS, FINE ENGRAVINGS, ETC. On Friday Morning. Jan. 2, at 10 o'clock, at No. 1506 Sprince street, above Filteenth street, by catalogue, the mesh homsehold furmi-ture, comprising Walnut parlor furniture, walnut sta-gere, walnut oval centre table, mahogany sido-posrd, fine French chias dinner and tas ware, glasse ware, walnut and cettage chamber furniture, fine Brus-wels, imperial, and damask Venetian carpets, cooking utwo eils, etc. Also, 5 very fine engravings, views of St. Peter's Church, Rome.

The 11 20 P. M. Line leaves Market Street Ferry, (upper side). FROM ERNSHOTON DEPOT. At 7-30 A. M., 2-30, 3-30, and 5 P. M. for Trenton and Bristel, and 10-45 A. M. and 6 P. M. for Bristol. At 7-30 A. M., 2-30 and 5 P. M. for Morrisville and Tullytown. 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 Cornwell's, Torresdale, Holmesburg, Tdoony, Wis-sinoming, Bridesburg, and Frankford, and at 8-30 P. M. for Holmesburg and Intermediate stations. FROM WEST FRILADELFRIA DEFOT. 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, \$3-25.

At 11:30 P. M., Emigrant Line. Fare, \$2. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 12 P. M.,

for Trenton. At 7, 9:30, and 11 A. M., 4, 6:45, and 12 P. M., for

At 12 P. M. (Night), for Morrisville, Tulivicwn, Schenck's, Eddington, Cornweil's, Torresonle, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

Frankford. The 9:50 A. M., 6:45 and 19 P. M. Lines will run daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILHOAD LINES.

FROM KENSINGTON DEPOT. At 7-30 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oe-wego, Syracuse, Great Hend, Montrose, Wilkesbarre, Scranton, Strondsburg, Water Gap, Schooley's Moun-

Weige, Synausse, Great Bend, Montrose, Witkenoarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.
A. 7:30 A. M. and 3:30 P. M. for 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. from West Philadelphia Depot and 8 P. M., from Kensington Depot, for Lambertville and Intermediate stations.
CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.
PEMBERTON AND HIGHTSTOWN RAIL-ROADS.
At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.
At 7 A. M., 2:15 and 6:30 P. M. for Lamberton and Mediord.
At 7 and 10 A. M., 1, 3:30, and 5 P. M., for

Medicord. At 7 and 10 A. M., 1, 3'30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. 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.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE, On and after MONDAY, Nov. 22, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 995, 16, 11, 12 A. M., 1, 2, 33, 334, 405, 435, 5, 534, 6, 656, 7, 8, 920, 10, 11, 12 P. M.

M.
 Leave Germantown at 6, 655, 7%, 8, 820, 9, 10, 050, 12 A. M., 1, 2, 3, 350, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 1 P. M.
 The 850 down train and 3% and 5% up trains will

not step on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 915 A. M., 2, 405, 7, and 10%

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

CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 990, and 11 F. M. Leave Chesnut Hill at 740, 8, 940, 1140 A. M., 140, 2%, 540, 640, 840, and 1040 P. M. ON SUNDAYS. Leave Philadelphia at 945 A. M., 9 and 7 P. M. Leave Chesnut Hill at 750 A. M., 1240, 540, and 925 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 8, 7%, 9, and 1105 A. M., 126 FOR CONSHOHOCKEN AND NORRISTOWN. Leave I hiladelphia at 5, 7%, 9, and 11:05 A. M., 1%, 3, 4, 43%, 53%, 63%, 80%, 10:05, and 11% P. M. Leave Norristown at 5:40, 6:25, 7, 7%, 8:30, and 11 A. M., 1%, 3, 4%, 6%, 8, and 9% P. M. The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lang. 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 7% P. M.

-From Claxton, Remsen & Haffelfinger e have received "Two Hemispheres," a omance from the German of Otto Rupius, y C. L. W. This is an interesting story, ery Germanesque in style, but not likely on at account to prove any less attractive to nost readers.

-The February number of The Nursery, published by John L. Shorey, Boston, is filled with pictures that the youngest inhabitants f the nursery can appreciate, while the tories, sketches, and verses are suited to the apacity of those who are being initiated into he mysteries of literature.

-The seventh monthly number of Howe's fusical Monthly, published at No. 103 ourt street, Boston, has appeared. It conains twelve instrumental pieces, the names of traves, Gung'l, Parlow, Bach, Gounod, and Ioffman appearing among the composers, and eleven vocal pieces which have just apeared abroad.

-From the Central News Company we ave received the latest numbers of London ociety, All the Year Round, Punch, and

-Hitchcock's New Monthly Magazine for ebruary has a sketch of Mr. Clara Fisher laeder, and a variety of other musical and ramatic sketches, with eight pages of new ausic. Received from B. Whitehead, No. 14 Chesnut street.

be a civil war. If, then, he were asked how the matter could be settled, he thought that the idea of arbitration should be entirely given up, and that an English commission should be appointed to assess the claims. If a special envoy were to be sent, even supposing that Mr. Bright-(cheers)-should refuse go, Sir Henry Bulwer or the Duke of -(hear, hear)-would be good men; but his own opinion was that the mission at Washington should be raised to one of the first-class, and that the ambassador should treat, for in that case temporary failure would leave matters only as they were. In any case negotiation must take place at Washington, inasmuch as the Senate was in reality the treaty-making power.

