THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, JANUARY 5, 1871.

RICHARD III.

From the London Spectator.

The life of Edward V was so brief and his reign so entirely nominal, that it would be absurd to give any estimate of his character as a King of England. We see him for a moment as a child, a mere puppet in the hands of others, and then he disappears from our sight for ever, and neither contemporary curiosity nor modern research has been able to penetrate the mystery which surrounds his fate. With his uncle, who supplanted him on the throne, the case is very different, and yet we seem to know with certainty nearly as little of Richard III as of his unfortunate nephew. The writers of the succeeding period have left us a portrait which is of a monster rather than of a man, and even the genius of a great dramatist, assuming their narratives as the basis for his creation, has hardly been able to rise above the presentment of an unmitigated stage villain. And when we endeavor to ascertain the truth or falsehood of this representation, which, notwithstanding the occasional skepticism on the part of a few clever writers, has been generally received as true, we find ourselves reduced almost entirely to a choice between the statements of unfriendly writers and the inferences as to character which we may think ourselves justified in drawing from a few ascertaized facts, generally isolated, and some of which are not incapable of more than one interpretation. Under such circumstances, an estimate of Richard must be necessarily imperfect, and on some points open to doubt, but we think that some leading features in his character may be ascertained

with tolerable certainty. If the popular judgment has been so violently unfavorable to Richard, it is, on the other hand, almost impossible for any candid and impartial student of history not to feel disposed to take up the defense of a man whose memory has been exposed to such unfriendly criticism. Whether Richard was the villain he is said to be or not, it is quite certain that his traditional character is drawn by those who were either violently prejudiced against him, or interested in blackening his fame-the partisans or flatterers of the prince who had dethroned and slain him. Denunciation proceeding from such a source cannot fail to rouse a suspicion that something might have been said on the other side, if Richard had been as fortunate in his biographers as some of his predecessors, and we seem to be making ourselves accessories to an act of injustice in adopting without hesitation evidence so palpably one-sided. This feeling is confirmed when we find that, in one instance at least, the change of kings operated in a very suspicious manner on the tone adopted by an historical authority. One of the most violent denouncers of King Richard is John Rous, the antiquary and historian, who wrote his history under the House of Tudor. But fortunately for us, and unfortunately for his reputation, we possess a roll of the Earls of Warwick, drawn up by him in the reign of Richard, one copy of which has escaped the politic alterations of the author. In this we find him describing Richard as "in his realm (ruling) full commendably, punishing offenders of his laws, especially extortioners and oppressors of his Commons, and cherishing those that were virtuous; by the which discreet guiding he gat great thanks of God, and love of all his subjects, rich and poor, and great laud of the people of all other lands about him." Of course, an historical student will do well to distrust this panegyric as much as the subsequent denunciation, but the case may serve as a warning against receiving blindly the statements of the Tudor historians. On the other hand, we must not be misled by the fact of exceptional injustice having probably been done to the memory of Richard by these historians into the idea that he was in reality in no respect such a man as they have depicted him, and that their portrait is a pure invention, rather than an exaggeration and caricature of the real man. far as our present materials enable us to judge, it seems to us that, quite independently of their representations, the character of Richard is not one which is deserving of much admiration, or even of high intellectual respect. He was not, indeed, the exceptionally bad man among his contemporaries that his Tudor biographers have made him; he was probably a better man than several of those whose reputations have been whitewashed by them, but he certainly was neither a good man nor a very wise or great sovereign. Indeed, it seems to us that in depicting a successful villain these writers have unconsciously given him credit for an undue amount of intellectual capacity. The first point which requires notice with respect to Richard of Gloucester is the shortness of his life. The popular mind cherishes the idea of an elderly villain, but the fact is that Richard was killed before he had completed his thirty-third year. The actions of his life are, therefore, those of a young man, and should be judged in a corresponding light. The next point is, that the epoch at which he becomes a responsible agent in the political events of that age must be placed much later than is popularly imagined, and that consequently the time of his supposed political machinations must be limited to a comparatively few years. There was an interval in age of ten years between him and his brother Edward, and on the first accession of the latter to the throne Richard was only between eight and nine years old. He was only just eighteen when he took refuge with Edward in Flanders, during the temporary restoration of Henry VI, and he had not completed his nineteenth year when he distinguished himself by his valor in the decisive battles of Barnet and Tewkesbury, and when Henry died in the Tower. He was little more than twenty-six when his brother George of Clarence died in the same fatal fortress, and he had not completed his thirty-first year at the date usually assigned as that of the murder of his two nephews. Even his undoubtedly premature appearance on the stage of public life and the natural proceety of his cha-racter can only modify to a certain extent this consideration of his comparative youth. His political life can hardly have commenced in any true sense of the term until after his brother's restoration in 1171, and twelve years only are therefore left for the concept tion and consummation of all that villainy which is supposed to have culminated in the murder of the young princes: and estimating he nature of these machinations, we must ecollect we are speaking of life between the sges of nineteen and thirty-one. Richard, the eleventh of the twelve children of Richard, Duke of York, was born on the 2d of October, 1452, during the short interval of tranquillity which followed the first armed struggle between the houses of York and Beaufort-a contest in a later stage of which he himself perished. And here we are at once encountered by the calumnies of later historians, who attribute to him a forbidding personal deformity. The truth seems to be that Richard, unlike his brothers Edward and George, was puny in growth and | of evidence to connect him with the deed,

