## LITERATURE.

REVIEW OF NEW BOOKS.

-From Claxton, Remsen & Haffelfinger we have received "The Gospel of the kingdom." By "Senior Harvard."

None of the prophecies attered by Divine inspiration have been more carefully studied or more variously interpreted by commentators of the Bible than those which relate to the second coming of our Lord and the spiritual kingdom which He will establish. "Senior Harvard" has thoroughly, and with becoming humility, examined portions of the Holy Scriptures that refer to the subject. He infers from this examination that the Kingflom of Christ, which is to come, will be manifested upon this earth, preceded by a change which will convert our globe into a more ethereal state. He is of that school of theologians who believe that the covenant made with Abraham will not be fulfilled until the second coming of Christ, when the patrich and his natural and spiritual seed shall ssess the land and enjoy it forever.

The author does not seek theological concoversy. He only desires to allay doubts in e minds of those who have become perlexed by the various explanations given to hese prophecies.

"Senior Harvard's" view of the coming kingom, is "It is spiritual, immortal, celestial, corruptible and full of glory and bliss. The King from a mortal was changed to a spiritual body before He went to receive the Kingdom. When He comes again with power to take the dominion, He will make all things suitable for the eternity of His threne and for the abode of His saints, and for the glorified body both of the King and His people. He will make all things new, a new heaven and a new earth. He will subdue all things unto Himself, and will restore not only His chosen people, but all things to their first estate in the paradise of God."

In short, the nature of the Kingdom will be of the nature of the King-that is, our nature glorified, human nature ennobled with the divine in the person of the King and His people glorified with Him.

The realm will be this whole creation, now groaning under the bondage of corruption. and longing "for the adoption, to wit, the redemption of our body;" it will then be exalted in "the glorious liberty of the children of God."

-J. B. Lippincott & Co. send us "Beyond the Breakers," by Robert Dale Owen. This story during its serial publication in Lippincott's Magazine attracted the attention of a small and select circle of readers. To the majority of those who perused the magazine was certainly an intolerable bore. There ere two reasons for this-first, Mr. Owen endeavored to make his fiction the medium for setting before the public certain philosophical views which only interest a very limited number of persons; and secondly, and chiefly, he has little or no talent as a story-teller, This is a plain statement of the case, and it is o disparagement either of the author or of his work. Mr. Owen is a man of decided and peculiar views in certain matters, and to those who are interested in the same subjects as imself "Beyond the Breakers" will be found contain much that is worthy of perusal. Mr. Owen's literary style is good, and the me of the work is pure, elevated, and sinere, which will commend it to those who may not be disposed to agree with the author in all his opinions and speculations.

From the same house we have received Part 3 of "The Universal Pronouncing Dictionary of Biography and Mythology," by J. Thomas, A. M., M. D. This part extends from title "Ariadne" to "D'Avity," and in the fulness of its definitions it fully sustains the expectations raised by the first numbers.

-T. B. Peterson & Brothers send us "Hans Breitmann in Church, with Other New Bal ads," by Charles G. Leland. The principal ballad in this series is based upon a real occurrence that came under Mr. Leland's observation during the Rebellion. It will be found fly as amusing as any of its predecessors, and that will be considered a sufficient recommendation by the admirers of "Hans Breit-

-From Turner & Co. we have received "Cyrilla; or, The Mysterious Engagement," by the Baroness Tautphœus. Anything from the pen of the author of "The Initials" is eagerly perused by a large circle of admiring readers, and this very charming story will be sure to find an appreciative audience.

Turner & Co. also send us Our Boys and Girls for March 5.

-"Health and Good Living," by W. W. Hall, M. D., published by Hurd & Houghton, is a practical treatise on the preservation of health that will be found useful to persons in every rank of life. Dr. Hall is well known as the editor of Hall's Journal of Health, a publication that, in spite of its "crankiness" on some points, really gives much valuable advice. In the preface to the work before us, the author states that the design "is to show how health can be maintained and common diseases cured by 'good living,' which means eating with a relish the best food, prepared in the best manner," and he defines the best food to be "meats, fish, poultry, wild game, fruits, and the grains which make bread." Dr. Hall declares that there can be no "good living" without a good appetite, and he endeavors to point out, in clear and plain terms, how this blessing can be obtained without money and without price necessarily. The book contains dietary rules that will commend themselves for their practical common sense, as well as the medical knowledge they display, and if they are strictly attended to. they can scarcely fail to produce favorable

-From the Presbyterian Publication Comnittee we have received "The Man with Two Shadows," by Erniest Hoven. This is a religious story for young people, which is enritled to commendation as being of rather more literary merit than the majority of works of its class.

