# OALDT SEVENING TRUEGERAPH PRILADERPHIA, MONDAY, OFTOMOR M.

THE DAILY EVENING TELEGRAPH--PHILADELPHIA, MONDAY OCTOBER 24, 1870.

# THE NOVEMBER MAGAZINES.

## "THE ATLANTIC."

The contents of the November number of The Atlantic are as follows:-

"Footpaths," Thomas Wentworth Higgin-"The Return;" "Oldtown Fireside Stories," Mrs. H. B. Stowe; "Highly Explosive," Jane G. Austin; "Experiment," C. A. H.; "Fechter as Hamlet," Kate Field; "Joseph and his Friend" (XI), Bayard Taylor; "Four Months with Charles Dickens" (II); "Murillo's 'Immaculate Conception,'" David Gray; "Travelling Companions" (I), H. James, Jr.; "The Intellectual Influence of Music," John S. Dwight; "A November Pas-toral," Bayard Taylor; "Mr. Burlingame as an Orator;" "Reviews and Literary Notices."

Miss Kate Field, who is nothing if not enthusiastic, bubbles over about Fechter to an even greater extent than she did about Ristori. In her lively and entertaining, if not altogether convincing, paper entitled "Fechter as Hamlet," she settles to her own satisfaction the whole problem of Hamlet, over which the critics have been puzzling their brains ever since the play was written, by assuming that Fechter's idea of the character is and must be correct, and that if Shakespeare does not conform to it, so much the worse for Shakespeare. We quote the following as a specimen of Miss Field's method of dealing with this subject :--

The only lines that can be quoted against Fechter's theory are the few appertaining to the Ghost's reappearance.

"Do you not come your tardy son to chide, That, lapsed in time and passion, let go by Th' important acting of your dread command ?

O, say !" inquires Hamlet.

"Ghost. Do not forget. This visitation Is but to whet thy almost blunted purpose. Hamlet but repeats the self-accusation prompted by over-sensibility as to the per-

formance of an awful duty. "Ah, but what blunted purpose does the Ghost come to whet ?" asks the reader. Suppose now this visitation be to whet Hamlet's almost blunted purpose of speaking daggers, but using none? The Ghost, unlike his former self, says not one word about Claudius. He straightway exhorts Hamlet to step between his mother and her fighting soul! Whereupon Hamlet's tone changes from violent denunciation to soft questioning, "How is it with you, lady?" One moment more and the passion that made a corpse of Polonius might have wreaked vengeance on the guilty Queen; for though Hamlet declares that he is "neither splenitive nor rash," yet is there "something dangerous" in him, a something that might have led him to strangle Laertes had he lost entire self-control. That the Queen believes her son capable of the deed is seen at the opening of this scene, when Hamlet says:-

"Come, come, and sit you down ; you shall not budge ; You go not, till I set you up a glass Where you may see the inmost part of you."

These are not desperate words, and yet the Queen cries out:-

"What wilt thou do? Thou wilt not murder me? Help, help, ho!

Killing the Queen would not be impossible to the Hamlet of Fechter, who is convinced of her complicity in his father's murder. "O Hamlet! speak no more: Thou turn'st mine eyes into my very soul; And there I see such black and grained spots As will not leave their tinct." Mere marriage with a brother-in-law, even after two months of widowhood, hardly admits of so fearful a confession; and her fear of being murdered by Hamlet leads to the inference that she knows she deserves the punishment. Further coloring for this hypothesis may be obtained in Hamlet's response to the Ghost:-"Do not look upon me;

host The dinner party went off as gaily as could be expected where several people are afraid of each other without quite knowing why; and Miss Bronte sat very modestly and rather on her guard, but quickly taking the measure of les monstres de talent who were talking and taking wine, and sometimes bantering each other. Once only she issued from her shell with brightening looks, when somebody

ALL REPORT OF A DESCRIPTION OF

made a slightly disparaging remark concern-ing the Duke of Wellington, for whom Miss Bronte declared she had the highest admiration; and she appeared quite ready to do battle with one gentleman who smilingly suggested that perhaps it was "because the Duke was an Irishman.

Now it should be premised that the writer of these papers had sent a presentation copy of a certain poem, addressed in complimentary but not very earnest terms to the <sup>2</sup> Author of Jane Eyre"-the lady whose nom de plume was "Currer Bell," and whose real name we were not to know. To this she had replied in a note which concludes with these words:-

"How far the applause of critics had rewarded the author of 'Orion,' I do not know; but I think the pleasure he enjoyed in its composition must have been a bounteous meed in itself. You could not, I imagine, have written that poem without at times de riving deep happiness from your work.

