LITELATURE.

REVIEW OF NEW BOOKS LIVE OF MARY RUSSELL MITFORD. Edited by Rev. A. G. K. L'Estrange. Two volumes. Published by Harper & Brothers, Philadelphia agents: Claxton, Remsen & Haffelfinger.

Miss Mitford is remembered at the present day only by her charming series of sketches entitled "Our Village," which in spite of the mutations of taste still retain their place in the regards of a select circle of readers. Her poems, tragedies, novels, and multifarious contributions to the magazines during a long and honorable literary career are forgotten, and it is in the least pretentious of her works that her memory is preserved. Miss Mitford, although she achieved a great popularity in her day, was not such a prominent literary character that there would seem to be any very decided call for a biography of her, and yet the two volumes before us are such pleasant reading that we are ready to excuse what seems to have been the over-zealousness of personal friends. The work is made up almost exclusively of the letters of Miss Mitford, with only such comments by the editor as will serve to explain them and make a connected story; and the record is at once most interesting to the reader and most honorable to the subject. Miss Mitford was compelled to use her pen from necessity, not choice, and she labored earnestly for many years to support herself, her mother, and a worthless, spendthrift father, who contrived to run through with two fortunes and to reduce his family to poverty. The affection which the daughter always manifested for this scamp is one of the traits that will commend her to the regards of those who peruse the story of her life, and her perpetual cheerfulness and earnest effort to rise superior to every discouragement reveal most of the secret of her literary success. Miss Mitford was intimate with many of the most celebrated men of her day, and her letters are full of lively gossip about poets, politicians, novelists, and actors who came under her notice. Her critical judgement was singularly acute, and although she sometimes, after the manner of women, jumped at conclusions, it is surprising to find how often her estimates of some of the literary lions of the day have been confirmed by the verdict of posterity. In her private letters she expressed her opinions about men and books, her likes and dislikes, with a freedom and candor that were not to be expected in any of her published writings, and it is this quality that gives these autobiographical epistles their chief value. Miss Mitford was a discriminating admirer of the United States, and her judgment of American writers was remarkably free from the traditional British prejudices. She considered America as the legitimate successor of the glories of British literature, and evinced a particular interest in our most prominent writers. To all who are interested in literary matters these volumes will have a particular charm, and they will find their appropriate place on the library shelf beside "Our Village."

-From J. B. Lippincott & Co. we have received the second part of "Lippincott's Universal Pronouncing Dictionary of Biography and Mythology." Dr. Thomas has bestowed many years of labor on this valuable work. which is undoubtedly the most important publication of its class that has ever been issued in this country. Indeed, in some of its features this "Dictionary" is unique, and it presents in a compact shape information that otherwise could only be obtained by tedious research through many volumes. For literary men, and in fact all who have occasion to use a work of reference, the labors of Dr. Thomas will have the highest value, and the "Dictionary" will take its place as one of the standard works of reference of the English language. It will be sold only to subscribers, and the publishers engage to complete it in forty-five parts at 50 cents each, or if it should be necessary to exceed that number, to furnish the supplementary parts free of charge. As a specimen of typography the work is in the highest degree creditable to the publishers. Part 2 brings the "Dictionary" down to the title "Ariadne." The same house sends us "True Love," by Lady Di Beauclerk. This is a story of English high and low life, which, without developing any incidents of a very exciting character, is pleasantly written, and will repay a perusal.

viewer, fourteen years after the separation of husband and wife, Lady Byron and Mrs. Leigh quarreled, about money matters, it is believed, Mrs. Leigh taking the initiative by declining all further intimacy with Ludy Byron. In regard to Medora Leigh, the reviewer states that Lady Byron, "having known all about this unhappy girl for ten years without making any effort for reclaiming her, suddenly sent for her in the autumn of 1840, brought her to Paris, and there, or at Fontainebleau, told her the revolting story of her alleged paternity." In 1843, she took measures for establishing Medora Leigh took measures for establishing Medora Leigh abroad. "The paragraph that has been going the round of the papers stating that her story was received by everybody as true is a sheer invention of the writer." Lady Byron did not forgive Medora Leigh's relapse into frailty. She died in 1847. The reviewer declares that he has seen the memorandum which Lady Byron gave Mrs. Stowe, and that "it contains not a syllable from which any sane person without a 'prejudicatu' opinion could collect that Lady Byron ever made the charge in question, or any charge involving crime at any time."

Is the Sun Inhabited?

