THE MARCH MAGAZINES.

"OLD AND NEW."

The March number of Old and New has the

following list of articles:-"Old and New," by the editor; "Revela tion," by Henry James; "She Writes" (chapters i and ii); "What a Young Man Needs in College, hy President George M. Steele; "In Search of a Climate;" "Sonnet," by Paul H. Hayne, Georgia; "Religion in Schools," by

A. D. Mayo: "Paul Tracey, Artist," by Julia
C. R. Dorr; "The Distant Hills," by R. S. P.;
"The Algonkin 'Manit' or 'Manitou," by J.

H. Trumbull: "Nature and the Great Railroad" (ii, with cuts), by William T. Brigham; road" (ii, with cuts), by William T. Brigham;
"The March of Empire," by J. K. Hosmer;
"Biding," by Mrs. A. D. T. Whitney;
"Things New and Old," by Washington
Gladden; "England's New Colony;" "La
Musica Trionfante," by T. W. Parsons; "The
School Men and their Bureau," by Sidney Andrews: "Ten Times One is Ten" (chapters iv and v), by Fred. Ingham; "Sympathy; "The Examiner;" "Record of Progress."

From the paper entitled "What a Young Man Needs at College," by Professor Steele, of Lawrence University, Wisconsin, we quote

First a good body is wanted. After all that has been said there are comparatively few who realize, to its full extent, the dependence of the soul for its real effectiveness on physical health. It is not merely that the body is the instrument of the mind and so must be in tolerable repair, in order to the profitable activity of the latter; though this is a great and important consideration, fully equal to all that has been estimated concerning it. But also the body itself somehow has a greater agency in its effect, both on the mind and on some of the objects of the mind's action, than it has, in any case, received credit for. It is only on this supposition the effect of some of our popular orators can be accounted for. Even such men as Whitefield, and Spurgeon, and Beecher, however much of their efficiency may be owing to their lofty spirituality and intense earnest-ness, certainly are indebted far less to intellectual superiority than to perfection of physical vigor and the happy balance of the physical powers. It may be doubted whether this muscular energy is not quite as indispensable a requisite in the intellectual work of the world as in its manual employments.

One of the great and hitherto in-vincible fallacies of our civilization, working immense mischief, is the theory and practice of selecting the constitutionally feeble-bodied members of the family, or those who have suffered from disease or accident, which has diminished the bodily strength, as fit subjects for a liberal education and the most intellectual employments. Say the parents and friends, and the community generally, "These children will be good for nothing else-they cannot work-they must be educated." Thus the refuse of the community is set apart for the highest and most important uses. Probably it would not be best that the opposite theory should exclusively prevail; but, even so, we should gain incalculably in the intellectual, and probably not lose so very much probably not lose so very much in the manual, force of the world. To say nothing of the exhausting character of the pressure of a sickly body on a soul which ought to be supported by the body instead of furnishing a support for it, how much mightier is the influence of the mind when transmitted through a healthy musenlar and nervous system!

Surely, then, instead of its being a reason why a young man should not go to college, because he is strong and robust of body, that is the very reason why he should go-it is the very thing he needs—better than money or genius, or almost anything else, except common sense, and that he is far more likely to have if he first have the other.

No doubt one reason why a large class of young men are deterred from a college course. is that such a course is associated in their minds with delicate constitutions and feeble, unenduring bodies. If more of our hearty, rugged boys, full of animal spirits, were in our colleges, it would become more customary than now to engage in out-ofdoor sports, and there to be less need of reite extortion to good students would reiterated to As it exercise. college students are divided into two classes. -those who devote too much time to the cultivation of the mind, and those who give

themselves too much to the cultivation of the muscles. If it should become the custom for the healthiest boys to go to college, the best scholars would find enough of natural impulse to seek the open air, and at the same time sufficient inclination to study, so that there would be a natural limit fixed to excess in either direction, while the influence thus exerted would draw the extremes to a healthy mean. Thus, and thus only, should we have the mens sana in sano corpore.