"With sincere thanks for the pleasure it has afforded me, I remain, dear sir, "Yours faithfully, "C. BELL."

On joining the ladies in the drawing-room, our host requested the writer to take a seat beside Miss Bronte. The moment he did so she turned toward him with the most charming artlessness, exclaiming, "I was so much obliged to you, Mr. Horne, for sending me your -... 'She checked herself with an inward start, having thus at once exploded her Currer-Bell secret by identifying herself with the author of "Jane Eyre." She looked em-barrassed. "Ah! Miss Bronte," whispered the innocent cause of the not very serious misfortune, "you would never do for treasons and stratagems." She nodded acquiescently, but with a degree of vexation and self-reproach. Shortly after this, Mr. S., overhearing some conversation between us, which showed that the secret was out, took an early opportunity of calling me aside, when he extended both hands with an et tu Brute look, and began to complain of my breach of the general understanding. I, of course, explained what the lady had said, at the naivete of which he was not a little astonished and amused.

# EGYPTIAN CIVILIZATION.

The first feature which distinguishes the Egyptian monarchy is its antiquity, the rule of the Pharaohs ascending to the remote period of at least three thousand years before Christ.

In the dawn of history Egyptian civilization breaks upon the view fully developed, the following centuries having contributed no-thing to its perfection. Socrates and Plato, studying this fact, attributed the progress of the early Egyptians in the arts and sciences to their more direct relations with the gods. Socrates says:-"The ancients, better than

we, being nearer to the gods, transmitted to by tradition the sublime knowledge im-

Miss Bronte, on a visit to the family of her | the descendants of priests and soldiers insured a solid basis to their preponderance, and, at the same time, guaranteed the inde-pendence and dignity of the aristocratic

> The keystone of the social edifice of the ancient Egyptian monarchy was royalty; the king concentrating in his family the most important posts in the army, in the sacerdotal and civil administration.

The people, in their veneration for their kings, rendered them divine honors, and addressed them as "benevolent gods."

The priests in Egypt were the grand initiators of civilization, exercising almost royal authority; their class, not without reason, being called the soul of the nation. The genius, character, and traditions of the people were so completely associated with them, that they may be said to have lived through the priests, who certainly formed the most powerful religious corporation that ever existed in the world, previous to the esta-blishment of the Roman Catholic clergy.

The ancients were unanimous in their admiration of the wisdom of the laws of Egypt. Justice was equally administered to classes, without respect of persons, and the weak had nothing to fear from the violence of the strong. The fair administration of justice for many centuries accounts for the stability of their form of government, and explains why they so long preserved their laws and customs better than any other peo-

ple recorded in ancient history. A proof of their political wisdom, which modern nations might with advantage imitate, is seen in the shifting of the capital with every dynasty, which prevented any single city from monopolizing the entire forces and resources of the country. Thus the cities of Thinis, Memphis, Elephantine, Thebes, Tanis, Sais, etc., were each in turn, with successive dynasties, the capital of the kingdom, the centre of national activity, and the seat of sovereign power. "The wisdom of the Egyptians," so uni-

versally recognized in antiquity, fell into contempt with the skeptical and shallow critics of the last century, who were smitten with the delusion of Greek superiority in every branch of knowledge. But recent researches have disclosed the fact that in almost every part of their culture-in art, in science, and in philosophy-the Greeks borrowed largely from the Egyptians, to whose high powers and unrivalled achievements even our most advanced historians have not yet learned to do full justice. - Appleton's Journal.

-The Church of England is about to esta-

blish a missionary bishopric in China. Rev. W. A Russell, of Ningpo, is to be the incumbent. —The school fund apportioned to each county

in Indiana, for the present month, amounts in the aggregate to \$315,344.89. -A California exchange commences a very

lengthy article on insects as follows:-"Of all the insects round here, none is so destructive and otherwise annoying as them horse-bees. Them fellers eats everything up without a buzz.

#### PROPOSALS.

CONTRACTORS AND BUILDERS .-TO CONTRACTORS AND BUILDERS.-SEALED PROPOSALS, indorsed "Propo-sals for Building a Public School-house in the Twenty-fourth Ward," will be received by the undersigned at the office, south-east corner of SIXTH and ADELPHI Streets, until MONDAY, November 7, at 12 o'clock M., for building a Public School-house on a lot of ground situate northeast corner Thirty-eighth and Storey streets, in the Twenty-fourth ward.

PROPOSALS FOR ARMY TRANSPORTATION

PROPOSALS.