M. Amedee Guillemin concludes his recently-published work on the sun by discussing the question, "Is the sun inhabited ?"

The physical constitution of the sun, he says, is so adverse to the existence of animal ife on its surface, that the question would be hardly worthy of consideration if it were not for the fact that some men of high scientific character have answered it in the affirmative. In so answering it, however, they have assumed that the known laws of physical phenomena which prevail upon the earth do not manifest themselves in the same way upon the solar globe, which may therefore be inhabited by living beings constituted differently from any on earth, and able to endure the high temperature to which they must necessarily be subjected. It was also believed by many philosophers, until re-cently, that the solar globe, or nucleus, was comparatively dark and cold, being separated and preserved from the radiating photosphere by a thick layer of cloud, endowed with the property of absorbing both light and heat.

M. Guillemin opposes both these theories, and thinks there is no reason to believe that the laws of physical phenomena are different at the sun from what they are on earth, while he pronounces the hypothesis of a dark, cold nucleus no longer tenable under the light of late discoveries. He argues that the interposition of matter acting as a screen, either opaque or endowed with very weak absorbing power for light or heat-supposing its existence to be proved-would only settle one thing, namely, that the internal nucleus is not heated by radiation. But if the pho-tosphere is really in contact with the cloudy layer of the penumbræ, it must transmit its heat by conduction; as it envelopes the solar globe entirely, it must heat it at every point of its surface, and even if the conducting power were very slight, equilibrium of tempe-Lock Haven and Eimira Express. 700 P. M. Pacific Express. 426 P. M. Harrisburg Accommodation 950 P. M. For further information, apply to JOHN F. VANLEER, JR., Ticket Agent, No. 901 CHESNUT Street, FRANCIS FUNK; Ticket Agent, No. 116 MARKET Street, SAMUKL H. WALLACE, The Perperture of Pacific Content of the Depote rature would, in time, be established in the whole mass, and this temperature cannot be lower then that of fusion. Gases are, it is true, very bad conductors of heat, but their conduction is not nil, and, its effects being accumulated for centuries, it is easy to see that equilibrium of temperature between the photosphere and the nucleus must be established. We must not forget, moreover, that gaseous matter gets heated throughout its mass by convection, or transportation of the heated portions by circulation among the cooler portions; and, unless we suppose it to be absolutely at rest, its heat must thus be propagated very rapidly. Now, the phenomena of the spots, their rapid transformations, the movements which these transformations must cause, either in the different layers of the photosphere, or in the deeper regions of the solar globe, appear to place beyond doubt the constant mixing of the different layers, by a con-

tinual interchange of heat. It is, therefore, extremely probable that the entire globe of the sun has a very high temperature throughout its mass-a temperature which surpasses the melting or boiling points of most of the elementary substances of which spectral analysis has revealed the existence in its atmosphere. At the same time, it is evident that the concentric layers, of which the solar globe may be supposed to be formed, exert one upon the other considerable pressure, since we find that, at the surface itself, the intensity of gravitation is twentyeight times as great as upon the earth's surface; this pressure may hinder fusion to a certain extent, but not incandescence. But the hypothesis of a liquid incandescent-or even a gaseous-nucleus is the more probable. However that may be, it is absolutely impossible to understand how any living beings, animals or vegetables, could live in such conditions. It is all very well to conjure up a fantastic romance as to the kind of people who live in the sun, to imagine them dwelling in a kind of hot-house, and observing the sky through the openings produced by the spots, but that is mere imagination, and not science. True it is, that the physical constitution of the sun is yet too slightly investigated to enable any one to make an authoritative statement on this subject; we can only rely upon probabilities, but in doing so we must remain within the bounds of well-authenticated facts; we must not, in order to favor any gratuitous hypothesis, imagine at will the existence of physical laws different from those which observation and experiment have revealed. But this is the position taken up by those who believe that the sun may be inhabited. At any rate, there is one fact which they cannot get over, namely, the constancy of solar light and heat—the prodigious expenditure of light and heat which the thin envelope or photosphere certainly cannot suffice to produce, unless its incandescent state is kept up by heat from the interior of the sun's Whether we adopt the meteoric theory mass. or the transformation of gravitation into heat, we cannot suppose the internal nucleus of the solar globe to be at a low temperature. In short, it appears extremely difficult to consider the sun as a globe, inhabited by organized beings; we have no idea what sort of life could exist in a medium at so high a temperature. All physiologists agree that no terrestrial being can exist in a temperature scarcely higher than one hundred degrees C., and it is not of one hundred degrees but of one thousand and two thousand degrees of heat we must speak, when alluding to the strata of the solar globe immediately beneath the photosphere. How can we conceive plants or animals living in a temperature capable of melting metals ?- From Appleton's Journal.