and slight, and though the limbs were compactly knit, he was not muscularly strong. His face, if we may judge from contemporary descriptions and existing portraits, was very peculiar. It was rather short than long, contrast between the broad but the cheekforehead and prominent bones and the sunken cheeks gave an appearance of elongation to the whole face. The upper part of the forehead was not at all full, but there was a marked protuberance immediately above the eyebrows. The nose was well formed, and slightly aquline, seeming to indicate sense and fair sagacity. The eyes-the interval between which was very small-seem in the portraits dreamy and selfcentred, and the brow is contracted into a look of painful and anxious thought, approaching in one portrait to something almost sinister. The chin is particularly well formed, firm, but prepossessing; the lips are very thin, and closely compressed almost into a single line. The auburn bair falls in thick straight masses on each side of his face, after the fashion of his brother Edward, and indeed of that age generally. The impression left by the face is that of deep and anxious brooding. and of an intensely nervous but highly-

strung organization. It is certainly not a face which inspires confidence, though it excites an uncomfortable interest. It is certainly, however, not the face of a vulgar hypocrite and assassin, any more than it is that of a man of noble and frank nature. The deformity exaggerated by his maligners probably really consisted in one shoulder being rather higher than the other; he was certainly not a hunchback in the sense which the word usually implies. He was active in his habits, and courageous and enterprising in his spirit in a more than ordinary degree. His manners, on the other hand, seem to have been quiet and reserved; his eyes, as the portraits also testify, are said to have been habitually mild in expression, but became fierce and threatening when his passion was once thoroughly roused. He was courteous and pleasing in his address, and he appears to have exercised when he chose an extraordinary fascination over those with whom he came in contact. But with one or two exceptions the power he thus obtained over the minds of others was transient in its character, and, as a rule, he seems to have been unable to retain the confidence which he so strangely gained. Fran-cis, Lord Lovell, indeed—"Lovell our dog" who appears to have been a ward of the great Earl of Warwick at the same time that Rickard was himself under the care of the King-Maker, and about whose ultimate fate such a mystery hangs, clung to Richard to the last with a fidelity worthy of the animal which gave him his sobriquet. John and Thomas Howard-the ""jockey of Norfolk"-and his gallant son, Surrey, were also true in the hour of danger, but they had certainly a strong personal interest in the maintenance of the power of Richard. Most, however, of the men whom he seemed to have gained for the time, forsook or betrayed him. The two infamous Stanleys would probably have betraved any one, if such a course seemed to open a path to their aggrandizement. But Hastings, whom he is said to have at one time loved better than any man, and who stood by him stoutly in the first crisis of his struggle with the Woodvilles, shook off his friendship immediately afterwards, and sought his destruction. Percy, the restored Earl of Northumberland, whom he honored and trusted, and who seemed bound to his interests, betrayed him on the very field of Bosworth. Henry Stafford, Duke of Backingham, who had seemed his alter ego, deceived him grossly, though he did not escape a just reward for his dissimulation and treachery. On the other hand, Richard wou over Queen Elizabeth Woodville, and all but won her son the Marquis of Dorset, even after he was publicly credited with the murder of the Princes; and the young Elizabeth of York would have been willing, it seems, to accept the hand of Richard's son, even if the story is false that she would gladly have become the wife of Richard himself. These, egain, all failed him in the hour of need. In fact, 'men appeared to be won and lost again by him in an equally sudden and in-comprehensible manner. It would almost seem as if Richard, while he possessed the power of discovering and appealing successfully to some strong feeling or desire in the mind of another, was not capable of grasping a character as a whole, and through this imperfect apprehension lost the hold he had at first gained. Much of his ill-judged violence, and equally ill-judged confidence, may be traced to this cause. He destroyed Hastings, whose interests, by a little judicious moderation and management, might have been identified with his own; and he alienated Buckingham by his disregard of some strong wish of the latter, after he had made him only too powerful by his lavish generosity. The extravagant confidence he placed in the Stanleys is notorious, and it is alone sufficient to discredit his penetration into character. If Richard was a hypocrite and a dissembler, he certainly was a very poor proficient in his art, for it is an impetuons rashness and imprudence of conduct, and an impatience of difficulties, which made him always cut the Gordian knot, instead of attempting to unloose it, that appear to be his characteristics. Under this influence he was always either too violent or too generous. It seemed as if he restrained his excitability, and concealed it under a smiling face just long enough to give the uncomfortable impression of a deep and designing nature, and then gave vent to it on some momentary occasion, with the excess and abandon of a man who took no thought before he acted. It seemed as if his judgment were not well-balanced enough to see any medium between bind confidence and blind violence. His brother Edward's mind, even when seemingly palsied by sensual indulgence, was always clear, healthy, and active; that of Richard was perplexed, morbid, and restless. He gave an impression of violence and irregularity far beyond the natural import of his actions. There was scarcely a public man then alive who might not (as far as his moral character is concerned) have committed most of the acts of cruelty attributed to Richard; but by his mode of action he gave to them a character of exceptional atrocity which goes far beyond the actual fact. And so men came to attribute a natural and systematic cruelty that was really alien to Richard's nature, which was quite as much addicted to an excess of compassion and generosity as to anything in the opposite direction. He was accordingly credited with nearly all the suspicious deaths of the period, of several of which he was certainly innocent. The young Edward, Henry VI's son, appears to have been killed in battle, calling out to his brother-in-law, Clarence, whom he saw in the opposite ranks, to save him; and Richard had nothing whatever to do with the event. Henry VI himself died, not improbably, though not certainiy. from violence; but the mere mention of the presence of Richard (a lad of eighteen) in the Tower about the supposed time of the death, is the only place