In the second place, he needs a correct theory of the scholastic life. I do not mean an absolutely infallible theory; that, probably, he will not get. There is a variety of opinions entertained on this subject by wise men, and it is not likely that the best will be accepted by all. Yet there are certain principles which are adopted by those best qualified to judge, and which commend themselves to the common sense of all. That a student needs some regular plan is obvious. A poor course of study is much better than none. F. W. Robertson, in one of his letters written not many years after leaving Oxford, lamenting his desultory style of culture, says:-"I now feel that I was utterly, mournfully, irreparably wrong. Now I would give £200 a year to have read on a bad plan chosen for me, but

steadily." All profitable plans of scholarly culture, with whatever variable elements, have this constant quality, namely, that there must be such a range and diversity of study as will serve to the development, discipline, and information of all the powers of the soul. What we seek, or ought to seek, is the greatest possible amount of power consistent with a well-balanced and systematical manhood. There may be a great difference of opinion as to the kind and proportion of studies best adapted to this end. But evidently the worst curriculum likely to be accepted in any institution would be immeasurably superior to the random, impulsive following of one's untaught inclinations and preferences, or the hesitating, undecided plan of a mere novice. How much more profitable it is than the method viciously called practical, requires no extraordinary wisdom to discern. True, a practical education is what a young man needs, and no other is worth talking about; but how preposterous to call that system which gives "a complete business education in six months," or that fragmentary, one-sided, and narrow plan of study, which makes mere engineers, chemists, entomologists, or even ministers, doctors, and lawyers, practical, while that which makes men and furnishes a broad basis and

generous competence of power, is thought to

No doubt the very best of the courses of study now in use may be profitably medified. The methods of study, too, are in rapid process of improvement, and there is yet much advancement to be made ere we approximate perfection. Let it be freely conceded that till a comparatively recent date, and perhaps too largely up to the present time, we have been somewhat unnatural in our habits both of teaching and study, especially in that we have not enough regarded the common-sense, nor kept in line with the spontaneous and intuitive action of the mind. But because we have not all possible wisdom, are we to abandon the accumulations of the ages and begin de novo to learn everything over again? Would it be sensible for a semi-civilized nation to go back to barbarism because their attainments fall short of the full enlightenment of a more advanced race? Yet this is precisely the plan recommended by some of our wouldbe educational philosophers.

The student, then, needs to come under the dominion of some theory of the scholastic life which is the result of the experience and observation of scholars, not for a series of years merely, but for a series of generations; and not to abandon it hastily for a plausible but never tested fancy of a few visionary persons. Let this better notion be more generally disseminated among our young people in American, and we shall have less of the superficial and the unscholarly specialism, and less aversion to what is obviously the most natural, the most satisfactory, and most enjoyable

course of training.

Another essential thing is a high moral purpose. It needs no labored argument to prove that the proper ends of human action are moral. The mightiest inspirations are those of a religious character, and the grandest motives impelling to human action are found in Christianity. Evidently, too, this requires of us the fullest development of all our faculties and their largest culture. None of us at present can begin to comprehend the wealth of power, and wisdom, and greatness—the mighty volume of being which God has made possible to every soul. Here, too, there are measureless resources for the satisfaction of every want and every requirement of our being. To neglect these germs of infinite growth, and squander the treasures furnished forth for their uses, is to trample under foot the richest gifts of God, and to hold in contempt the grandest opportunities conceivable to mortals.

The great end to be arrived at by the student, and his great need, is to get control of all the spiritual forces which belong to him, and to hold them to the great purposes for which they were created. It is not enough that he keep his appetites from making him a brute, or his passions from making him a savage or a demon, or his other propensities from making him a good-for-nothing man of the world, or his selfishness a monster from which all goodness revolts; but his volition must have in it a positive quality, calling into action all those God-inspired forces which without this authoritative summons would slumber ingloriously.