1870. IMPORTANT TO SHIPPERS. ALL RAIL FREEMENT LINE BETWEEN

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WINTER ARRANGEMENT Of Passenger Trains, December 20, 1869. Leaving the Company's depot at Thirteenth and Callowing interest, Philadelphia, at the following hours:- MORNING ACCOMMODATION. At 750 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 635 P. M.; strives in Philadelphia at 935 P. M. MORNING EXPIRES. At 645 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinepsove, Tanagua, Sunbury, Williams-port, Elmira, Rochester, Niagara Falls, Buffalo, Wilkeabarre, Pittaton, York, Carlisle, Chambersburg, Hagerstown, etc. Shippers are respectfully notified that arrangements have been perfected between the Philadelphia, Wilming-ton and Baltimere and Baltimere and Ohio Railroads by which freight to and from the West, Northwest and South-west will be transported, ALL RAIL Wilkesbarre, Pitiston, York, Carliele, Unamourson, Hagerstown, etc. The 730 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 845 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawisas Railroad trains for Williamsport, Lock Haven, Eimirs, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuylkill and Susquehanna trains for Nor-thumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

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No. 44 South FIFTH Street. Freight received daily until 6 o'clock P. M., at the Depot of the Philadelphia, Wilmington and Baltimore Railroad Company,

Cor. Washington Av. and Swanson St. JOHN S. WILSON,

Gen. Th. Frt. Agt. P. W. & B. R. R. Oo. JAMES C. WILSON,

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

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD

AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869. 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 Chesnut and Wainut streets cars run within one square of the Depot. Bleeping-car tlokets 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 streets, or No. 116 Market street, will receive attention.

 Past Lice and Eric Express.
 11'50

 Harrisburg Accommodation.
 2'30

 Lancaster Accommodation.
 4'10

 Parkesburg Train.
 5'30

 Cincinnati Express.
 8'00

Cincinnati Express. 500 P. M. Erie Mail and Pittsburg Express. 945 P. M. Accommediation. 1241 A. M. Pacific Express. 1200 night, Erie Mail leaves daily, except Sunday, running on

Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock Pacific Express leaves daily, Cincinnati Express daily, except Saturday. All other trains daily, ex-

The Pennsylvania Railroad 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, General Superintendent, Altoona, Pa.

by special contract.

4 29

at Reading with accommodation train for Philadel 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 6 A. M.; returning from Reading at 4:36

CHESTER VALLEY RAILROAD.

RAILROAD LINES.

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

WINTER ARRANGEMENT

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 6:45 A. M., stopping at inter-mediate 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 Pottaville at 5:40 A. M. and Reading at 7:30

Leaves Pottsville at 540 A. M. and Reading at 730 A. M., stopping at all way stations; arrives in Phila-delphia at 10 20 A. M. Hoturning, leaves Philadelphia at 445 P. M.; ar-rives in Reading at 740 P. M., and at Pottsville at 930 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. Afternoon trains leave Harrisburg at 2406 P. M., and Pottsville at 245 P. M., arriving at Phila-delphia at 545 P. M. Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 4 10 P. M. Connecting at Reading with Afternoon Accommodation south at 635 P. M., arriving in Philadelphia at 935 P. M. Market train, with a passenger car attached, leaves

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:50 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.

PERKIOMEN RAILROAD. Passengers for Schwenksville take 7:30 A. M., 19:30 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at \$05 A.M. and 12:45 M. Stage lines for the various points in Perkiomen Vailey con-nect with trains at Collegeville and Schwenksville, COLEBROOKDALE RAILROAD. COLEBROOKDALE RAILROAD.

cept 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. 118

COLEBROOKDALE RAILROAD. Passengers for Mt. Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadel-phia, 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 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc. more, etc. Returning Express train leaves Harrisburg on ar-

rival of Pennsylvania Express from Pittsburg at 535 A. M., and 1220 noon, passing Reading at 720 A. M., and 200 P. M., arriving at New York 1205 noon, and 635 P. M. Sleeping cars accompany these trains through between Jersey City and Pitts-

these trains through between Jersey City and Pitts-burg without 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. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 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 8:55 A. M. and 3:50 P. M.