sickly in constitution. His person was short | and as the Queen and family of Edward were also resident in the Tower at the same time, this comes to very little. Clarence's destruction appears, from the indictment against him, to have been the work of the Qaeen's family. The execution of Hastings and of Rivers and the other members of the Woodville family have all the appearance of acts committed at the instigation of some sudden feeling of resentment and alarm. The Woodvilles were only committed, to safe custody as long as it seemed that Hastings was their enemy; they were executed after the seizure and execution of Hastings had probably led to the disclosure of some more of the facts of their recent plotting with that nobleman. The death of Hastings was evidently an act of resentment and alarm on the discovery of the hostile position he had suddenly assumed. Of the death of the young Princes it is not easy to speak, since we really know nothing as to their fate. But the probability seems to be that something like the common story actually happened: and, at any rate, Richard must be held responsible for their disappearance, since he never produced them, when it became his manifest interest thus to refute the accusations against That he certainly gave him.

special rewards to the men to whom common opinion afterward attributed the deed is a fact of compar tively little weight, since the most trusted of his confidential agents would be just those to whom the public would be likely to assign the commission of the deed; but the coincidence of the reward of these persons with the supposed time of the Princes' deaths is of slightly more importance. On the other hand, the conduct of Henry VII to the man who had the charge of the Tower at the time of the supposed murder, and to whom the arrangement of the deed was popularly attributed, is very strange, on the supposition that that King believed the accusation against him to be true. The hypothesis that this alleged assassin, Sir James Tyrrell, revealed the fact of his complicity in the murder only on the eve of his subsequent execution for treason is purely gratuitous, and comes to nothing, as Henry could always have easily ascertained if Tyrrell had the custody of the Tower at the time of the alleged murder. On the whole, we must rest satisfied with the leading facts that the Princes disappeared in the autumn of 1483, just in the crisis of an attempted insurrection in their behalf, and that Richard (as far as our present knowledge allows us to speak) never denied that they were dead, had himself crowned again at York just about that time, and never produced the boys when the partisans of Henry of Richmond proclaimed their murder, and when their reappearance would have been a death-blow to the hopes of that pretender, and a matter of comparatively little risk to himself. It is probable, then, that Richard, without premeditating their deaths, had them destroyed on a sudden access of nervous alarm, and thus gave another signal proof of his fatal impetuosity and want of judgment. There can be little doubt that the deposition of the young King Edward was not an unpopular act, and that Richard, if he had ruled with ordinary steadiness and moderation, might have defied all the efforts of the young King's partisans; while his existence was always an obstacle to the pretensions of Henry of Richmond, and of all other possible pretenders. But by destroying him thus hastily. Richard not only threw away his best card and committed an unwise and unnecessary crime, but broke up the Yorkish party forever, and gave a cry to all his adversaries of which they cagerly availed themselves. It is not at all impossible that Buckingbam (whose pretensions to the Crown were notorious) made Richard his cat's-paw to remove one great obstacle in the young Princes, and then tried to avail himself of the odium thus caused to destroy Richard himself. The subsequent attempts of Richard to conciliate Queen Elizabeth and the Woodvilles, and to unite their interests with his own, were a vain effort to escape from the consequences of this and other previous political blunders. The public policy and government of Richard were marked by the same general character of discontinuity, and excess in opposite directions, which marked his personal acts. He was always either the ardent reformer and rigid censor of morals, or the lavish patron and the ostentatious imitator of his brother's stately magnificence. He did many worthy things, and corrected abuses; but his government was unsystematic, his policy changeable and inconsistent, and his good and evil acts alike intermittent and disproportionate to the occasion. Such an administration is even more hostile to a settled state of society than one of unmixed and consistent evil. The sense of personal insecurity and the nervous alarms to which he was himself subject, seemed to communicate themselves to the kingdom over which he ruled, and without ary definite causes of complaint against his Government, and with a certain consciousness that he was in some respects an able, and, generally, not an ill-disposed ruler, the nation at large longed for a termination of his reign, and at length submitted quietly, though without any eagerness, to the succession of a man of whom they knew nothing, except that he belonged in some way to the royal family of England, and had relieved them from a state of painful uncertainty and suspense. That Richard was not a sufficiently bad man to be beyond the papers of remorse has been deduced from the fact of the numerous chantries he erected in the places connected with some of his violent acts to pray for his own soul or those of his victims. But this act was probably as much one of superstition as of regret, for his nervous temperament seems to have rendered him particularly sensitive to superstitious feelings. But a feeling of remorse and a sense of retribution may have mingled with the bitter agony with which, according to a tolereliable chronicler, he was rably tortured almost to madness on receiving the news of the death of his only legitimate son, on the anniversary of the death of his brother Edward. Richard was a deeply-affectionate father and a devoted husband, and there is probably no calumny more base than that which attributes to him the gradual poisoning of his wife, soon after the sad event with which they had both been nearly distracted. Anne was of a consumptive family, and her death was probably precipitated by that of her sen. On the whole, as far as we can read his character, Richard was no deliberate villain, and not in natural disposition evil-minded or cruel. But his character and his acts were the result of a disordered nervous temperament, and an impatient and unstable will. As the second man in the State, under a sovereign (such as his brother Edward) whom he trusted and looked up to, he might have been an able and high-minded administrator. When left to himself he had neither judgment nor self-confidence, and became a violent man and an unsatisfactory ruler.