It is not designed to recommend the artificial and superficial system of ethics practically adopted by a large class of the community. Much that goes by the name of virtue is only a thin veneering, having reference to nothing beyond social respectability or a reputation suited to the exigencies of business or popular policy. It comes from no inward principle, and has no more of real character in it than has the coat of a Broadway dandy. The morality which is essential to great things grows out of a profound conviction of our accountability, quickened and inspired by the Divine love acting upon the

To the lack of this moral purpose is in

great part owing the aversion to high scholarly culture on the part of so many, and of the inefficient and partial scholarship on the part of others, which characterizes our communities. Selfishness is ever short-sighted and sometimes stone-blind. It is nearly certain to defeat its own ends by narrowing existence down to the earthly life, to immediate and transient enjoyment. A profound moral motive is the only one that consists with the nature and grand vocation of man. Any lower incentive is likely to fail at some point far short of the true goal of the highest development of the soul's power. It lacks the force to carry some through any part of the self-denving discipline implied in the higher academic course; it is the occasion of failure to others before their course is completed; while it permits still others to go forth with a kind of scholarly repute, but with almost no fitness for a scholar's work. This deplorable defect has also much to do with the flimsy schemes of education to which I have alluded, and which only seek to qualify a man for "getting a living"—as if a mere living, even a good living, were anything worth having at all. It degrades man to the condition of an oyster or a polyp when he is entitled to the companionship of angels, the heirship of all things, and to the unspeak able eternal joys of glorified existence. Whatever else a young man needs at college, he needs this high moral purpose, not only that he may aim at the best and the only proper things, but that he may accomplish the things at which he aims.

These seem to me to be the main essentials for a student. With these and what is implied in them, together with the qualities requisite to any kind of success anywhere, he will succeed in this grand enterprise, and in all those to which it freely opens the way.

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IDENNSYLVANIA CENTRAL RAILROAD AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FILST 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 ninutes before its departure. The Chemut 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 Chemut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at

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

TRAINS LEAVE EFOT, VIE .:-Paoli Accommodat'n . 10°30 A. M., 1°10 and 6°50 P. M.
Fast Line and Eric Express . . . 11°50 A. M.
Harrisburg Accommodation . 2°30 P. M.
Lancaster Accommodation . 2°30 P. M.
 Harrisburg Accommodation
 2 30 P. M.

 Lancaster Accommodation
 4 10 P. M.

 Parkesburg Train
 5 30 P. M.

 Cincinnatt Express
 8 00 P. M.

 Erie Mail and Pittaburg Express
 9 45 P. M.

 Accommodation
 12 11 A. M.

 Pacific Express
 12 00 plots
 Accommodation 12:11 A. M.
Pacine Express. 12:00 night.
Erie Mail leaves dally, except Sunday, running on Erie Mali leaves dally, 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, except Sunday.

The Western Accommodation Train runs daily.

cept Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116

TRAINS ARRIVE AT DEPOT, VIZ. 1

The Penusylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Doilars 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,
4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washins mue as follows:— Mail Train at 8:39 A. M. (Sundays excepted

Way Mail Train at 8:39 A. M. (Sundays excepted for Baltimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto for Cristicid and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington Perryville, and Havre-de-Grace. Connects at Wilmington 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, Havre-de-Grace, Aberdeen, Perryman's,

Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolfa, Chase's and Stemmer's Run.

Kight Express at 11:50 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thorlow, Linwood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolfa. and Magnona,
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., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Marrington and intermediate stations. Leave Wilmington 6:30 and 8:15 A. M., 1:30, 4:15,

Leave wilmington eas and 370 A. M., 130, 415, and 740 P. M. The 540 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 630 A. M. and 435 P. M., will connect at Lamokin Junction with the 740 A. M. and 430 P. M. trains for Baltimore Central Palyson.