- "The New York Almanae" for 1870, pub-

lished by Francis Hart & Co., No. 68 Court- | land street, New York, contains a variety of interesting reading matter and numerous good illustrations, besides valuable information on insurance subjects.

-From J. B. Lippincott & Co. we have received "A Report on the Condition, Capacities, and Resources of the Union Pacific and Central Pacific Railways," by E. H. Derby, of Boston. Published by Lee & Shepard. This report is a brief but complete description of the country traversed by the overland route to the Pacific, and it gives many interesting and valuable facts and figures.

-The Nursery for March is filled with stories, verses, and pictures that will please the youngest readers.

-Leisure Hours for March presents an entertaining series of articles on popular sub-

-The Philadelphia Photographer for March, published by Benerman & Wilson, gives as its "specimen" an example of a "retouched" negative, by J. F. Ryder, of Cleveland, Ohio. The articles are, as usual, both practical and

-Our Schoolday Visitor for March has an excellent selection of articles adapted to the tastes of young readers.

## A PERFECT BRICK.

A Bar of Silver Weighing One Thousand and Thirteen Ounces. We were yesterday shown, at the State Na-

tional Bank in this city, a "brick" of solid silver, weighing 1013 ounces, 965 fine. It was out of the Vermillion and Burke ledges in the Meadow Valley District (now called Ely District), Lincoln county, Nev., 380 miles south of Salt Lake City, and 140 miles north of Callville, the head of navigation on the Colorado river. The brick is a perfect monster in size and weight. It will be sent by the bank to New York, for assay. It came through from Nevada y express.

Yesterday Mr. J. Vermillion, formerly an old resident of Buchanan county, and now one of the proprietors of the Vermillion and Burke ledges, arrived in this city, direct from Nevada. He represents the mines in that section of country as very prosperous and being worked rapidly. The ledges are all well defined, from six to fourteen feet wide, and pay as high as \$8000 per ton. Ploch, the principal town in the Meadow Valley District, contains about four hundred and fifty men and half a dozen women, and is rapidly improving, although it is to be safely presumed that most of the increase in population comes from immigration. Messrs. Ely & Reynolds have five stamp mills working ten tons of ore per day, and the Meadow Valley Company will have some twenty stamp mills at work in the course of the next six weeks, while a number of others are en route to the district, and will soon be in operation. Black Shaft, on Ploch ledge, worked by the Valley Meadow Company, has a shaft forty feet deep, pays \$8000 per ton, and is guarded day and night to keep the specimens from being carried off.— St. Joseph (Mo.) Gazette, Feb. 24.

## A LAMENTABLE AFFAIR.

A Young Man Stubbed by a Schoolmate, who Afterwards Commits Suicide. A lamentable affair transpired in Lindley township, in Mercer county, Mo., on Thursday and Friday evenings of last week, resulting in the death of Clark Putnam, a lad about fifteen years of age, and the probable fatal injury of William Wilmot, who is also about the same age. It seems that a spelling school was being held at what is called the Moss school-house, on

Thursday night, at which a quarrel commenced between these two boys, but which, however, did not result in any blows while at the schoolhouse. But on their way home the quarrel was resumed, when, it is said, Wilmot attacked Put nam with a knife. Putnam also drew a knife, and dealt Wilmot several blows, one of which took effect between the jugular vein and the collar bone, producing a fearful and probably a mortal wound. Wilmot, it is said, is now lying in a critical condition.

On the following day Putnam was arrested by the proper authorities, examined, and bound over for his appearance at the March term of

Shortly after returning home from the trial, Putnam took his gun and started, as it was supposed, out hunting. After an absence of several hours, the young man's parents became uneasy, and search was made for him. He was found dead some distance from the house, the gun lying near his body—the ball penetrating his The conclusion was at once arrived at that he had taken his own life.