Trains leave Auburn at \$55 A. M. and \$20 P. M. for Pinegrove and Harrisburg, and at 1210 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7:30 A. M. and \$40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:25 A. M. and \$55 P. M.

Torough first class tickets and emigrant tickets to the principal points in the North and West and madas.

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.

The following tickets are obtainable only at the

RAILROAD LINES. 1869. - FOR NEW YORK .- THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philade New York and Way Places.

New York and Way Places. FROM WAINUT STREAM WHARF. At 6-20 A. M., via Camden and Amboy Accom... \$2-25 At 5 A. M., via Cam. and Jersey City Ex. Mail... 3-00 At 2 P. M., via Camden and Amboy Express..... 3-60 At 6 P. M., for Amboy and intermediate stations. At 6 P. M., for Amboy and intermediate stations. At 6 A. M. and 9 P. M., for Freehold. At 8 A. M. and 9 P. M., for Long Branch and points on R. and D. B. R. R. At 8 and 10 A. M., 13 M., 2, 3-30, and 4-30 P. M., for Trenton.

Trenton. At 670, 6, and 10 A. M., 12 M., 3, 830, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Burington, Beveriy, and Delanco. At 630 and 10 A. M., 13 M., 330, 430, 6, 7, and 1130 P. M., for Edgewater, Hiverside, Riverton, Palmyra, and Fish House, 5 A. M. and 2 P. M. for Riverton. The 1130 P. M. Ene leaves Market Street Forry, furner and a. (upper side).

(upper mac), At 730 A. M., 230, 330, and 5 P. M. for Trenton and Bristel, and 1045 A. M. and 6 P. M. for Bristol. At 730 A. M., 250 and 5 P. M. for Morrisville and Tullytown.

Thilytown. At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for

At 730 and 1045 A. M., and 230, 5, and 6 P. M. for Schenck's and Eddington. At 730 and 1045 A. M., 230, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 830 P. M. for Holmesburg and intermediate stations. FROM WEST PHILADELPHIA DEPOT. Via Connecting Railway. At 7, 9:30 and 11 A. M., 120, 4, 645, and 12 P. M. New York Express Lines, via Jersey City. Fare, 3256.

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 19 P. M.,

At 7, 9'80, and 11 A. M., 4, 6'45, and 12 P. M., for

At 13 P. M. (Nighs), for Morrisville, Tallviewn, Schenck's, Eddington, Cornwell's, Torresonic, Holmesburg, Tacony, Wissinoming, Bridesburg, and

Frankford. The 9-30 A. M., 6-45 and 12 P. M. Lines will run daily. All others, Sundays excepted. BELVIDERE DELAWARE RALLROAD LINES.

FROM KENSINGTON DEPOT. At 730 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-tain etc. tain, etc.

Market train, with a passenger car attached, leaves Philadelphia at 19:30, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting tain, etc. A. 730 A. M. and 330 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 330 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 5 P. M., from Kensington Depot, for Lambertville and intermediate stations

Intermediate stations. CAMDEN AND BURLINGTON COUNTY AND FEMBERTON AND HIGHTSTOWN RAIL-

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Mediord At 7 and 10 A. M., 1, 3:30, and 5 P. M., for mithville, Ewansville, Vincentown, Birmingham,

Smithville, Ewaler, Ewistown, Wrightstown, Cooks-At 10 A. M., for Lewistown, Wrightstown, Cooks-town, New Egypt, and Hornerstown, At 7 A. M., 1 and 3'38 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hights-town, WillLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RALLROAD. TIME TABLE, On and after MONDAY, Nov. 22, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9-95, 16, 11, 12 A. M., 1, 2, 35, 35, 405, 435, 5, 55, 6, 656, 7, 8, 9-20, 10, 11, 12 P. M.

P. M. Leave Germantown at 6, 655, 7%, 8, 820, 9, 10, 1040, 12 A. M., 1, 2, 3, 350, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 8-20 down train and 3% and 5% up trains will

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%0, and 11 F. M. Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3%, 5:40, 6:40, 8:40, and 10:40 P. M. ON SUNDAYS. Leave Philadelphia at 9:15 A. M., 2 and 7 P. M. Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and

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Fale Northeast corner Ninh and Cherry stressta. SUPERIOR, WALNUT AND OAK HOUSSHOLD FURNITIER, PIANO.FORTE, PIER MURCOR, FURNITIER, FIANO.FORTE, PIER MURCOR, ACHINES, BRUSSELS AND OTHER OR BEWING MA-CHINES, BRUSSELS AND OTHER OR BEPTS, ETO. On Wedneeds Morning. Teb. 9, at 10 o'clock, at the N. E. corner of Ninth and Otherry streets, the bousehold furnitare, comprising supe-nitare reservoid pisso-forte, made by the Pennsylvaum manufacturing Com, any French pisle pier mirror. Here proof safs, made by Fattel & Herring: 3 Singer's lotter A service and the submitted and other earpear, china and gassare : sefrigorator : kitchen furniture, etc. [375: May be examined on the morning of sale soloids.