Railroad.
From Baltimore to Philadelphia—Leave Baltimore 725 A. M., Way Mail: 925 A. M., Express: 235 P. M., Express: 725 P. M., Express: 235 P. M., Express: 725 P. M., Express: SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 725 P. M., stopping at Magnolis. 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 RAILEOAD 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 Rallroad Company, corner Broad and Washington avenue, at 7 A. M. and 430 P. M.

A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 250 P. M.

Leave PORT DEPOSIT for PHILADELPHIA at 540 A. M., 925 A. M., and 225 P. M.

On Saturday the 2-25 P. M. train will leave at 430 P. M.

Passengers are allowed to take wearing appared.

P. M.

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.

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111 President and General Superintendent. GREAT SOUTHERN MAIL

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R EADING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Punnsyl. It from Philadelphia to the interior of Pennsylvania, the Schuyikill, Susquelanna, Cumberland, and Wyoming valleys, the North, Northwest, and the

Canadas.

WINTER ARRANGEMENT

Of Passenger Trains, December 20, 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 istermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P. M.

At 8:15 A. M. for Reading, Lebanon, Barrisburg, Pottsville, Pinessove, Tamaqua, Sunbury, Williamsport, Elmira, Rechester, Niagnar Fails, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

Hagerstown, etc.
The 7-20 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 HAR-RISBURG with Northern Central, Cumberland Val-

RISBURG with Northern Central, Cumberiand Valley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Leaves Philadelphia at 8-30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

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 6-45 P. M.; arrives in Reading at 7-40 P. M.; arrives in Reading at 7-40 P. M.; arrives in Reading at 7-40 P. M., and at Pottsville at 9-30

Returning, leaves Philadelphia at 4-45 P. M.; arrives in Reading at 7-46 P. M., and at Pottsville at 9-30 P. M. P. M.
Trains for Philadelphia leave Harrisburg at 8:10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2:05
P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

delpha at 645 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 6:25 P. M., arriving in Philadelphia at 9:25 P. M. Market train, with a passenger car attached, leaves Philadelphia at 19:20, noon, for Pottaville and all way stations; leaves Pottaville at 5:40 A. M., connecting at Reading with accommodation train for Philadel-phia and all way stations. phia and all way stations.

All the above trains run daily, 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 4.26

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 6-30 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 8:00 A.M. and 12:45 M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLRBROOKDALE RAILROAD.

Passengers for Mt. Pleasant and Microscopies. At 7 and 10 A. M., 1, 3:30, and 5 P. M., for Smithville, Ewarsville, Vincentown, Birmingham, and Pemperton.

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

phia, returning from Mt. Pleasant at 700 and 1100 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 Pennsylvania and Northern Central Railroad Express trains
for Puttsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

ore, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:35 A. M., and 12:20 noon, passing Reading at 7:30 A. M., and 2:50 P. M., arriving at New York 12:05 noon, and 6:35 P. M. Steeping cars accompany

these trains through between Jersey City and Pitts-burg without change.

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

SCHUYLKILL VALLEY RAHLROAD.

Trains leave Potterille at 6.30 and 11.50 A. M. and Trains leave Pottsville at 6:30 and 11:30 A. M., and 650 P. M., returning from Tamaqua at 835 A. M., and 1:30 and 4:50 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8-55 A. M. and 3-20 F. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Barrisburg at 7-30 A. M. and 3-40 P. M., from Brookside at 4-00 P. M., and from Tremont at 7-15 A. M. and 5-05 P. M., and from Tremont at 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 uced rates Excursion Tickets to Philadelphia, good for one day only, are sold at Rending and intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates. The following thekets 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. discount, between any peints desired, for families MILEAGE TICKETS .- Good for 2000 miles, be tween all points, at \$52 50 each, for families and