RAILROAD LINES.

THILADELPHIA AND READING RAILROAD Depot, THIRTEENTH and CALLOWHILL Streets, Until further notice trains will Leave and Arrive as folows:

A. M. TRAINS ARRIVE. TRAINS LEAVE.

From Reading 7:25

For Schwerksville and points on Per-kiomen Rall-road, take 7.30 a. m. 12'30 noon, and. 4 p. m. For Mt. Pleasant and points on Colebrookdule Rallroad take 7:30 a. m. and 4:00 p. m. N. Y. EXPRESS FOR PITTSBURG AND WEST. Trains leave New York at 9:00 a. m. and 5:00 p. m., passing Rearing at 1:55 and 10:05 p. m., connect-ing at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc. Baltimore, Williamsport, etc. Sleeping cars accompany these trains through be

Trains for New York leave Harrisburg at 3 10, 810, and 11:45 a. m., and 2 50 p. m. Additional train leaves New York for Harrisburg

at 12 o'clock noon. For particulars see Guide Books, which can be ob-

ained at No. 811 Chesnut street, and at all stations, without charge, Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer,

No. 227 S. Fourth street, Philadelphia, or G. A. Nicolis, General Superintendent, Reading, STREET CARS.—The Thirteenth and Fifteenth, and

Race and Vine streets, connecting with other lines,

run close to the Depot. Baggage collected and delivered by Dungan's Bag-gage Express. Orders left at Depot, or at No. 225 S. GERMANTOWN AND NORRISTOWN BRANCH.

GERMANTOWN AND NORRISTOWN BRANCH. Depot. Ninth and Green. Trains leave for Germantown at 6, 7, 8, 8½, 9:05, 10, 11, 12 A. M.; 1, 2, 2 80, 3:15, 3:45, 4:05, 4:30, 5:05, 5:45, 6, 6:30, 7, 8, 9, 10:05, 11, 12 p. m. Leave Ger-mantown, 6, 6:55, 7:30, 8, 5:20, 9, 9½, 10, 11, 12 a. M.; 1, 2, 3, 3:50, 4, 4:45, 5, 5:20, 6, 6:30, 7, 8, 9, 16, 11 p. m. The 8:20 and 9:30 down trains, 2:30, 3:45, and 5:45 up trains, will not stop on the Germantown branch. On Surdays leave at 9:15 a. m. 2, 4:05, 7, 10:15 a.m.

On Sundays, leave at 945 a. m.; 2, 4465 7, 1045 p. m. Leave Germantown, 845 a. m.; 1, 3, 6, 945 p. m. Passengers taking the 655, 9 a. m., and 639 p. m. trains from Germantown, will make close connection with the trains for New York at Intersection Station.