## ANOTHER AWFUL DISASTER.

Terrible Steamboat Explosion and Loss of The Cincinnati Times of Saturday publishes the following special telegram from Cleves,

A boat supposed to be the tow-boat Hope, with a tow of empty barges, while coming up the river this afternoon exploded her boilers near North Bend at 2 o'clock, and immediately afterward caught fire, and when last seen the wreck was floating down a mass of surging flames. Five of the wounded are at North Bend, and seven or eight are supposed to have been

The explosion completely shattered the boat, and several persons were hurled into the air. It is impossible at the present moment to learn the names of the killed and injured. The following was obtained by one of our reporters:-Conductor Peter Martenstein, of the I. & C. Road, reports that at 7-40 P. M., when the train was at Cleves, about one mile from North Bend. the passengers on the train heard an explosion. which proved to be a steamboat, but whether a tow-boat or mail boat, he could not say. He saw the wreck, nearly all blown to pieces and on fire, floating down the river. He also stated that a passenger that came on board the train at North Bend said that a man, supposed to be the pilot of the boat, was thrown two or three hundred feet in the air. The name of the boat is the Neville. One of the bodies has washed

A Warning to Young Men.

Under the above heading the New York Sun of this morning has the following singular editorial article, which evidently refers to the

President:—
Nicotine is the active principle in tobacco, and in a concentrated form is one of the most virulent poisons known. Notwithstanding this fact, entirely different opinions have been entertained by the most respectable medical authori-ties respecting the effect of tobacco on the system, many asserting that its use in any form is baneful in the extreme, while others contend that a moderate indulgence in the narcotic weed is not only harmless, but positively beneficial to the health. The truth is that the effect it produces on different constitutions is various. Some people may smoke almost continuously without exhibiting any ill effects, while others are sensibly affected by the use of two or three cigars a day. A cigar is more likely to injure one than a pipe, because the cigar discharges directly into the mouth of the smoker everything that is pro-duced by the burning. And there are those who, from an over indulgence in the questionable habit, live in a constant state of narcotism. or narcotic drunkenness, to the serious detri-

ment of their mental organizations. Perhaps no stronger argument against the excessive use of tobacco could be produced than that afforded by the melancholy example of a man of the highest position whose case is now exciting great alarm in the minds of his This individual, whose name we sup press from motives of delicacy, only eighteen months ago was in the full possession of vigorous intellectual powers, and was the object of general regard. For the last year, however, he

has smoked so incessantly that as a natural consequence his faculties appear to be rapidly fall-ing him, and the gravest apprehensions are entertained lest he should finally fall into a condi-tion of absolute insensibility. This sad case should be a warning to the young.

HAILROAD 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.

FROM WAINUT STREET WHARF.

At 6-30 A. M., via Camden and Amboy Accom...\$2-25 At 5 A. M., via Camden and Amboy Express... 3-60 At 2 P. M., via Camden and Amboy Express... 3-60 6 P. M., for Amboy and intermediate stations. At 6-30 and 6 A. M. and 2 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., 12 M., 2, 3-30, and 4-30 P. M., for Trenton. Trenton. At 639, 8, and 10 A. M., 12 M., 2, 330, 430, 6, 7, and 11 30 P. M. for Bordentown, Florence, Burlington,

11:30 P. M. for Bordeniown, 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, S.A. M. and 2 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry, (upper side).

At 7:30 A. M., 2:30, 2:30, 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 Tollytown. Tollytown. At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for At 730 and Eddington.
At 730 and 10 35 A. M., 2 30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 30 sinoming, Bridesburg, and Frankliste, stations.
P. M. for Helmesburg and intermediate stations.
PROM WEST PHILADELPHIA DEPOT.

Via Connecting Railway.