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

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FREIGHT TRAINS leave Philadelphia daily at 4:25 A. M., 12:20 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and

gage for all trains leaving Phladelphia 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, THIRTYFIRST and CHESNUT Streets, 7:45 A. M., 11:00 A. M.,
2:50 P. M., 4:15 P. M., 4:46 P. M., 6:15 and 11:30 P. M.
Leave West Chester from Depot, on East Market
street, at 6:25 A. M., 8:00 A. M., 7:35 A. M., 10:45 A.
M., 1:35 P. M., 4:50 P. M., and 6:50 P. M.
Train leaving West Chester at 8:00 A. M. will stop
at B. C. Junction, Lenni, Glen Riddie, and Media;
leaving Philadelphia at 4:40 P. M. will stop at Media, 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 7:45 A. M., and change cars at
B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving
Philadelphia at 4:40 P. M., and will change cars at
B. C. Junction.

BAGGAGE.—Dungan's Express will collect bag-

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. and 2 co P. M. Leave West Chester for Philadelphia at 7 55 A. M. and 4 '00 P. M. WILLIAM C. WHEELER, 4 105 General Superintendent

PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Nov. 18, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia.— westward.
MAIL TRAIN leaves Philadelphia.— 9-95 P. M.
Williamsport.— 7-40 A. M.
" Williamsport.— 9-50 P. M.
" Williamsport.— 9-50 P. M.
" arrives at Erie.— 10-00 A. M.
" arrives at Erie.— 10-00 A. M.
" Williamsport.— 6-50 P. M.
" Williamsport.— 6-50 P. M.
" Williamsport.— 6-50 P. M.
" Arrives at Erie.— 10-00 A. M.
EIMIRA MAIL leaves Philadelphia— 7-50 A. M.
" Williamsport.— 6-50 P. M.
" arrives at Erie.— 10-00 A. M.
EIMIRA MAIL leaves Philadelphia— 7-50 P. M.
" Arrives at Erie.— 10-00 A. M.

EIMIRA MAIL Leaves Philadelphia— 7-50 P. M.

" Arrives at Erie.— 10-00 A. M.

EASTWARD.

RAILROAD LINES.

RAIL-ROAD LINES.

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

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At 5 A. M., via Camden and Amboy Express... 3-00

At 2 P. M., via Camden and Amboy Express... 3-00

At 6 P. M., for Amboy and Intermediate stalions.

At 6-30 and 5 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At 9 and 10 A. M., 12 M., 2, 3-30, and 4-20 P. M., for Trenton.

Trenton.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:20, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton. Palmyra, and Fish House, 8 A. M. and 2 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry, (upper side). (upper side).

(upper side).

At 730 A. M., 238, 330, and 5 P. M. for Trenton and Bristel, and 1045 A. M. and 6 P. M. for Bristel. At 730 A. M., 230 and 5 P. M. for Morrisville and Tullytown.

At 730 and 1045 A. M., and 230, 5, and 6 P. M. for Schenck's and Eddington. chenck's and Eddington. At 7:20 and 10:45 A. M., 2:20, 4, 5, and 6 P. M., for At 730 and 1045 A. M., 230, 4, 5, and 6 F. M., 105
Cornwell's, Torreadale, Holmesburg, Taoony, Wissinoming, Bridesburg, and Frankford, and at 330
P. M. for Holmesburg and intermediate stations,

PROM WEST PHILADELPHIA DEPOT.

Via Connecting Railway,
At 7, 930 and 11 A. M., 129, 4, 645, 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 12 P. M. (Night), for Morrisville, Tullvicwn, Schenck's, Eddington, Cornwell's, Torresdale, Holmestorg, Tacony, Wissinoming, Bridesburg, and

The 9:30 A. M., 6:45 and 19 P. M. Lines will run daily. All others, Sundays excepted,
BELVIDERE DELAWARE RAILROAD LINES. FROM KENSINGTON DEPOT.
At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk,

Eimira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scrunton, Stroudsburg, Water Gap, Schooley's Moun-

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 the trained at the stations. intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS, FROM MARKET STREET FERRY (UPPER SIDS).