VALUABLE LIBRARY. Estate of James B. Longacro, docomerd. On Tuesday and Wednesday attornooms, Feb. 8 and 9. At 6 o'clock, at the suction rooms, the valuable Library of the late J. B. Longacro, Esg., consisting of a choice collection of books on the fire arts, sculpture, painting, engraving, coins, superbly illustrated works, annusks, etc. Also, standard works on history, hiegraphy, theology, puetry, and miscellaneous literature. 25 38

Sale at the Auction Rooms, Nos. 130 and 141 S. Fourth

Sale at the Auction Rooms, Nos. 129 and Mi S. Fourth SUPERIOR WALNUT PARLOR, CHAMBER, LI-BRARY, AND DINING-ROOM FURNITURE, MIR-ROES, OFFICE FURNITURE, HARE MATTRESSES, FEATHER REDE, CHINA AND GLASSWARE, STOVES, CARPETS, ETO. On Thursday Moming. February R, at 9 o'clock, at the acotion rooms, by osta-legue, a large assortment of superior household furni-ture, comprising walnut parlor furniture: library and diming-room furniture: there alegant walnut chamber suits; French plate mirrors : mahogant walnut chamber suits; french plate : indebard; extension, contro, and plate suits; french plate : indebard; extension, contro, and plate suits; french plate : indebard; extension, contro, and plate suits; french plate : indebard; extension, contro, and plate suits; french plate : indebard; extension, contro, and plate suits; french plate : indebard; ex

ware, carpets, etc. Also, 3 handsome walnut parlor suits, covered with green plush and reps. Also, pair solitaire diamond car rings. 2831

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A CHOICE COLLECTION OF MODERN OIL PAINT-INGS AT AUCTION. On Thursday and Friday Mornings and Rvenings. Feb. 10 and 11, at 11 and 75, o'clock each day, will be sold, at the auction rooms, No. 229 Chesquit street, with-out reserve or limitation, a large and choice collection of Oil Paintings. Many of the pictures are by artists of ac-bnowledged merit, among whom may be named R. O. Contes, J. M. Culverbourse, Paul Ritter, George G. Hart-wick, Professor Jacobs, Somers, and others of equal co-lebrity. The subjects are varied and desirable, including handscapes, marine views, fruit, castile, game, views from patare, etc. The public is respectfully invited to ax-amine the collection, when descriptive catalogues will be ready. 25 66

BUNTING, DURBOROW & CO., AUCTION-EKRS, Nos. 221 and 234 MARKET Street, corner ef Bank street. Successors to John B. Myers & Co.

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Feb. 10, at 10 o'clock, on four months' credit. ALSO, By order of Sheriff, for each, the stock, office furniture, the fixtures in the second story of store No. 3 Strayberry street.

250 packages domestic goods, blankets, army goods, balmorals, cassimeres, sbirts and drawers, hemp carifets,

IMPORTANT BALE OF CARPETINGS, OIL OLOTHS, ETC. On Friday Morning, Feh. 11, at 11 clock, on four months' credit, about 300 pieces ingrain, Venetian, list, hemp, cottage, and rag car-petings, cil cloths, rugs, etc. 2554

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 OHESNUT Street, rear ontrance No. 1107 Sanson street. Sale at No. 1872 Camac street. Sale at No. 1872 Camac street. HOUSEHOLD FURNITURE, ROSKWOOD STRIN-WAY PLANO-FORTE, CARPETS, ETC. On Wednessiay Morning. At 10 o'clock, at No. 1872 Canae street (between Twolfth and Thirteenth, above Montgomery avenue), will be sold, the Furniture of a family declining housekeeping, com-prising-Elegant reaewood piano-forte, made by Steinway & Sons, nearly new: Lapestry, ingrain and Venetian car-pets: olegant etagere; walnut perfor suit; walnut cham-ber furniture; mattresses and beds; extension dining tables; china, glass, and plated ware; kitchen furni-ture; etc. The Furniture can be examined early on the day of sale, when catalogues will be ready. 27 ft

-From J. P. Skelly & Co. we have received "Dainty Maurice," by Rena Ray, a religious story for children.