At 7, 9-30 and 11 A. M., 1-30, 4, 6-45, and 12 P. M.
New York Express Lines, via Jersey City. Fare,

At 11 30 P. M., Emigrant Line. Fare, \$9.
At 7, 9 30, and 11 A. M., 1 20, 4, 6 45, and 12 P. M. At 7, 9-80, and 11 A. M., 6, 6-45, and 19 P. M., for At 12 P. M. (Night), for Morrisville, Tullvicwn, Schenck's, Eddington, Cornwell's, Torrescale, Holmesburg, Tacony, Wissinoming, Bridesburg, and

The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES, At 7:30 A. M. for Niagara Falls, Bufalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, anton, Stroudsburg, Water Gap, Schooley's Mour

Scrutton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

A. 730 A. M. and 330 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc. The \$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 5
P. M., from Kensington Depot, for Lamberville and
intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND
PEMBERTON AND HIGHTSTOWN RAILROADS.

ROADS.

FROM MARKET STEERT PERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., and on Thursday and Saturday nights at 11-30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Halnesport, and Mount Holly.

At 7 A. M., 2-15 and 6-30 P. M. for Lamberton and Medord. 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, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 8:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

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, 9-95, 10, 11, 12 A. M.,

1, 2, 8 ½, 8 ½, 4-95, 4-25, 5, 5½, 6, 6½, 7, 8, 9-20, 10, 11, 12

P. M. Leave Germantown at 6, 6-55, 7%, 8, 8-20, 9, 10, 10-50, 12 A. M., 1, 2, 3, 8-50, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M.

11 P. M.
The S-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%.

CHESNUT HILL RAILROAD. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9:20, and 11 F. M.

Leave Chesnut Hill at 7:10, 8, 2:40, 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, 5:49, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7%, 9, and 11:25 A. M. 14.

Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 1%, 4, 4%, 5%, 6%, 8 05, 10 05, and 11% P. M.
Leave Norristown at 5 40, 6 25, 7, 7%, 8 50, and 11
A. M., 1%, 3, 4%, 6%, 8, and 9% P. M. Leave Norristown as 5 30, 520, 1, 121, 5 50, and 1.

A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M.

The 7½ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

The 4 P. M. train from Philadelphia will stop only

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

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7½ P. M. Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 9, and 11°05 A. M., 1%, 8, 4, 4½, 5%, 6%, 8°05, 10°05, and 11½ P. M.

Leave Manayunk at 6°10, 6°55, 7%, 8°10, 9°20, and 11½ A. M., 2, 3%, 5, 6%, 8°30, and 10° P. M.

ON SUNDAYS.

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 Plymouth, 6½ A. M., 4½ P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD,-THE N SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVA-NIA, SOUTHERN AND INTERIOR NEW YORK, UFFALO, ROCHESTER, NIAGARA FALLS, THE REAT LAKES, AND THE DOMINION OF

GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.

Takes effect November 22, 1869.

Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-

BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 8:00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towands, 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, Baston, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads.
At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

Hazleton.
At 5:00 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 S. P. M.
For Lansdale at 6:20 P. M.
Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot.

Depot. TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 2:15, 4:40, and 8:25 P.M. From Doylestown at 8:25 A. M., 4:20 and 7:05 P. M. From Lansdale at 7:20 A. M., 4:20 and 7:05 P. M. From Fort Washington at 9:25, 10:35 A. M., and 8:10 P. M.

8-10 P. M.
From Abington at 2:35, 6:45, and 9:20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9:20 A. M.
Philadelphia for Doylestown at 9 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.

WEST JERSEY RAILROADS.
COMMENCING TUESDAY, SEPTEMBER 21, 1968.
Leave Philadelphia, foot of Market Street (Upper Ferry). Yileland, Swedesboro, and all intermediate sta-

vineland, Swedesboro, and tions.
3:15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.
3:50 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.
5:50 P. M., Woodbury, Glassboro, and Clayton accommodation.

commodation.

Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadelphia at second covered whart below Walnut street.

Freight delivery at No. 228 South DELAWARE Commutation tickets at reduced rates between

Philadelphia and all stations. EATRA TRAIN FOR CAPE MAY. Leave Philadelphia, 8-15 A. M.
Leave Cape May, 1-10 P. M.
W. J. SEWELL, Superintendent.
September 16, 1869. RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, 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 730 A. M. for Reading and all latermediate
stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:35 P.M.
MORNING EXPRESS.
At 8:15 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinepsove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg,
Hagerstown, etc.

The 730 A.M. train connects at READING with 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 Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Pinegrove, etc.
AFTERNOON EXPRESS. AFTERNOON EXPRESS.