At 7 and 10 A. M., 1, 2 15, 2 30, 5, and 6 39 P. M., and on Thursday and Saturday nights at 11 30 P. M., for Merchantville, Moorestown, Hartford, Masonville,

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 5:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

DHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILEGAD.
TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9°95, 19, 11, 12 A. M.,
1, 2, 3%, 3%, 4%6, 4%5, 5, 5%, 6, 6%, 7, 8, 9°20, 10, 11, 12
P. M.

P. M.

Leave Germantown at 6, 6-55, 7½, 8, 8-20, 9, 10, 10-50, 12 A. M., 1, 2, 3, 3-20, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8-20 down train and 3½ and 5½ up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 1934

Leave Germantows at 815 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, 920, 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 1:20 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½,
3, 4, 4½, 5½, 6½, 8:05, 10:05, and 11:½, P. M.
Leave Norristown at 5:40, 6:25, 7, 7½, 8:50, and 11
A. M., 1½, 3, 4½, 6½, 8, and 9½, P. M.
The 7½, A. M. train from Norristown will not stop
at Mogre's, Potts' Landing, Domino, or Schur's lane,
The 4 P. M. train from Philadelphia will stop only
at School lane, Manayunk, and Conshohocken.

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

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M. Leave Norristown at 7 A. M., 1, 5½, and 9 P. M. FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11.05 A. M., 1½, 3, 4, 4½, 5½, 6½, 805, 10.05, and 11½ P. M. Leave Manayunk at 610, 655, 7½, 8410, 920, and 11½ A. M., 2, 3½, 5, 6½, 830, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M. Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M. PLYMOUTH RAILROAD.

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

Leave Philadelphia at 7% A. M., 4% P. M. Leave Plymouth, 6% A. M., 4% P. M. W. S. WILSON, General Superinten Depot, NINTH and GREEN Streets.

JORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND YOMING VALLEYS, NORTHERN PENNSYLVA-IA, SOUTHERN AND INTERIOR NEW YORK, UFFALO, ROCHESTER, NIAGARA FALLS, THE REAT LAKES, AND THE DOMINION OF ANADA. WINTER ARRANGEMENT.

Takes effect November 29, 1869.
Fourteen daily trains leave Passenger Depot, corner
BEEKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 8-00 A. M. (Express) for Bethlehem, Allentown, At 8-60 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanop City, Pitiston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, 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, Manch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

Hazleton, At 5:00 P. M. fer Bethlehem, Easton, Allentown,

and Mauch Chunk. For Doylestown at 845 A. M., 245 and 4:15 P. M. For Fort Washington at 730 and 1045 A. M., and For Abington at 145, 549, and 8, P. M. For Lansdale at 649 P. M. Fifth and Sixth Streets, Second and Third Streets,

d Union City Passenger Railways run to the new TRAINS ARRIVE IN PHILADRIPHIA. From Bethlehem at 9 A. M., 2-15, 4-40, and 8-25 P.M. From Doylestown at 8-35 A. M., 4-30 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 Doylestown at 2 P. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown 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, 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, Millville, Vineland, Swedesboro, and all intermediate sta-

vineland, Swedesboro, and all intermediate stations.

3 15 P. M., Mall, for Cape May, Millyille, Vineland, and way stations below Glassboro.

3 30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.

5 30 P. M., Woodbury, Glassboro, and Clayton accommodation.

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 Avenue. Commutation tickets at reduced rates between

Philadelphia and all stations.
EATRA TRAIN FOR CAPE MAY. (SATURDAYS ONLY.)
Leave Philadelphia, S'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. 25 AOETH WHARVES
NO. 27 NORTH WATER STREET,
PHILADELPHIA.

ALEXANDER G CATTELL & CO.

AUOTION SALES.

BUNTING, DURBOROW & CO., AUCTION-BIRK STREET, Nos. 22 and Sta MARBET Street, sorous of Bank Street. Successors to Join S. Myers & On

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC.
On Friday Morning.
Feb. 18, at II o'clock, on four mouths' oredit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag one petings, oil cloths, rugs, etc.