OTH MILABORAC

HEADQUARTERS DEFARTMENT OF TEXAS, CHIEF QUARTERMASTER'S OFFICE, AUSTIN, TEXAS, Sept. 15, 1879.) Sealed Proposals, in triplicate, will be received at this office until 12 M., on THURSDAY, the 1st day of December, 1870, for the TRANSPORTATION OF ARMY SUPPLIES from the 1st day of Japuary 1871 to the 21st day of

TRANSPORTATION OF ARMY SUPPLIES from the 1st day of January, 1871, to the 31st day of December, 1871, on the following routes, viz.:--ROUTE NO. 2 (BY WATER). From the wharf at Brazos Santiago, Texas, to Fort Brown, Texas, and From Fort Brown, Texas, to Ringgold Barracks, Texasf; per 100 pounds for whole distance between each month. point.

ders propose to transport to or from each of the above named points, officers and enlisted men with their suthorized allowance of baggage. ROUTE No. 3. From Ringgold Barracks, Texas, to Fort McIntosh,

Texas. ROUTE No. 4.

ROUTE NO. 4. From Indianola, Texas, or the terminus of the Mexican Guif Railroad to San Antonio, Texas. ROUTE NO. 5. From San Antonio, Texas, to— Fort McIntosh, Texas. Fort Duncan, Texas. Fort Duncan, Texas. Stamps for d'stilled spirits, tax paid, 10 gallons, 20 gallons, 20 gallons, 40 gallons, 50 gallons, 60 gallons, 70 gallons, 80 gallons, 90 gallons, 100 gallons, 110 gal-lons, 120 gallons, and 130 gallons. CLASS 1V.

Fort Dancan, Texas. Fort Clark, Texas. Fort McKavett, Texas. Fort Concho, Texas. Fort Stockton, Texas. Fort Davis, Texas. Fort Griffin, Texas. Fort Richardson, Texas.

ernment teams.

From Bremond, Texas, or the terminus of the

From Bremono, Texas, or the terminus of the Texas Central Rairoad, to— Fort Griffin, Texas. Fort Richardson, Texas. And any posts that may be hereafter established south of Red River in Northwestern Texas.

The transportation to be furnished exclusively by orse or mule feams Except in cases of emergency, this service may be

Except in cases of emergency, this service may be performed by one train per month. Returning trains will transport supplies from point to point on the direct route of return towards the initial point, or to any point or points beyond the first point of destination, at contract rates; and should trains be sent from their original point of destination to another point empty, half the contract rates shall be allowed, for the distance travelled empty, on the amount of stores to be transported, and full rates for the distance travelled after load-ing.

at this office. The Government reserves the right to use its own means of transportation for this service when deemed advisable to do so, and to reject any, or

Proposals must be plainly endorsed on the en-

By order of Brevet Major-General Reynolds, Com-manding Department. JAMES A EKIN,

# PROPOSALS. DROPOSALS FOR REVENUE STAMPS.

CLASS III.

Stamps for distilled spirits, "other than tax-paid," distillery warehouse, rectified spirits, and wholesale

CLASS V.

CLASS V. Tobacco stamps, % pound, 1 pound, 2 pounds, 3 pounds, 5 pounds, 10 pounds, 15 pounds, 20 pounds, 21 pounds, 29 pounds, 40 pounds, and 60 pounds. Class 1, to be gummed, dried, and perforated, and prepared for issue in sheets. Class 2, without gumming and perforation, pre-pared for issue in sheets, 20 stamps on a sheet. Class 3, without gumming, to be engraved with nine coupons and one stab attached to each stamp, each stamp and stab to be numbered in serial num-bers, and bound in book form. Each book to be ap-tain 160 stamps, three on a page, and book to be ap-

tain 160 stamps, three on a page, and book to be ap-propriately lettered and numbered. Bidders will also make proposals for this class of stamps, as

also make proposals for this class of stamps, as above, 300 stamps to the book. Class 4, without gumming and perforation, each stamp to have an engraved stab attached, stamps and stubs to be numbered in serial numbers, and bound in book form. Each book to contain 400 stamps, 4 on a page, and bound, lettered, and num-bered.

stamps, 5 stamps on a page, and bound, lettered, and numbered. The 15-pound stamps to be as above, with the addition of nine coupons, attached to each

Specimens of the above-mentioned stamps may be seen at the office of the Commissioner of Internal Revenue, and sizes and descriptions taken there-

from. Bidders will state the price per thousand stamps, separately, inclusive and exclusive of paper, de-liverable at their place of business, and also at the office of the Commissioner of Internal Revenue in Washington. The cost of delivery should be given, both inclusive and exclusive of the cost of packing and becking the state of the cost of packing

ing proposed by them, whether plate printing or

Each bid to be accompanied with a specimen of

the style of engraving and the quality of paper pro-posed to be furnished, and the accepted bidder, be-fore the final consummation of a contract, will be required to furnish proof impressions of the en-gravings of the several kinds and denominations of