CHESNUT HILL RAILBOAD .- Leave at 6, 8, 10, 12 CHESNUT HILL KAILBOAD.—Leave at 6, 8, 10, 13 a.m.; 2 30, 3 45, 5 45, 7, 9 and 11 p.m. Leave Ches-nut Hill at 7 10, 8, 9 10, 11 40 a.m.; 1 40, 3 40, 5 40, 6 40, 8 40, 10 40 p.m. On Sundays, leave 9 18 a.m.; 2 and 7 p.m. Leave Chesnut Hill at 7 50 a.m.; 12 40, 5 40, 9 25 p.m. FOR CONSIDENCE AND NORRISTOWN.—Leave **a**t 6, 7 30, 9, 11 95 a.m.; 1 30, 3, 4, 5, 5 30, 6 15 8 05, 19, 11 45 p.m. Leave Norristown at 5 30, 6 25 7, 7 45, 8 40, 10 a.m.; 1 40, 2 4 30, 510 8 9 20 a.m.

1745 p. m. 1cave Norristown at 5'30, 6'25 7, 1'45,
 8'50, 11 a. m.; 1'30, 3, 4'30, 6'15, 8, 9'30 p. m. On Sundays, Icave at 9 a. m.; 2'30, 4, 7'30 p. m. Leave Norristown at 7 a. m.; 1, 5'30, 9 p. m.
 FOB MANAYUNK.—Leave at 6, 7'30, 9, 11'05 a. m.; 1'30, 3, 4, 5, 5'30, 6'15, 8'05, 10, 11'45 p. m. Leave Manayunk at 6, 6'55, 7'30, 8'10, 9'20, 11'30 a. m.; 2, 8'10, 5'45, 5'45, 10, 10 m. On Sundays, Icave at 9 a.

Manayunk at 6, 655, 730, 840, 920, 1130 a.m.; 2, 850, 5, 645, 830, 10 p.m. On Sundays, leave at 9 a.m.; 250, 645, 830 p.m. Leave Manayunk at 730 a.m.; 150, 615, 930 p.m.
FOR PLYMOUTH.-Leave at 6 a.m. and 5 p.m.
Leave Plymouth at 620 a.m. and 230 p. M.
The 745 a.m. train from Norristown will not stop at Magee's, Fotts' Landing, Domino, or Schur's Lane. Passengers taking the 742, 905 a.m., and 630 p.m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

 York at Intersection Station.

 The 8:30 a. m., 12:30 and 5 p. m. trains from New York stop at Intersection Station.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JANUARY 1, 1870. The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET 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 Walnut streets cars run within one square of the

Depot. Sleeping-car tickets can be had on application

RAILROAD LINES.

PHILAPELPHIA, WILMINGTON. AND BAL-TIMORE RAILROAD.-TIME TABLE. COMMENCING MONDAY, NOVEMBER 21, 1870.

COMMENCING MONDAY, NOVEMBER 21, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:-Way Mail Train at 3:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad at Salisbury with Kastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-road.

at Sainsonry with Wicomico and Pocomoke Rail-road. Express Train at 1145 A. M. (Sundays excepted), for Baltimers and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Baltimere and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11:30 P. M. (Dally), for Balti-more and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia. Passengers for Fortress Monroe and Norfolk will

man's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 11-45 A. M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia

and Wilmington. Leave Philadelphia at 11.00 A. M., 2.30, 5.00, ant 7.00 P. M. The 5.00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations. Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00,

and 7.15 P. M. Thes 10 A. M. train will not stop between Chester and Fulladelphia. The 7.15 P. M. train from Wilmington runs Dally; all other ac-commodation trains Sundays excepted.

Trains leaving Wilmington at 645 A. M. and 400 P. M. will connect at Lamokin Junction with the 766 A. M. and 430 P. M. trains for Baltimore Conral Railro From Baltimore to Philadelphia .- Leave Balti-

From Baltimore to Philadelphia, --Leave Balti-more 7-25 A. M., Way Mali; 9-25 A. M., Express; 2-35 P. M., Express; 7-25 P. M., Express, SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7-25 P. M., stopping at Mag-nolla, Perryn.av's, Aberdeon, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Charlest

wood, and Chester. On Supdays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 8 55 P. M. Through lickets to all points West, South, and

Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Unien Transfer Company. H. F. KENNEY, Superintendent.

1870. -FOR NEW YORK-THE CAMDEN ton Railroad Comparies' lines from Philadelphia to New York and Way Places.

tion. via Camden and Jersey City. At 2 and 6 P. M., for Amboy and intermediate sta-

At 7 A. M. and 3.30 P. M. for Freehold and Far-

At 7 and 10 A. M., 12 M., 2, 8'80, and 5 P. M. for Trenton.

At 7 and 10 A. Di., 12 M., 5, 6, 7, and 11.80 P. M. for Fish House. The 11:30 P. M. line leaves from Market Street

Forry (upper side). FROM WEST PHILADELPHIA DEPOT.

At 7:30 and 9:45 A. M., 1:20, 3:10, 5:30, 6:45 and 13 M., New York Express Lines, and at 11:30 P. M., Line, via Jersey City. At 7:30 and 9:45 A. M., 1:20, 3:10, 5:33, 6:45, and 12 P. M. for Trenton.

P. M. for Trenton. At 946 A. M. 120, 645 and 13 P. M. for Bristol. At 12 P. M. (night) for Morrisville, Fullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. Sunday Lines leave at 946 A. M., 645 P. M., and

13 night.