11254

LARGE SALE OF FRENCH AND OTHER EU-

Con Menday Morning.
February 21, at 10 o'clock, on four mancha' credit.

An attractive sale of millinery goods.

120 CARTONS BONNET RIBBONS.

Also, gros de Naples, satins, Malines, crapes, etc. [#154] SALE OF 2000 CASES BOOTS, SHOES, HATS, ETO. Feb. 22, at 10 o'clock, on four months' credit, 2 is \$\frac{1}{2}\$

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1146 OHESNUT Street, rear entrance No. 1167 Sanson street, CHESNUT Street, rear entrance No. 1107 Bameon street.

ELEGANT PARIOR, I BREARY, DINING.ROOM,
ARD CHAMBER FURNITURE RESERVOOD
PIANO FORTES, MANTEL AND PIER GLASSES,
BRUSSELS AND OTHER CARPETS, FHREPROOF
SAFE, UPRIGHT SHOWCAKE, SILVER
MOUNTED, COUNTERS AND SHELVING, LARGER
AND SMALL BOOKCASES, OFFICE TABLES AND
CHAIRS BEDS. LEDDING, SPRING AND HAIR
MATTRESSES, CHINA, TOILET SETS, STOVES,
EITCHEN FURNITURE, ETC.
On Friday Morning,
At 3 o'clock, at the auction stors, No. His Chesaut
street, will be sold, a large assortment of superior new and
secondhand iumiture, comprising — Parlor and bibrary
suits, in plush, reps, and hair cloth; chamber suits, with
wardrobes to match, made by some of our best cabinet
makers; dining from furniture, in oak and walnut; rose
wood piano-forces and parlor ergans; carpets, mirrors,
shewcases, counters, bedding, paintings and engravings,
cit, etc.
SECONDHAND FURNITURE.—Also, a large assort-

SECONDHAND FURNITURE. Also, a large assort.

ment secondhand furniture from families declining house keeping. 2 is it

Sale at No. 1598 Cuthbert street.
TOOLS, MACHINE, LUMBER, ETC., OF A CAR-PENTER SHOP.
On Saturday Morning.
At 10 o'clock, at the carpenter shop of John B. Betta, No. 1598 Cuthbert street, will be sold, I superior inorticing machine; horse power and circular saw; bench vices; planes; tools, etc.
Also, a lot of lumber and mouldings.

217 24

SCOTT'S ART GALLERY AND AUCTION SCHOOL SCHOOL SCHOOL SCHOOL STREET, Jr., Auctioneor, No. 1117 CHESNUT Street, (Girard Row).

No. 1117 CHEBNUT Street, (Girard Row).

SPECIAL TRADE SALE OF BARTRAM & TAUTON FAMILY SEWING MACHINES,
On Monday Morning.

Feb. 21. at 10% o'clock, by order et William T. Hopkins, No. 1115 Chesnut street, general agent for Pennsylvania, New Jersey, and Southern States, for these superior machines, which only used to become known to make them the most popular family sewing machines in the market. They are just from the manufactory; every way complete, and sold with the agent's guarantee. Machines now on exhibition at the office of the agency, where parties are invited to call and examine them, and receive instructions in working them beforef and after the sale. Can also be seen at the Auction Rooms two days before sale.

216 4t

We have received instructions from Mr. J. Lutz. No. Lift S. Rieventh effect, to offer his entire stock of furniture at public sale, on Thursday and Friday, February 24 and 25, on account of retiring from business and departure for Europe. Particulars hereafter. 218 A. MCCLELLAND, AUCTIONEER.

NO. 1219 CHESNUT STREET. Personal attention given to sales of Household Furus ure at dwellings.

Public rates of Furniture at the Auction Rooms, No.
219 CHESNUT Streect, every Monday and Thursday.

For particulars see Public Ledger.