PROPOSALS FOR REVENUE STAMPS. PROPOSALS will be received until TUESDAY, the first day of November next, at 12 e'clock at noon, for furnishing complete Revenue stamps, of the fol-lowing classes, denominations, and sizes in present use, and as hereinafter specified, viz.:--CLASS I. Adhesive Stamps-General and Proprietary, viz:--General-One cents, two cents, three cents, four cents, fire cents, six cents, ten cents, fifteen cents, twenty cents, six cents, ten cents, fifteen cents, twenty cents, sixty cents, seventy cents, forty cents, fifty cents, aixty cents, one dollar and fifty cents, three dollars and sixty cents, one dollar and ninety cents, three dollars and fifty cents, three dollars, three dollars, two dollars and fifty cents, fifty dollars, three dollars, two cents, three cents, fifty dollars, and two hundred dollars. Troprietary-One cent, two cents, three cents, four cents, and five cents. CLASS II. Beet stamps, hogeheeds harrels half barrels third

Proposals will also state the rates at which bid-

liquor dealers.

pons.

And any posts that may be hereafter established in Northwest Texas, south of Red river. Posts west of Fort Davis will be supplied by Gov-

ROUTE No. 6. From the Ship's Tackle at Galveston, Texas, to Bremond, Texas, or the terminus of the Texas Cen-

tral Railroad.

Dered. Olass 5, ½ pound to 5 pounds inclusive, without gumming and perforation, to be issued in sheets, 12 stamps on a sheet. All the other denominations mentioned, excepting the 15 pounds, to be engraved with stub attached, stamps and stubs to numbered in serial numbers, and bound in book form, each book to contain 400 stamps & stamps on a pace and bound lettered and Bids are also asked for the % to 5-pounds stamps inclusive, to be prepared and bound in book form, as above described, with stubs, but without the cou-

Bidders will state the rate per 100 pounds per 100 miles at which they will transport supplies, which will include the transportation of supplies accom-

will include the transportation of supplies accom-panying the movement of troops. Each bid must be accompanied by a guarantee of at least two responsible persons (whose responsi-bility must be certified by the clerk of a Court of Record) that the bidder is competent to carry out the contract if awarded to him; and the residence and post office address of each bidder and guarantor must be stated.

must be stated. The amount of bond required from the contractor for each route will be thirty thousand (30,000) dol-

lars. Forms of contract may be seen at the Quarter-master's office at Galveston, Indianola, San Antonio, Ringgold Barracks, Brownsville, Fort McIntosh, and at this office.

both inclusive and exclusive of the cost of packing and boxing. Bids will be made separately for print-ing in one and two colors. Stamps of Class 1, the principal color to be permanent and the other fugi-tive. All the other classes mentioned to be printed in permanent colors. The additional cost of print-ing a tint upon the stamps printed in one color sheeld also be stated. Bidders will state in their bids the mode of print-

all bids offered. Any further information will be promptly fur-nished on application in person or by letter to this

office.

velope:--"Proposals for Army Transportation on Route

and addressed to the undersigned.

Q. M. Dept. of Texas. 105 15t

OLASS II. Beer stamps, hogsheads, barrels, half barrels, third barrels, quarter barrels, sixth barrels, and eighth barrels. Through Bills of Lading given, and rates guarantied to all points in the South and Southwest.

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SEMI-MONTHLY LINE TO WILMINGTON, N. C. The PIONEER will sail for Wilmington on Saturday, October 29, at 6 A. M. Returning, will leave Wilming-ton Saturday, November 5. Connects with the Cape Fear River Steamboat Com. pany, the Wilmington and Watchester Bailroad to all interior points.

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N. B.—The regular shippers by this line will be charged the above rates all winter. Winter rates commence December 15. 285

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Lest with this pitcous action you convert My stern effects; then what I have to do WPI want true colors; tears, perchance, for blood.

Surely this does not indicate absence of will on Hamlet's part; and as stage ghosts always produce the effect they desire, the dead king attained the purpose of his "pale glaring. Certainly he had no such tearful influence over Hamlet during the first interview. Is the object, then, the same? Indeed it would seem not; and since I find Shakespeare so ready to agree with Fechter, I doubt my ability longer to withhold allegiance to this startling innovation.