Lady Byron and Mrs. Leigh.

The Quarterly Review has already replied to Mrs. Stowe's "Lady Byron Vindicated," and explains the circumstances under which the important letters printed in its previous issue were brought to light. They were given on the authority of the Earl of Chichester, Lord William Godolphin Osborne, and Mr. George Leigh, the only surviving son of Colonel and Mrs. Leigh. Several others of similar purport are added, and also the following in which Lady Byron refers to the charge of incest which was then already whispered:-

"MIVART'S HOTEL, Feb. 20, 1816 .- My dear Mrs. Villiers :-- I consider your letter as a very kind proof of the justice you do to my feelings, which are by no means so absorbed in my own distress as to forget those of others, who, perhaps, suffer still more. I deeply regret the cause of the separation between Lord B. and myself, and none can occasion me more sorrow than that which you mention as reflecting on Mrs. Leigh's character; but as I can positively assert that not one of the many reports now current have been sanctioned or encouraged by me, my family, or my friends, I cannot consider myself in any degree responsible for them. "During my residence under the same roof with

Mrs Leigh, all my friends have heard me express the most grateful and affectionate sense of her good offices towards me; and before I left the house, I wrote of her, and spoke of her, in those terms to every one who was intimate with me. "In the present state of circumstances you must be

"In the present state of circumstances you must be aware that a publication of the real grounds of dif-ference between Lord Byron and myself would be extremely improper, and in conformity with the ad-vice I have received, I must abstain from any further disclosure. It is very painful to me to be obliged in consequence to appear less confidential than I wish towards you. I have been with my father ever since I came to town, of course wishing to be as unobserved as possible; and it is insisted upon by my legal advisers that I shall have no com-munication with Piccadilly. I must ask free indui-gence for this answer. You do not know the extreme perplexities and miseries of my present circumstan-ces, or I should feel secure of it. At least, believe me, my dear Mrs. Villiers, yours most truly, me, my dear Mrs. Villiers, yours most truly, "The Hon, Mrs. Villiers. A. I. BYRON."

In the spring of 1830, continues the re-

STOVES, RANGES, ETO.

THOMSON'S LONDON KITCHERMAN or EUROPEAN RANCE, for families, hotels, c public institutions, in TWENTY DIFFEREN IZEE Also, Philadelphis Ranges, Hot Air Fu naces, Portable Hesters, Low-down Grates, Fireboard Stores, Bath Bollers, Stew-hole Plates, Bollers, Gooking Stores, etc., wholeshe and retail, by the manufacturers, Stores, etc., wholeshe and retail, by the manufacturers, SHARPE & THOMSON, 1127 m 6m No. 309 N. SECOND Street. THOMSON'S LONDON KITCHENE

Roader & resource + 10. N ter ben stanligen hit geneer wurschaltigheite A Line 1 Report for Course . Building .

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 550 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), fo 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). Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North-East, Charlestown, Stanton, Newark, Enton, Notar-Lass, Charlesown, Perryville, Havre-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, Lin-wood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Grace, Perryman's, end Magnolia

and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 19-00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and

Wilmington. Leave Philadelphia at 11 00 A. M., 230, 500, and 700 P. M. The 500 P. M. Train connects with Dela-ware Railroad for Marrington and intermediate

ware Kallroad for Elarrington and Intermediate stations. Leave Wilmington 6:30 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 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:39 P. M. trains for Baltimore Central Rafroad.

Railroad. From Baltimore to Philadelphia-Leave Baltimore

From Baltimore to Philadelphia-Leave Baltimore 725 A. M., Way Mall; 935 A. M., Express; 235 P. M., Express; 725 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 725 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 Chestar. 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 Philadelphia, Baltimore Central, and Chester Creek

Leave PHILADELPHIA for PORT DEPOSIT from Leave PHILADELPHIA for PORT 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.

Passengers are allowed to take wearing apparel

Passengers are allowed to take wearing apparent 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, 11 1 President and General Superintendent.

GREAT SOUTHERN MAIL

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.