AUO FION SALES. M 139 and 141 S. FOURTH Street.

SALE OF REAL ESTATE AND STOCKS. Jan. 10, at 12 O'clock, noon, at the Exchange, will include-

MARSHALL, NO. 528-Modera Resider ce. CHESNUT HILL AVENUE, Chesnut HIL-Stona liesidence.

THIRTEENTH (North), No. 1513 - Medera Real-

PENN, No. 4721 (Frankford)-Handsome Rest.

NARNOCK, NO. 1731-Genteel Dweiling. MAGNOLIA AND NOBLE, S. E. corner-Genteel

MAYLAND STREET AND MULBERRY ALLEY, S. E. Grand Taxlo States and Mullakery ALLEY, S. E. Corner - Tavern and Dwelling. FRONT (North), No. 518-Brick Building. TAYLOR, S. E. of Coral-2 Building Lots. GROUND RENTS-\$96 and \$65 a year. STOCKS, LOANS, ETC. Peremptory Sale for account of whom it may con-

COLD

\$56,000 Fredericksburg and Gordonsville Railroad

per cent gold. 17 shares Northern Libertics Gas Co. \$2000 Swedesborouge Rairoad 1st mortgage bouda. 1 share Point Breeze Park

20 shares Central Transportation Co. Pew No. 122 Church of the Holy Trinity. 20 shares Philads. and Southern Mail Steam-

\$2000 St. Louis City bonds, 6 per cent., Jan. and

10 shares Seventh National Bank. 89 shares American Fire Insurance Co.

\$2000 Delaware Mutual Insurance Co. scrip, 1869. 1 share Academyof Fine Arts. \$11,000 Western Pennsylvania Railroad bonds. \$2500 Lehigh Navigation Convertible Loan. 50 shares Chesapeake and Delaware Canal Co. 100 shares Eimira Railroad Co., preferred. 120 shares Union Railroad and Transportation Co. 1 sbare Philadelphia Library Co. 800 shares American Battonhole Sewing Machine \$3000 Pennsylvania State loan, second series.

\$6000 Pennsylvania State loan, second series.
 \$6500 new City loan, clear of taxes.
 \$1000 new City loan, prior to 22, payable in gold.
 \$6014 Camden and Amb per cent. loan, 1883.
 \$1000 Belvidere and D. Aara Railroad. 16 3t

BUNTING, DURBOROW & CO., AUCTIONEERS, Bank street, Successors to John B. Myers & Co.

SPECIAL AND PEREMPTORY SALE OF 1435 CASES METALLIC OVERSHOES: ALSO, THE STOCK OF A RETAILER, AND A GENERAL ASSORTMENT OF BOOTS, SHOES, ETC. On Tuesday Morning, January 10, at 10 o'clock, on four months' credit,

comprising— 406 cases women's F overs, regularly assorted. 806 cases women's M overs, regularly assorted. 10 cases women's M imitation, regularly assorted. 168 cases women's M gossamer, regularly assorted. 64 cases women's M overs, packed solid.

864 cases men's M overs, regularly assorted.

16 cases men's M overs, packed solid. SI cases misses' overs, 10@2. N. B.-The above will be sold in large lots and

strictly without reserve. ALSO, the entire stock of a retail dealer, comprising a choice line of custom-made goods. ALSO,

a line of men's, women's, and children's wear, of the best Eastern and city makes.

MAGILI, FARREL & CO., AUCTIONEERS, No. 315 MARKET Street.

PEREMPTORY SALE BY AUGTION OF THE ENTIRE FURNISHMENT OF THE HOTEL KNOWN AS THE WASHINGTON HOUSE, NOS, 700 AND 711 CHESNUT STREET, BY CATALOGUE.

On Tuesday Morning, January 10, 1571, commencing at 9 o'clock. In-cluding-Parlor, chamber, dining, sitting, and bar-room furniture; mirrors, oil paintings; gas fixtures, etc. etc. 112 81 80 Further particulars in future advertisements.

THOMAS BIRCH & SON, AUCTIONEERS AND 1 COMMISSION MERCHANTS, No. 1110 Ches-NUT Street: rear entrance No. 1107 Sansom street. MARTIN

WINCERT HALL AUCTION ROOMS, No. 191 CHESNUT Street. T. A. MCULELLAND, AUCTIONEER.

Personal attention given to sales of household furuture at dwellings.

At 7 A. M., Mall and Accommodation, via Cam-den and Amboy, and at 3:30 P. M., Accommoda-

tions.

mingdale.

Fat 7 and 10 A. M., 12 M., 2, 8:30, 5, 6, 7, and 1:30 P. M. for Bordentown, Florence, Burlington' Edgewater, Severly, Delanco, Riverside, River-

OYSTER KNIVES OF FINE Cast Steel. No. 809 S. FIFTH SL.

at the Ticket Office, N. W. corner Ninth and Ches. nut streets, and at the Depot. Agents of the Union Transfer Company will call

for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 118 Market street, will receive attention.