The critic may entertain one opinion of Hamlet one day and another the next; he may be very positive in some particulars and not quite sure in others. He can leave a door open by which his opinion may make a dignified exit, should an intellectual breeze threaten to overthrow them; but the actor enjoys no such privilege. He must thoroughly understand his intentions before being able to interpret them. He must feel certain that, according to his light, his conception is right, or he cannot render it with force or send conviction to the hearts and heads of his audience. The business of the critic, therefore, in this matter of "Hamlet," is not so much with the conception of the character as with the manner in which the actor's conception is carried out. If it is consistent from beginning to end, if it takes hold of you so strongly as to prevent any escape from it, if its great power absolutely bullies you out of cherished theories, if its humanity makes you look back upon previous "Hamlets" as so many lay figures galvanized into spasmodic action, if it absorbs attention and creates a positive sensation, then does the actor merit critical enthusiasm; for the critic's business is to appreciate, to appreciate is to estimate justly, and just estimation calls for as much delight at what is fine as disapprobation of what is false. Fechter produces all these effects. He is great, not only in his originality, but in his rendering, the greatness of which I will do my poor best to show by pho-tographing his Hamlet in such details as are food for critics and actors.

-The November number of The Technolo. gist presents an excellent variety of articles on practical and scientific subjects.

-The Nursery for November is nicely illustrated, and is filled with pleasant little stories and verses suited to the capacity of young children.

## THE AUTHOR OF JANE EYRE.

#### From Macmillan's Magazine,

A fragile form is now before my mind's eye, as distinctly as it was in reality more han twenty years ago. The slender figure is G. gd by a fire in the drawing-room of Mr. broughte publisher of a novel which had top of population and to the top of popul, authoress at one bound to the a dinner party, admiration. There has been a dinner party, admiration. There has been the lady had expressed a wish to meet had been requested to respect the publisher's de-sire and the lady's desire, shat she should re-main "unknown" as to her p-blic position. Nobody was to know that she was the au-thoress of "Jane Evre." She was the au-"horess of "Jane Eyre." She was simply

parted by them;" while Plato adds that the first men who issued from the hands of the gods must have been on terms of peculiar intimacy with them, as with their own fathers, and that it is impossible not to believe the testimony of the sons of the gods. The social organization and family institutions of the ancient Egyptians lay at the foundation of all their greatness; these alone being capable of uniting men, and rendering the duration

of States perpetual. The family reposed upon the unity of marriage, and the honor and respect paid to parents; its perpetuity being guaranteed by the right of primogeniture, which, from the king's palace to the peasant's cot, was universally admitted,

Numerous remains of the filial affection and respect of the ancient Egyptians were collected by M. Mariette, in the Museum of Boolak, many of the funereal stiles beginning with the sentence, "Sacrifice offered on behalf of the head of the house."

The disfiguring the likeness of an undutiful son upon his tombstone was reckoned by them to be the height of infamy. Herodotus states that the young Egyptians, in common with the Lacedæmonians, rose from their seats when old men drew near them, and never obliged them to go off their path. Diodorus informs us that the Egyptian Government looked rigorously after the proper bringing up of children, neglect being se-verely punished on the part of the parents, who were bound to protect and preserve their offspring, and initiate them into the arts for which they were destined.

A system of education at once so simple and natural favored the fecundity of marriage among the mass of the people. On many a simple monument, in all our great museums, we are struck by the frequency of the representation of funereal rites rendered to the head of a house by his children, averaging from eight to twelve in number. The inequality which so much oppressed females in ancient times did not exist in Egypt.

In the family circle, woman occupied her proper sphere; the privileges she enjoyed by birth were not absorbed by those of her husband, and she had the right to transmit them intact to her children.

The women who frequently figure in the history of the ancient Egyptian dynasties possessed a liberty of action in private life which was altogether foreign to the manners of Orientals. The regime of the ancient Egyptians was therefore well calculated to produce strong minds, robust bodies, fruitful wives, and vigorous children.

Regarding them as the first people who succeeded in establishing a truly civilized state of society, we may state that the population was divided into distinct classes, in which families were bound to prosecute different vocations.

The two dominant classes were the priests and warriors; after them came tillers of the soil, shepherds, merchants, artisans, and boatmen; upon these classes devolved the cultivation of the land, the tending of herds and flocks, commerce, building, weaving, and the service of communication and transport by the Nile, and the divers canals intersecting the country. Industry, established upon such a solid

basis, provided abundance for a laborious and contented race, in whose society there was no room for the indolent.

The soil of Egypt was divided into three parts, the first for the priests, the second for the king, and the third for the warriors charged with the defense of the country, of whom there were at one time more than four hundred thousand, who were reckoned the best troops in the East. This arrangement of the soil of Egypt helped in some measure to strengthen the distinctive character of Egyptian society. The hereditary transmission of the soil to

Said school-house to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of the Board of Public Education. No bids will be considered unless accompanied by

a certificate from the City Solicitor that the provius of an ordinauce approved May 25, 1860, have been complied with. The contract will be awarded only to known mas-

By order of the Committee on Property. H. W. HALLIWELL 10 24 mth5t Secretary.