N. B.— A superior class of Furniture at private sale.

N. B.—A superior class of Furniture at private sale.

ELEGANT WALNUT CHAMBER SUITS, COTTAGE
FURNITURE, FINE PLUSH PARLOR SUIT,
French Plate Mantel and Pier Mirrura, Lace Curtains,
Fine Spring Mattreases, Elegant Reussels and Lagrain
Carpets, Walnut Dining-room Furniture, Fine Plated,
China, and Glassware: Clecks, Engravings, Fine Oil
Faintings, Handsome Hall and Stair Carpets, Stoves,
Kitchen Utensils, Etc.
On Friday Morning,
February 18, 451 10½ o'clock, at No 1025 Callowhill
street, by catalogue, the entire household furniture, consisting of elegant walnut parlor, chamber, and diningroem furnitures, cottage set, handsome Brussels and in
grain curpets, spring mattreases, feather belisters and
pillows, fine plated ware, chims, and glassware; large pueand mantel mirrors, centre tables, stoves, kitchen utensils, etc. etc.
The grade for cound to new in every respect, busine

sils, etc. etc.

The goods are equal to new in every respect, having here in use but four weeks.

May be examined early on morning of sale.

216 R C. D. McCLERS & CO., AUCTIONEERS

LARGE AND ATTRACTIVE SALE OF BOOTS, SHOES, BROGANS, ETC.
On Mondas morning, Fobruary 21,
At 10 o'clock, including a large line of ladies', misses', and children's city-made goods, to which we call the attention of the trace.
N. B.—Sale every Monday and Thursday.

217 It BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [11 344
No. 220 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

M. THOMAS & SONS, NOS. 139 AND 161 MARTIN BROTHERS, AUCTIONEERS, (Lately Salesmen for M. Thomas & Sons.)
No. 509 OHESNIT Street, rear entrance from Minor.

I PPINCOTT, SON & CO., AUCTIONEERS, WATCHES, JEWELRY, ETO.

LEWIS LADOMUS & CO. DIAMOND DEALERS & JEWELERS. WATCHES, JEWELRY & SILVER WARE. WATCHES and JEWELRY REPAIRED. 802 Chostnut St., Phila-

Ladies' and Gents' Watches AMERICAN AND IMPORTED,

Of the most celebrated makers. FINE VEST CHAINS AND LEONTINES In 14 and 18 karat.

DIAMOND and other Jewelry of the latest designs. Engagement and Wedding Rings, in 18 karst and coin. Solid Silver-Ware for Bridal Presents, Table Outlery, Plated Ware, etc.

ESTABLISHED 1828.

WATCHES, JEWELRY,

CLOCKS, SILVERWARE, and FANCY GOODS. G. W. RUSSELL.

NO. 92 N. SIXTH STREET, PHILADELPHIA.

HOWARD WATCHES. THE FINE AMERICAN WATCH AT THE VERY

LOWEST PRICES BY ALEXANDER R. HARPER,

Successor to John M. Harper, Agent for the Howard No. 308 CHESNUT STREET.

SECOND STORY. RICH JEWELRY

JOHN BRENNAN DIAMOND DEALER AND JEWELLER. NO. 13 SOUTH EIGHTH STREET,

PHILADELPHIA. 8 2 mwi 9mrp WILLIAM B. WARNE & CO
Wholesale Dealers in
WATCHES AND JEWELLRY,
Second Seventh and CHESNUT Street
S25] Second floor, and late of No. 35 S. THIRD St. WILLIAM B. WARNE & CO

COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers Drier Felts, from thirty to seventr six inches, with Paulins, Belting, Sail Twine, etc.

103 OHUBOH Street (City Stores.)

SAMUEL SMITH & CO., No. 4 S. SEVENTH Street, STRAM AND GAS FITTERS AND PLUMBERS, Tube, Fittings, and BrassWork constantly

on hand.

All work promptly attended to.

Galvanized Tube for Cometery Lots furnished.