TRAINS LEAVE DEPOT. Pittsburg Express 12.11 A. M. Mau Train 8.00 Y Lock Haven and Elmira Express . 9.40 A. M Harrisburg Accommodation . 2.30 Lancaster Accommodation . 4.10 P Parkeaburg Train . . . 6.30 8.00 P 9.50 1

Pacific Express . 10:10 P. M. Paoli Accommodation. No. 4 . 11:10 P. M. Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sun 1ay night pas-sengers will leave Philadelphia at 10:10 P. M. Uncinnati and Pacific Express leaves daily. All

other trains daily except Sunday. All other trains daily except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-oured and baggage delivered by 5 P. M. at No. 116 Market street. Sunday Train No. 1 leaves Philadelphia at 8:49

A. M.; arrives at Paoli at 949 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; ar-rives at Paoli at 740 P. M. Sunday Train No. 1 leaves Paoli at 650 A. M.; arrives at Philadelphia at 810 A. M. Sunday Train No. 2 leaves Paoli at 450 P. M.; arrives at

Philadelphia at 6 20.

Lancaster Train Erie Express Lock Haven and Elmira Express 5.40 1 5.45 P Facific Express . Southern Express . Harrisburg Accommodation 3.25 P 5.45 H . 10 50 P. M. Paoli Accommodation, No. 4 .

Totat Accommodation, No. 4 . . . 1050 P. M For jurther information apply to JOHN F. VANLEER, Jz., Ticket Agent. No. 901 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 166 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot

Ticket Agent at the Depot. Ticket Agent at the Depot. The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding

that amount in value. All Dagage chocking that amount in value will be at the risk of the owner, unless taken by special contract. A. J. CASSATT, 429 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAIL-N ROAD COMPANY. ON AND AFTER MONDAY, October 17, 1870

ON AND AFTER MONDAY, October 11, 1870, Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:— FROM PHILADELPHIA For West Chester at 745 and 11'20 A. M., 2'30, 6'1b, and 11'30 P. M. Stops at all stations. For West Chester at 4'40 P. M. This train stops only at stations between Media and West Chester (Greenwood excented)

Greenwood excepted). For B. C. Junction at 4-10 P. M. Stops at all sta-

FOR PHILADELPHIA From West Chester at 6:30 and 10:45 A. M., 1:55, 4:55, and 6:55 P. M. Stops at all stations. From West Chester at 7:55 A. M. This train stops only at stations between West Chester and Media

Greenwood excepted). From B. C. Junction at 5:40 A. M. Stops at all

W. C. WHEELER, Superintendent. 1014

WEST JERSEY RAILROADS;

COMMENCING MONDAY, SEPTEMBER 19, 1870. Trains will leave Philadelphia as follows:—From foot of Market street (upper lerry). 8°15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations. 11 45 A. M., Woodbury Accommodation. S°16 P. M., Passenger for Bridgeton, Salem, 3°20 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations. 5°30 P. M., Accommodation for Woodbury, Glass-boro, Clayton, and intermediate stations.

CARLENS PLANERS

boro, Ciayton, and intermediate stations. Freight Train leaves Camden daily, at 19 M. WHILIAM J. SEWELL, Superintend

JEOM RENSINGTON DEFOT. At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 9 20 A. M. and 6 P. M. for Bristol. At 7'80 A. M., 2'80, and 5 P. M. for Morrisville

nd Tullytown. At 7 80 and 9 30 A. M., 2'30, 5, and 6 F. M. for Schenck's. Eddington, Cornwells, Torresdals, and

Holmesburg Junction. At 7 A. M., 12:30, 5:15, and 7:80 P. M. for Bustleton, Holmesburg, and Holmesburg Junction. At 7 and 9 SO A. M., 12 SO, 2'SO, 6 15, 6, and 7'SO P. M. for Tacony, Wissinoming, Bridesburg, and

Frankford. VIA BELVIDERE DELAWARE RAILROAD.

VIA BELVIDERE DELAWARE RALLEGAD. At 7'80 A. M. for Niagara Falls, Builalo, Dun-kirk, Elmira, Rochester, Syracuso, Great Bend, Wilkesbarre, Schooley's Mountain, etc. At 7'30 A. M. and 3'30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. At 6 F. M. for Lambertville and intermediate stations.