Leaves Philadelphia at 820 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with Read
ing and Columbia Railroad trains for Columbia, etc.
POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9:10 A.
M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M.
READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 5:50 A. M. and Reading at 7:30
A. M., stopping at all way stations; arrives in Philadelphia at 10:20 A. M.
Returning, leaves Philadelphia at 4:45 P. M.; arrives in Reading at 7:40 P. M., and at Pottsville at 9:20
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.
Harrisburg Accommodation leaves Reading at
7:15 A. M. and Harrisburg at 4:10 P. M. Connecting
at Reading with Afternoon Accommodation powers. at Reading with Afternoon Accommodation south at 625 P. M., arriving in Philadelphia at 925 P. M. Market train, with a passenger car attached, leaves Philadelphia at 1220, noon, for Pottsville and all way stations; leaves Pottsville at 540 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

ohis and all way stations.

All the above trains run dally, Sundays excepted.

Sunday trains leave Pottaville at S.A. M., and
Philadelphia at 3°15 P. M. Leave Philadelphia for
Reading at S.A. M.; returning from Reading at 4°95

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 8:05 A. M., 12:45 Noon, and 4:15 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.
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 Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baitimore, etc. more, etc. Returning Express train leaves Harrisburg on ac-

rivel of Pennsylvania Express from Pittsburg at 5°35 A. M., and 12°20 noon, passing Reading at 7°23 A. M., and 2°05 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 without change.

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

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 630 and 1130 A. M., and 650 P. M., returning from Tamaqua at 835 A. M., and 140 and 450 P. M. SCHUYLKILL AND SUSQUERANNA RAILROAD. Trains leave Auburn at \$55 A. M. for Pluegrove and Barrisburg, and at 12:10 noon for Pluegrove, fremont, and Brookside, returning from itarrisburg at \$40 P. M., from Brookside at 4:00 P. M., and from

Trep ont at 7:15 A. M. and 5:05 P. M.
TICKETS.
Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas,
Excursion Tickets from Philadelphia to Reading 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 stations by Reading and Pottstown 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. dos count, between any points desired, for families

and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52.50 each, for families and SEASON TICKETS.—For three, six, aine, or welve months, for holders only, to all points, at reduced 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 PhRadelphia 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 Willew streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M. and places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.
FREIGHT TRAINS leave Philadelphia daily at 4·25 A. M., 12·30 noon, 5 and 7·15 P. M., for Reading, n, Harrisburg, Pottaville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

ERIE EXPRESS leaves Philadelphia. 1140 A. M.

"Williamsport. 9400 P. M.
arrives at Erie. 1040 A. M.
ELMIRA MAIL leaves Philadelphia. 750 A. M.
Williamsport. 6400 P. M.
arrives at Lock Haven. 720 P. M.
RAETWARD. arrives at Philadelphia. 6 20 A. M.
ERIE EXPRESS leaves Erie. 400 P. M.
"Williamsport. 3 30 A. M.
"Arrives at Philadelphia. 12 45 P. M.
ELMIRA MAIL leaves Lock Haven. 500 A. M.
"Williamsport. 9 45 A. M.
"Williamsport. 12 25 A. M.
"Arrives at Philadelphia. 6 50 P. M.
BUFFALO EXP. leaves Williamsport. 12 26 A. M.
"Arrives at Philadelphia. 9 25 A. M.
Express Eaves Williamsport. 12 26 A. M.
Express to the company of the compan

WEST CHESTER AND PHILADELPHIA WEST CHESTER AND PHILADRLPHIA
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7-45 A. M., 11-90 A. M.,
2:30 P. M., 4-15 P. M., 4-40 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., 7-45 A. M., 10-46 A.
M., 1-55 P. M., 4-50 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 Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester
and B. C. Junction going Rast 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.

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.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8:30 A. M and 2 00 P. M.

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

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER 6 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 before its departure. The Chesnut and Wainut 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 streets, or No. 116 Market street, will receive attention.

receive attention.

TRAINS LEAVE SPOT, VIZ. :-

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

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and bagginge delivered by S.P. M., at No. 116

Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:
Cincinnati Express. 3-10 A. M.
Philadeiphia Express. 6-30 A. M.
Erie Mail 6-30 A. M.
Paoli Accommodation, 8-20 A. M., 3-40 and 5-25 P. M.
Partessbarg Train 9-10 A. M. 

EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

PELLADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD,—TIME TABLE.—Trains will leave Depot corner Broad street and Washing

will leave Depot corner Broad street and Washing ton avenue as follows:

Way Mail Train at 8:30 A. M. (Sundays excepted for Ealtmore, stopping at all regular stations Connecting with Deisware Railroad at Wilmingto for Cristicid and intermediate stations.

Express Train at 12 M. (Sundays excepted), fo Baltimore and Washington, stopping at Wilmington Perryville, and Havve-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, Nawport, Stanton, Newark, Eikton, North-East, Charlestown, 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, Linwood, Claymont, Wilmington, Newark, Eikton, North-Bast, Perryville, Havre-de-Grace, Parryman's, and Magnolia. and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12-00 M. train.

WILMINGTON THAINS. Stopping at all stations between Philadelphia and Wennington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 1:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate Leave Wilmington 6:30 and 5:10 A. M., 1:30, 4:15, and 7:40 P. M. The S:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs dally; all other Accom-

Trains Sundays excepted.
Trains leaving Wilmington at 6:20 A. M. and 4:15
M., will connect at Lamokin Junction with the 7:00
M. and 4:30 P. M. trains for Baltimore Central

Railroad.
From Baltimore to Philadelphia—Leave Baltimore
726 A. M., Way Mall; 235 A. M., Express; 235 P.
M., Express; 725 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 725 P. M., stopping at Magaolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chesser. 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 Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A.M. and 430 P. M. A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 230 P. M. Leave PORT DRPOSIT for PHILADELPHIA at 540 A.M., 925 A.M., and 225 P.M. On Saturday the 225 P.M. train will leave at 430 P. M. Passengers are allowed to take wearing 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. 111 President and General Superinten

GREAT SOUTHERN MAIL ROUTE.

ONLY ALL RAIL LINE TO

NEW ORLEANS, MEMPHIS, NASHVILLE, ATLANTA, 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 CHESNUT Street,
Masonic Hall,
G. RENTON THOMPSON,
Gen. Agent for Philadelphia.

TO ALL WANTING FARMS IN A LOCALity Exempt from Fevers and Lung Complaints,-To Farmers, Horticulturists, Mechanics, Capitalists, Gentlemen of Leisure, Invalids, and all wanting a exempt from the rigors of a Northern winter, and in close connection with the commercial centres of the South. Few if any sections offer such a combination of inducements as the town of Aiken, S. C., and its vicinity for a desirable and permanent home. description of the climate, soils, and the nature of the products in the vicinity of Aiken, especially fruit, cereais, 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 power, kaolin deposits, unimproved lands, and town residences. For sale by E. J. C. WOOD, Real Estate Agent, Aiken, S. C. The book will be sent by mail on receipt of price, 50 cents. Address J. C. DERBY, Publisher, P. O. Box No. 1439, New York, until 1st of February, after that date at Aiken, S. C. [1173m

A LEXANDER G. CATTELL& CO PRODUCE COMMISSION MERCHANTS, No. 36 AORTH WHARVES NO. ST NORTH WATER STREET; PHILADELPHIA, PARIANDER G GATTELES. SAMUEL SMITH & CO., No. 4 S. SEVENTH Street, STEAM AND GAS FUTERS AND PLUMBERS, Tube, Fittings, and BrassWork constantly on hand. m hand.
All work promptly attended to.
Galvanized Tube for Cometery Lots furnished.

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 142

Sale at the Auction Rooms, Nos. 130 and til S. Fourts

Sale at the Auction Rooms, Nos. 122 and 141 S. Fourth Effect.

SUPERIOR HOUSEHOLD THRETURE PIANO. MIEROFS, CFFICE FURNITURE, MATTERNSONS, BEDDING, STOVES, CARPETS, ETO.

On Thursday Morning.