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No. 11 N. SIXTHStreet.

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 Creek Ballroads -Railroads:

Railroads:--Leave PHILADELPHIA for POET DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 4:30 P. M. A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 2:30 P. M. Leave PORT DEPOSIT for PHILADELPHIA at 5:40 A. M., 9:25 A. M., and 2:25 P. M. On Saturday the 2:25 P. M. train will leave at 4:30 P. M.

P. M. Passengers are allowed to take wearing apparei 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. HENRY WOOD, 111 President and General Superintendent.

GREAT SOUTHERN MAIL

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NEW ORLEANS, MEMPHIS, NASHVILLE, AT-LANTA, AUGUSTA, MONTGOMERY, MOBILE, MACON, RICHMOND, WELDON, WILMINGTON, CHARLESTON, SAVANNAH, and all principal points SOUTH and SOUTHWEST. Tickets for sale, baggage checked through to destination, and all information furnished at

721 OHESNUT Street, Masonic Hall, G. RENTON THOMPSON, Gen. Agent for Philadelphi

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eest will be transported, ALL RAIL. No change of cars between Philadelphia and Columbus,

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tions by Reading and Potistown Accommodation 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. Nicolis, General

Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent, dis-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 re-

duced rates. CLERGYMEN residing on the line of the road

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 Ph#adelphia 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 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 215 P. M. FREIGHT TRAINS leave Philadelphia daily at 435 A. M., 1230 noon, 5 and 745 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

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

WEST CHESTER AND PHILADELPHIA RAILROAD.

W EST CHESTER AND PHILADELPHIA RAHLROAD. Leave Philadelphia from New Depot, THIRTY-FILST and CHESNUT Streets, 745 A. M., 11:00 A. M., 220 P. M., 415 P. M., 440 P. M., 615 and 11:30 P. M. Leave West Chester from Depot, on East Market street, at 625 A. M., 800 A. M., 745 A. M., 10:45 A. M., 1:55 P. M., 450 P. M., and 6:55 P. M. Train leaving West Chester at 8:00 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; 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 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 5.30 A. M. and 2.00 P. M. Leave West Chester for Philadelphia at 7.55 A. M. and 4.00 P. M.

WILLIAM C. WHEELER,

Agent Baltimore and Ohio B. R. Co. N. B.-On and after MONDAY, January 10, the rates to all points via Baltimore and Ohio route will be the same via Ganal to Baltimore as by the Railline. 18 Imrp

at School lane, Manbyunk, and Conshonocken. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUK. Leave Philadelphia at 6, 7%, 9, and 1105 A. M., 1%, 3, 4, 4%, 5%, 6%, 806, 1005, and 11% P. M. Leave Manayunk at 60, 605, 7%, 8°10, 9°20, and 11% A. M., 2, 3%, 5, 6%, 8°0, and 10 P. M. ON SUNDAYS. Leave Philadelphia at 7% A. M., 1%, 6, and 9% P. M. PLYMOUTH RAILROAD. Leave Philadelphia at 7% A. M., 1%, 6, and 9% P. M. PLYMOUTH RAILROAD. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia At 7% A. M., 4% P. M. Leave Philadelphia At 7% A. M., 4% P. M. Leave Philadelphia At 7% A. M. A. M. A. M. 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 CANADA.

WINTER ARRANGEMENT.

Takes effect November 22, 1869. Fonrteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-Turkey Morocco, Paneled and Ornamental Designs, equal to the London and Oxford editions, at less than

BERKS and AMERICAN Streets, (Sundays ex-cepted), as follows:— At 8:00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERHE RAHLWAY for Buffalo, Nisgara Falls, Bochester, 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 Jorsey Central and Morris and Essex Railroads. At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

At 5 00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 845 A. M., 245 and 415 P. M.

For Fort Washington at 7:30 and 10:45 A. M., and 11:30 P. M. For Abington at 1:15,5:20, and S. 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 Rallways run to the new Depot

TRAINS ARRIVE IN PHILADELPHIA.

W EST JERSEY RAILROADS, FALL AND WINTER ARRANGEMENT, COMMENCING TUESDAY, SEPTEMBER 21, 1969. Leave Philadelphia, foot of Market street (Upper Former's et

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

tions.
S'15 P. M., Mail, for Cape May, Miliville, Vineland, and way stations below Glassboro.
S'30 P. M., Passenger, for Bridgeton, Salem, Swedes-boro, and all intermediate stations.
5'30 P. M., Woodbury and Glassboro accommoda-tion.

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

Commutation tickets at reduced rates between

phia and all stations. EATRA TRAIN FOR CAPE MAY.

Leave Cape May, 1'10 P. M. WM. J. SEWELL, Superintendent. September 16, 1869. 9 30

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No. # NORTH WATER STREET; PHILADELPHIA.

From Bethlehem at 9 A. M., 945, 449, and 825 P.M. From Doylestown at 835 A. M., 430 and 765 P. M. From Lansdale at 730 A. M.

Avenue.

COPY

From Lansdale at 7 30 A. M. From Fort Washington at 9-25, 10-35 A. M., and 8-10 P. M. From Abington at 2-35, 6-45, and 9-20 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9-30 A. M. Philadelphia for Doviestown at 2 P. M. Doviestown for Philadelphia at 7-00 A. M. Bethlehem for Philadelphia at 4 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, Nu. 105 S. FIFTH Street. 11 1 ELLIS CLARK, Agent.

General Superintendent. 4 105