TO CONTRACTORS AND BUILDERS. -SEALED PROPOSALS, endorsed "Proposals for Build ing a Public School-house in the Fourteenth Ward," will be received by the undersigned, at the office, S will be received by the undersigned, at the once, S. E. corner of SIXTH and ADELPHI Streets, until MONDAY, November 7, 1870, at 12 o'clock M., for building a Public School-house on a lot of ground situate on Wood street, above Eleventh, in the Fourteenth wood street, above Levench, in the Fourteenth ward, said school-house to be built in accordance with the plans of L. H. Esler, Superin-tendent of School Buildings, to be seen at the office of the Board of Public Education. No bids will be considered unless accompanied by

a certificate from the City Solicitor that the provi-sions of an ordinance approved May 25, 1860, have been complied with. The contract will be awarded only to known mas-

ter builders.

By order of the Committee on Property. H. W. HALLIWELL, 10 20 mth5t Secretary.

TO CONTRACTORS AND BUILDERS. SEALED PROPOSALS, indersed "Proposals for building an addition to a Public School-nouse in for building an addition to a Public School-nouse in the Ninth ward," will be received by the un-dersigned, at the office, S. E. corner of SIXTH and ADELPHI streets, until MONDAY, Novem-ber 7, at 12 o'clock M., for building an addition to a Public School-house, situate on Filbert street, above Twentieth, in the Ninth ward. Said addition to be built in accordance with the plans of L. H. Esler, Superintendent of School Build-ings, to be seen at the office of the Board of Public Education.

No bids will be considered unless accompanied by a certificate from the City Solicitor that the provi-sions of an ordinance approved May 25, 1860, have been complied with. The contract will be awarded only to known master builders. By order of the Committee on Property. H. W. HALLIWELL,

10 24 mth 5t Secretary. DEPARTMENT OF HIGHWAYS OFFICE-No. 104 S. FIFTH STREET.

PHILADELPHIA, October 20, 1870.

NOTICE TO CONTRACTORS. SEALED PROPOSALS will be received at the office of the Chief Commissioner of Highways until 11 o'clock M., on MONDAY, 24th instant, for the con-struction of a Sewer on the line of Twenty-first street, from West Delancy street, to a point twenty from the street on Thirteenth street from eet north of Pine street; on Thirteenth street, from he sewer in Thompson street to the north curb line the sewer in Thompson street to the north curb line of Girard avenue; on Seventeenth street, from the sewer in Arch street southwardly to the line of Chesnut street; on Garden street, from Willow street to the south line of Buttonwood street; on Mount Vernon street, from Twenty-first street to the east line of Twenty-second street; on Norris street, eastward from Gunner's Run to decreasion west of Richmond street The shore lepression west of Richmond street. The above diameter; and a two and a half feet sewer on Leaf diameter; and a two and a half feet sewer on Leaf street, from Grange street to Locust street, with such man-holes as may be directed by the Chief Engineer and Surveyor. The understanding to be that the Sewers herein advertised are to be completed on or before the 31st day of December, 1870. And the contractor shall take bills prepared against the property fronting on said Sewers to the amount of one dollar and fifty cents for each lineal foot of front on each side of the street as so much cash naid: the balance, as limited by ordinance, to be cosh paid; the balance, as limited by ordinance, to be paid by the city; and the contractor will be re-quired to keep the street and sewer in good order for three years after the sewer is finished. When the street is occupied by a City Passenger Railroad track, the sewer shall be constructed along-side of said track in such manner as not to obstruct

and the of said track in such manner as not to dostruct or interfere with the safe passage of the cars thereon; and no claim for remuneration shall be paid the con-tractor by the company using said track, as specified in Act of Assembly approved May 8, 1866. Each proposal will be accompanied by a cer-tificate that a bond has been filed in the Law Department as directed by ordinance of May 25, 1860.

If the lowest bidder shall not execute a con If the lowest bidder shall not execute a con-tract within five days after the work is swarded, he will be desented as declining, and will be held liable on his bond for the difference between his bid and the next lowest bidder. Specifications may be had at the Department of Surveys, which will be strictly adhered to. The Department of Highways reserves the right to reject all bids not deemed satisfactory. All bidders may be present at the time and place of opening the said proposais. No allowance will be made for rock excavation, except by special contract.

ontract. MAHLON H. DICKINSON, 10 21 81

Chief Commissioner of Highways.