1 21 tf	G. RENTON THOMPSON, Gen. Agent for Philadelphia.	
FIRE AN	D BURGLAR PROOF SAFE	Ì
of u	J. WATSON & SON, te late firm of EVANS & WATSON.	
FIRM	AND BURGLAR-PROOF	
SAI	FESTORE	
NO. 53	SOUTH FOURTH STREET,	
8 815	& few doors aboys Oheanut st., Philat	
SAMUEL Street	SMITH & CO., No. 4 8. SEVENTI STEAM AND GAS FITTERS AND	

PLUMBERS, Tube, Fittings, and BrassWork countan on hand. All work promptly attended to. Galvanized Tubo for Cemetery Lots furnished.

and which we want the second

street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.-At 25 per cent, dis-count, between any points desired, for families

MILEAGE TICKETS .- Good for 2000 miles, be-

ween all points, at \$52 50 each, for families and

Brins. SEASON TICKETS.-For three, six, nine, or

SEASON TICKERS.-For three, six, nine, or tweive months, for holders only, to all points, at re-duced 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 provide stations, good for Saturday, Sunday and 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 245 F. M. FREIGHT TRAINS leave Philadelphia daily at 455 A. M., 19:30 noon, 5 and 7:15 F. 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.

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

Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 745 A. M., 1100 A. M., 220 P. M., 475 F. M., 440 P. M., 675 and 1150 P. M. Leave West Chester from Depot, on East Market street, at 625 A. M., 800 A. M., 745 A. M., 1045 A. M., 1750 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, Gien Riddle, Lenni, and B. C. Junction. Pas-sengers to or from stations between West Chester

sengers to or from stations between West Chester West Chester at 745 A. M., and change cars at 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 delphia 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 5-20 A. M. and 200 P. M. Leave West Chester for Philadelphia at 758 A. M. and 400 P. M.

WILLIAM C. WHEELER, General Superintendent.

4 105

PHILADELPHIA AND ERIE RAILROAD.-WINTER TIME TABLE. On and after MONDAY, Nov. 15, 1869, the Trains on the Philadelphia and Frie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:-

	Philadelphia WESTWARD.
	Philadelphia:
	Williamsport 740 A. M.
	" arrives at Erie 8'20 P. M.
	ERIE EXPRESS leaves Philadelphia11 40 A. M.
	ERIE EXPRESS leaves Finadelpina
	Williamsport 9 00 P. M.
	4 arrives at Erie 10 00 A. M.
	ELMIRA MAIL leaves Philadelphia 7 50 A. M.
	Williamsport 6'90 P. M.
	" arrives at Lock Haven 7 20 P. M.
	EASTWARD,
	MAIL TRAIN leaves Erie
	44 Williamsport
	44 arrives at Philadelphia 6-20 A. M.
	ERIE EXPRESS leaves Erie 4'00 P. M.
	Williamsport 8'80 A. M.
	arrives at Philadelphia. 1245 P. M.
	ELMIRA MAIL leaves Lock Haven 8.00 A. M.
	BLMIKA MAIL leaves Inch msport 945 A. M.
	" arrives at Philadelphia 6 50 P. M.
	A AFTIVES AS FRIMACEIPHIS, 6 00 P. M.
	BUFFALO EXP. leaves Williamsport 19 25 A. M.
e i	" " Harrisburg 5 20 A. M.
	" arrives at Philadelphia., 9-25 A. M.
5	Express East connects at Corry, Mail East at Cerry
1	and Irvineton, Express West at Irvineton, with
	trains of Ou Creek and Allegheny River Railroad.
	ALTERED L TYLER General Superintendent

- the manufacture of the second se and characterize former was a series of the series of the

FOR MANAYUNK.' Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%, 3, 4, 4%, 5%, 6%, 8:06, 10:05, and 11% P. M. Leave Manayunk at 6:10, 6:55, 7%, 8:10, 9:20, and 11% A. M., 2, 8%, 5, 6%, 8:30, and 10 P. M. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. PLYMOUTH RAILROAD. Leave Philadelphia at 7% A. M. 4% P. M.

Т.

Leave Philadelphia at 7% A. M., 4% P. M. Leave Plymouth, 6% A. M., 4% 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, BUTFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA CANADA.

WINTER ARRANGEMENT.