March 3, aby o'dlock, at the auction rooms, by catalogue, a large assertment of superior household formiture, comprising walcut parior suits, covered with plush, rep, and har cloth walnut fibrary suits; walnut chember suits; cettege chamber autis; resewood piano-forts; two mahogany pianos; French plate mitrors; three walnut hookcasses, walnut sideboards wardrobes; extension, library, centre, and houquet tables; lounges; armichairs; hat stands; eageres; bedisteads; washisands; chamber and diving room chairs; fine hair mattresses, feather beds, holstem and pillows; chins, glass, and timware; large assertment of office deska and tables; cigar pomper; calinotunker's bench gas-consuming and cooking stoves; velvet, Brussels, and other carpets, etc.

Also, apperior musical box, plays to 8 airs.

Also, decorated chins, sinner, and dessert set, 145 pieces.

EIRE PROOF SAPE.

FIRE PROOF SAFE. Also, large and superior fire-prior safe, made by Evana.
Also, large true safe, made by Milror & Shaw.
FRENOH-PLATE MIRROR.
Also, large French-plate mirror, suitable for a restaurant.

BUNTING, DURBOROW & CO., AUCTION-BANK street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC BRY GOODS. On Thursday morning, March 3, at 10 o'clock, on four months' credit. 2 25 5t

LARGE SALE OF CARPETINGS, ETC.

On Friday Morning,
March 4, at II o'clock, on four months' credit, about 200
pisces ingrain, Venetian, list, hemp, cottage, and rag
carpetings. LARGE SALE OF FRENCH AND OTHER EU-ROPEAN DRY GOODS, RTO., On Monday Morning. March 7, at 10 o'clock, on four months' credit. 315t

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.
B. SCOTT, Jr., Anctioneer, No. 1117 CHESNUT Street. (Girard Row).

Particular attention paid to Out-door Sales at mode-

POSITIVE SALE OF 100 OIL PAINTINGS.
On WEDNESDAY and THURSDAY KVENINGS.
March 2 and 3.
Embracing the usual variety of landscapes, marine views, cattle and fruit pieces all mounted in fine gold-leaf frames. The above invoice must be sold without the least reserve, to make room for one of the largest sates ever held in this city. Now on exhibition in the galleries up stairs.

GEORGE H. BECHTEL

Will make bis
THIRD SALE OF EXTRA QUALITY TRIPLE
PLATED SILVER-WARE PLATED SILVER-WARE
On Thursday,
March 3, at 10% o'clock A. M., at the salesroom of B.
Scott, Jr., No. 1117 Chasmit street, consisting of the
usual great variety of first-class goods, which are all
warranted as represented, or no sale.
Goods on exhibition and catalogues ready on Wednosday norming.
31.24

MARTIN BROTHERS, AUCTIONEERS,—
One of the contract of the cont

Bale at the New Auction Rooms,
No. 704 Chesnutstreet.
No. 704 Chesnutstreet.
HANDSOME NEW AND SECOAD HAND HOUSE—
HOLD FURNITURE, Elegant Walnut Parlor Suits,
Oiled Walnut Chamber Suits, Elegant Plane fortes,
French Plate Mirrors, Fireproof Safes by first-class
makers; Sideboards, Extension Tables, Desks and
Office Furniture, Fine Brussels and other Carpeta,
Chins, Glassware, etc.
On Wednesday Morning.
March 2, at 10 o'clock, at the New Auction Rooms, No.
714 Chesnut street, above Seventh, by catalogue, a very
large and excellent assortment of New and Second hand
Household Furniture, etc. Also, superior bagatelle table,
complete; school desks and benches, etc. [228 2t]

Sale at No. 10'8 Spring Garden Street.

VERY SUPERIOR HOUSEHOLD FURNITURE, FLEGANT PARLOR SUIT, Rich-toned 7'4 Octave Figneforte, Handsome Etagere, Handsome Brussels and other Carpets, China and Gisseware, etc.

On Monday Morning.

March 7, at 10 'clock, at No. 10'8 Spring Garden street, by catalegue, the entire superior household furniture, including elegant walnut parlor suit, covered with fine green plush; rich tone 7'4 octave piano-forte, made by Hammar, in elegant resewood case; elegant walnut etagere; bandsome medallion Brussels carpet; chamber furniture; cottsse suit; beds and bedding; china and glassware; carpets; oil-cloth; kitchen utensils, etc.

May be examined at 8 o'clock on the morning of gale.