NGINEER OFFICE FOR HARBOR DEFENSES, UNION BANK BUILDING, BALTIMORE, Md., BALTIMORE, Md., Oct. 20, 1870.

SEALED PROPOSALS, in duplicate, will be re-ceived at this office until 12 o'clock noon of the sist day of October next ensuing, for the removal of the following "OBSTRUCTIONS" from the Channel of Lances micer Virginia helaw Plehmond viz.

James river, Virginia, below Richmond, viz. :--At WARWICK BAR, about five miles below Rich-mond, wrecks of three schooners, 50, 60, and 80 tons. At DRURY'S BLUFF, about seven miles below Richmond, wreck of iron-clad ram Fredericksburg, sunk with armor, guns, etc. on board; iron gunboat Raleigh, 150 tons; steamer Jamestown (wooden), 1200 tons, sunk with guns on board; steamer Curtis Peck, 450 tons; schooners Wythe, Roach, 300 and 225 tons; brig, 175 tons; and a schooner of 80 or 100 tons, name unknown; also 18 or 20 cribs of timber stone, each about 22 feet square, averaging

and stone, each about 2 rest square, articles 18 feet deep. At TRENTS, or GRAVE-YARD REACH, ten miles below Richmond, wreck of 'Gallego,' 250 tons; wreck of pilot-boat "Pinme,' 87 tons. Below AIKENS, or VARINA, about twenty miles from Richmond, 37 to 40 piles, remains of old

bridge Proposals will be received for the removal of al reopeans will be received for the removal of all single bids are preferred for *entire removal* of all obstructions at *each* point, as named above; or to give a channel at *Drury's Bluff* 200jwide and 18 feet deep at low water, near right bank of river, and entire removal as above at other points.

Each proposal must state time within which the work will be finished, and the method or manner of removal proposed, whether by blasting or otherwise. Some of the wrecks may be of considerable value,

and the bids will state what sum of money, if any in addition to the material removed, will be demanded for the work done.

The right is reserved to reject any or all bids for any reason deemed sufficient by the undersigned. Proposals will be opened at 1 P. M. of the 31st day of October next ensuing, in presence of such bidders as may choose to attend.

Forms of proposals to be had at this office, SEALED SEPARATE PROPOSALS, in duplicate, will also be received at the same time, for the excavation of earth required to reopen "Dutch Gap Canal," according to plans, etc., in this office, in-volving removal of about 57,060 cubic yards of earth, some above and some below water; none to be carried over one-quarter mile. Price per yard, measured either in cut or embankment, to be

Proposals must be in "Duplicate," endorsed "Proposais for removing obstructions in James River," and for opening Dutch Gap Canal." each accompa-nied by a printed copy of this advertisement, and addressed to

COL. WM. P. CRAIGHILL, Union Bank Building, Baltimore, Md. 10 20 6t

UNITED STATES ENGINEER OFFICE, NO. 206 S. FIFTH Street.

PHILADELPHIA, Oct. 91, 1870.

PHILADELPHIA, Oct. 21, 1870. Sealed Proposals, in duplicate, with a copy of this advertisement attached to cach, will be received at this Office until 12 o'clock M. of MONDAY, the 21st day of November, 1870, for materials and labor "for repairing the Stone Piers belonging to the United States in the harbor of New Casile, Delaware," Separate proposals must be made for each class of material and labor.

About 1800 lineal feet of hemblock timber for crib

CLASS II. About 1500 pounds iron bolts and spikes for crib work, and 250 pounds cast-iron dowels for securing

face stone. CLASS III.

Sufficient stone to do the repairs (both face stone and rubble) are on hand at the piers, except angle stone, which will be offered for by the cubic foot.

Labor is required as follows:-CLASS L Repairs to crib work and putting down a platform

for stone superstructure. CLASS II.

CLASS II. Cutting dovetail joints and dowel holes to the face stones on hand, and putting all the stone as required, both face stones and filling, in place. Proposals for furnishing timber will be by the lineal foot; for bolts, spikes, and dowels by the pound; for labor on timber, by the lineal foot in place, including care of timber and iron delivered; for cutting stone for each header and for each stretcher; for setMag face stones, for the lot; for outting rubble in place, per perch of 25 cubic

All materials and labor to be of the best quality, subject to inspection, and rejection if not approved. A deduction of ten (10) per centum to be made on

A deduction of ten (10) per centum to be made on partial payments. Envelopes to be endorsed "Proposals for repairing the Stone Piers belonging to the United States in the harbor of New Castle, Delaware." For blank forms for proposals and further infor-mation, inquire at this Office, where plaus and draw-ings of the work can be seen. L. D. KURTZ.