WINTER ARRANGEMENT. Takes effect November 22, 1869. Fourteen daily trains leave Passenger Depot, corner 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 ERIE RAILWAY for Buffalo, Nicosar Kells, Bochestor, Claveland, Chicage, Sao

connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. At 945 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 Railroada. At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

Hazieton. At 500 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M. For Fort Washington at 7:30 and 10:45 A. M., and

11 30 P. M. For Abington at 1 15, 5 20, and 8. P. M. For Lansdale at 6 20 P. M. Firth and Sixth Streets, Second and Third Streets,

d Union City Passenger Railways run to the new

Depot. TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 215, 448, and 8-25 P.M. From Doylestown at 8-25 A. M., 430 and 7-05 P. M. From Lansdale at 7-30 A. M. From Fort Washington at 9-25, 10-35 A. M., and

From Abington at 2'35, 6'45, and 9'20 P. M. ON SUNDAYS, Philadelphia for Bethlehem at 9'30 A. M. Philadelphia for Hethickern at 930 A. M. Philadelphia for Doylestown at 2 P. M. Doylestown for Philadelphia at 700 A. M. Bethichem 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 KLLIS CLARK, Agent.

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

Ferry), at \$15 A. M., Mall, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate sta-

tions. 515 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro. 350 P. M., Passenger, for Bridgeton, Salem, Swedes-boro, and all intermediate stations. 550 P. M., Woodbury, Glassboro, and Clayton ac-

eonmodation. 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 Avenue.

Commutation tickets at reduced rates between Philadelphia and all stations. EATRA TRAIN FOR CAPE MAX.

Leave Philadelphia, 8:15 A. M. Leave Cape May, 1:10 P. M. Leave Cape May, 1:10 P. M. WM. J. SEWELL, Superintendent. September 16, 1869 9 20

A LEXANDER G. CATTELL& CO PRODUCE COMMISSION MERCHANTE. No. 10 DOBTH WHARVES J. C. DERBY, Publisher, P. O. Box No. 1439, New York, until 1st of February, after that date a NO. 17 NORTH WATER STREET, S ME PHILADELPHIA SLIDE GATTELL

A. MCCLELLAND, AUCTIONEER,

No. 1219 CHESNUT STREET.

Personal attention given to sales of Household Furni-

FIRST LARGE POSITIVE SPRING SALE OF FOREIGN AND DOMESTIC DRY GOODS, ETC. On Wedneeday, Feb. 9, at 10 o'clock, comprising large lines of linens; damasks; towels; napkins; hdkfs., embroideries; ladies' under garments; kid gloves; ladies' and gents' furnish ng goods; boys' and children's ready-made clothing; felt falmoral szirta; corsets; hoop skirts; millinery goods; dress goods; bags and pocket books; window shades, no-tions, etc.

ions, etc. Also, DAMAGED GOODS. From the late fire, No. 712 Chesnut street (One Bollar It

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESBOOMS. E. SCOTT, Jr., Auctioneer, No. 1117 CHESNUT Street. (Girard Row).

C. D. MCCLEES & CO., AUCTIONEERS

BY BARRITT & CO., AUCTIONEERS OASH AUCTION HOUSE, [11 24 5 No. 200 MARKET Street, corner of Bank street. Cash advanced on consignments without extra charge.

CROCERIES AND PROVISIONS.

DAVIS' CELEBRATED HAMS,

JUST RECEIVED.

ALBERT C. ROBERTS,

Dealer in Fine Groceries,

Corner ELEVENTH and VINE Streets. 11.75

MICHAEL MEAGHER & CO., No. 223 South SIXTEENTH Street,

PROVISIONS, OTSTRIK AND T Stable's Extra Canned CORN, PEAS PEACHES, Maryland Canned TOMATOES, Extra Canned ASPARAGUS.

Wholesale and Retail Dealers in

PROVISIONS, OYSTERS AND TERRAPINS.

TO ALL WANTING FARMS IN A LOCAL-

ity Exempt from Fevers, and Lung Complaints .--

To Farmers, Herticulturists, Mechanics, Capi-

talists, Gentlemen of Leisure, Invalids, and

all wanting a homestead in a climate of un-

surpassed salubrity, exempt from the rigors

of a Northern winter, and in close connec-

tion with the commercial centres of the South. Few

if any sections offer such a combination of induce-

ments as the town of Aiken, S. C., and its vicinity

for a desirable and permanent home. A pamphlet

of \$4 pages now ready, containing a description of

the climate, soils, and the nature of the products in

the vicinity of Aiken, especially fruit, cereals, cotton,

corn, vegetables, etc., including extracts from

letters of distinguished visitors, correspondents,

action of town councils inviting emigrants, etc , to

which is added a descriptive list of property for sale,

including improved farms, orchards, vineyards,

water powers, kaolin deposits, unimproved lands,

and town residences. For sale by E. J. C. WOOD,

Real Estate Agent, Alken, S. C. The book will be

sent by mall on receipt of price, 50 cents. Address

Aiken, S. C.

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