THOMAS BIRCH & SON, AUCTIONERS
AND COMMISSION MERCHANTS, No. 1116
GREENUT Street, rear entrance No. 1107 Sansom street.

Saie at No. 11to Chesnut street.

FINE SHEFFIELD PLATED WARE, PEARL AND IVORY-HANDLE TABLE CUTLERY DIRROT FROM JOSEPH DEAKIN & SONS' MANUFAOTORY AT SHEFFIELD, ENGLAND.

On Wednesday Morning and Evening, at 10% o'clock A. M. and 7% o'clock P. M., at No. 1110 Chesnut street, will be sold, a large assortment of the above ware, comprising tea and coffee services, with urns and trays to match: dinner and breakfast castors; butter dishes; spoon goblets; ladles; spoons; forks; wine frames, etc. etc.

Also, a complete assortment of pearl and ivory-handle table cutlery.

Goods open for examination on Tuesday. 228 3t

SALE OF A RETAIL STOCK OF HOUSEKEEPING GOODS, TOYS, TIN, WOOD AND IRON WARE, ETC. At 10 o'clock, at the auction store, No. 1110 Chesnut street (second story), will be sold the stock of a house-keeper's furnishing store, consisting of tin ware, a large assortment of French fancy baskets, japanned toilet ware, sheepskin door and carriage mats, iron ware, brushes, casters, skates, toys, feather dusters, stepladders, towel racks, shoe boxes, sewing machines, children's bats, etc.

dren's hats, etc. Catalogues can be had on Wednesday. A. McCLELLAND, AUCTIONEER, No. 1219 CHESNUT STREET.

Personal attention given to sales of Household Furniture at dwellings.
Public sales of Furniture at the Auction Rooms, No. 1919 CHESNUT Streest, every Monday and Thursday.
For particulars see Public Ledger.
Il 13
N. B.—A superior class of Furniture at private sale. C. D. McCLEES & CO., AUCTIONEERS

LARGE AND ATTRACTIVE SALE OF BOOTS, SHOKS, BROGANS, ETC.
On Thursday morning, March 3,
At 10 o'clock, including a large line of ladies', misses', and children's city-made goods, to which we invite the attention of the trade.
N. B.—Sale every Monday and Thursday.

2 28 34

I PPINCOTT, SON & CO., AUCTIONEERS, On Wednesday, March 2.

LARGE POSITIVE SALE OF FOREIGN AND DOMESTIC DRY GOODS, Dress Goods, Linen Cambrid
Hokis, Hoop Skirts, Corsets, Under Garmente, Clothing, Linens, Embroideries, Notions, Stock of Milli-

nery, etc. 233 %

Lines of plain and plaid mainsooks; Swiss raulis; India mulls; striped and plaid Swiss organdies; plaues; counterpanes; plain, hemmod, braided, and embr'd cotton bdkfs, etc.

BOYS' CLOTHING—Also, a large line of Boys' Clothing in all sizes made for the pest city trade. BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [11 24 5]
No. 220 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

DY EING AND SCOURING.

JOSEPH MOTTET,

ELEVE DE PARIS,

FRENCH STEAM DYEING AND SCOURING,

On any kind of Wearing Apparel, for Ladies, Gents, and
Children. Patent apparatus for Stretching Pants from
one to five inches. No. 209 S. NINTH Street, Philadelphia 95

WINES. LITIZ CURRANT WINE.

ALBERT C. ROBERTS.

Dealer in every Description of Fine Groceries, Corner ELEVENTH and VINE Street 4.

ERRICK & BONS SOUTHWARK FOUNDRY.

No. 430 WASHINGTON AVENUE, Philadelphia, WILLIAM WRIGHT'S PATENT VARIABLE CUT-OFF STRAM ENGINE.

Regulated by the Governor. MERRICK'S SAFETY HOISTING MACHINE, Patented June, 1868. DAVID JOY'S

PATENT VALVELESS STEAM HAMMER D. M. WESTON'S
PATENT SELF-CENTERING, SELF-BALANCING
CENTRIFUGAL SUGAR-DRAINING MACHINE. HYDRO EXTRACTOR

For Cotton or Woolen Manufacturers. 7 10 most J. VAUGHAN MERBICK. WILLIAM M. MERBICK.