J. D. KURTZ, Lieutenant-Colonel of Engineer

10 18 68

stamps. The contract will require all designs, dies, and plates to be prepared, and dies and plates to be kept bright and sharp, and that new and additional designs, dies, and plates shall be made either for the present kinds and denominations of stamps or present kinds and denominations of stamps or others, without charge, at the pleasure of the Secre tary of the Treasary and the Commissioner of In ternal Revenue, and all such designs, dies, and plates to be the property of and delivered to the United States Treasury Department, at the termina-tion of the contract, or whenever demanded by said department. That the stamps shall be prepared and delivered of each binds and denominations are and delivered of such kinds and denominations, and in such quantities, and at such times, as the Com-missioner of Internal Revenue for the time being

A statement of the numbers of stamps issued dur-

ing the fiscal year ending 30th June, 1870, may be seen at the office of the Commissioner. And that all measures and precautions which the Commissioner of Internal Revenue shall deem ne-cessary to take in order to protect the Government egainst fraud or negligence on the part of the con-tractor or his employes shall be taken at the proper charge and expense of the contractor. No bids will considered except from parties who have been, or are, actually engaged in the business of steel engraving and printing, and provided with all the necessary facilities to execute the work promptly

and give the requisite protection to the stamps, dies, and plates in their possession. Parties not known to the Department will furnish proof as to these points. Bidders will state the time from the date of the contract, if awarded, when they will be ready to commence delivering the stamps, and their daily capacity for delivery thereafter.

Bids may be made for any one class of stamps mentioned in this notice, or for all.

No. 119 WALL Street, New York. 349 NEW EXPRESS LINE TO ALEXAN. dria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest. Steamers leave regularly every Saturday at noon Tom the first wharf above Market street. Freight received daily. Each bid must be accompanied by a guarantee of at least two responsible persons that, in case the bid is accepted and a contract entered into, they will Freight received daily. WILLIAM P. CLYDE & CO., No. 14 Norch and South WHARVES. HYDE & TYLER, Agents at Georgetown; M ELDRIDGE & CO., Agents at Alexandria. 61 become sureties in such reasonable sum as may be required by the Government for the faithful perform-

ance of the contract. The contract to be made for not less than one year nor more than three years, as may be agreed

In awarding the contract the Commissioner reserves the right to reject any or all proposals in case it shall appear to be for the interest of the Govern-ment to do so.

Proposals should be carefully sealed and marked "Proposals for Revenue Stamps," and addressed to the Commissioner of Internal Revenue.

C. DELANO, Commissioner of Internal Revenue.

October 10, 1870. Approved-GEORGE S. BOUTWELL, 10 13 12t Secretary.

# SHIPPING.

FOR LIVERPOOL AND QUEENS TOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:— City of Brussels, Saturday, Oct. 29, at 10 A. M. Etna (via Halifax), Tuesday, Nov. 1, at 12 noon. City of Washington, Saturday, Nov. 5, at 2 P. M. Olity of Paris, Saturday, Nov. 12, at 8 A. M. Olity of Paris, Saturday, Nov. 12, at 8 A. M.

and each succeeding Saturday and alternate Tues-day, from pier No. 45 North river. RATES OF PASSAGE.

Bremen, etc., at reduced rates. Tickets can be bought here at moderate rates by persons wishing to send for their friends. For further information apply at the company's

office. JOHN G. DALE, Agent, No. 15 Broadway, N. Y. 1 Or to O'DONNELL & FAULK, Agents, 45 No. 402 CHESNUT Street, Philadelphia.

PHILADELPHIA, RI CHMOND AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. INCREASED FACILITIES AND REDUCED BATES FOR 1870. Steamers leave every WEDNESDAY and SATURDAY, at 12 o'olock noon, from FIRST WHARF above MAR, KET Street. RETURNING, leave RICHMOND MONDAYS and THURDAYS, and NORFOLK TURBDAYS and SA-TURDAYS. No Bills of Lading signed after 12 o'clock on sailing date.

No Bills of Lading signed after 19 o'clock on sailing dars. THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad. Freight HANDLEB BUTONOE, and taken at LOWEB RATES THAN ANY OTHER LINE. No charge for commission, drayage, or any expense of ransfer. Steamahips insure at lowest rates. Freight received daily. Freight received daily. Treight received daily. Mo. 125. WHARVES and Pier 1 N. WHARVES. W. P. PORTER, Agent at Richmond and City Point. T. P. OROWELL& CO., Agent at Richmond and City Point.

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.--Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and in-

termediate points. WELLIAM P. CLYDE & CO., Agents. Oaptain JOHN LAUGHLIN, Superintendent. Office, No. 12 South Wilsrves Philadelphia. 411;