FROM MARKET STREET FERRY (UPPER SIDE),

VIA NEW JERSEY SOUTHERN RAILROAD At 11 A. M. for New York, Long Branch, and Intermediate places. VIA CAMDEN AND BURLINGTON COUNTY BAILBOAD. At 6.46 and 11 A. M., 1, 2.30, 3.30, 6, and 5.80 P. M., and on Thursday and Saturday nights at 11.30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 6:45 A. M., 2:30 and 6:30 P. M. for Lumberton

ane Medford. At 6 45 and 11 A.M., 8 30, 5, and 6 30 P.M. for Smithville, Ewansville, Vincentown, Birmingham, and

Pemberten. At 645 A. M., 1 and 3.30 P. M. for Lewistown, Wrightstown, Gookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hightstown. Dec. 12, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA AND ERIE BAILBOAD. WINTER TIME TABLE. On and after December 4, 1870, the trains on the Philadelphia and Erie Rairoad will run as follows from Jennsylvania Railroad Depot, West Philapelphia:-WESTWARD.

WESTWARD. MAIL TRAIN leaves Philadelphia 940 P. M. "Williamsport - 725 A. M. arrives at Erie - 740 P. M. ERIE EXPRESS leaves Philadelphia 1220 A. M. "Williamsport - 8:50 P. M. "arrives at Erie - 740 A. M. ELMINE MAIL leaves Philadelphia - 9:39 A. M. "arrives at Lock Haven 7:50 P. M. BAGTWARD. MAIL TRAIN leaves Erie • 900 A. M. WAIL TRAIN leaves Erie • 900 A. M. Williamsport • 1005 P. M. Williamsport • 1005 P. M. ERIE EXPRESS leaves Erie • 900 P. M. Williamsport 826 A. M. ELMIRA MAIL leaves Lock Haven • 815 A. M. Williamsport 925 A. M.

"Williamsport 9 25 A. "arrives at Philadelphia 5 30 P. BUFFALO EXP. leaves Williamspert 12 35 A. " Sunbury - 2 30 A. M. arrives at Philadelphia 940 A. M. 44

Express, Mail, and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creck and Allegheny River Railroad. WM. A. BALDWIN, General Superintendent,

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD.—CHANGE OF HOURS. On and after MONDAY, October 8, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Wash-ington agenue: ington avenue

For Port Deposit at 7 A. M. and 4.30 P. M. For Oxford at 7 A. M., 4.30 P. M., and 7 P. M. For Oxford Wednesdays and Saturdays only at

2:30 F. M.
For Chadd's Ford and Chester Creek Rallroad at TA. M., 10 A. M., 4:30 P. M., and TP. M. Wednes days and Saturdays only 2:30 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 7 A. M. and 4:30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Rallroad.
Trains for Philadelphia leave Port Deposit at 9:25 A. M. and 4:55 P. M., on arrival of trains from Balti-more.

Oxford at 6.05 A. M., 10.35 A. M. and 5.30 P. M.

Oxford at 6.06 A. M., 10.35 A. M. and 0.50 F. al. Sundays at 5.20 P. M. only. Chadd's FordJat 7.26 A. M., 11.58 A. M., 3.55 P. M., and 6.49 F. M. Sundays 6.49 P. M. only. Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case he responsible for an amount exceeding one hundred dollars, unless special contract is made for the same. Conversion Superior S

General Superintendent.

No. 1219 Chesnut street, every Monday and Thur? 1117.

N. B.-A superior class of furniture at private as =

C IRCUS AT AUCTION. Great sale of Circus property at Raieigh, N. C., on MONDAY, January 50, 1871, consisting of the entire Stock and Fixtures of Dr. James L. Thayer's ew Circus, lately travelling in the South; everything necessary for a first-class circus :-

42 first-class Horses, 8 first-class Ring Horses,

3 first-class trained Pad Horses. 2 Trick Mules, the best in the business. 12 Platform Spring Wagons, nearly new, Ticket Wagon; Performers' Wagon, nearly new. Band Wagon, Concord built, nearly new; cost

8,500-Advertising Wagon, Pole Wagon, Poles, Seats, and

everything required for canvas. 25 sets Double Harness, almost new. 20 Bridies and Saddles, almost new.

A complete outst of Entree Dresses, for ladies, men, and horses; Pads for horses, etc.; Instruments for brass band, and other articles too numerous to mention.

All the above property will be sold to the highest

bidder for cash. T. E. LEE, Sheriff Wake county, N. C. N. B.—Nine experienced drivers and hostiers can be employed on reasonable terms. 12 29tJ 30

RAILROAD LINES.

NEW JERSEY SOUTHERN RAILROAD LINE. NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH. An ACCOMMODATION TRAIN in the morning

and AN EXPRESS TRAIN

in the Afternooon from each end of the route THE EXPRESS TRAIN

will be furnished with SPLENDID PALACE CARS.

NO CHANGE OF CARS. BETWEEN PHILADELPHIA AND SANDY HOOK. ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH. ON AND AFTER MONDAY, July 4, 1879,

at 6.45 A. M. Accommodation and 4.80 P. M. Ex-

press. LEAVE PHILADELPHIA.

LEAVE PHILADELPHIA, from foot of WALNUT Street, at 7:00 A. M. Accom-monation and 3:30 P. M. Express. The NARRAGANSET TT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy Hook

Traveller's" and "Appleton's Guides." 6 97 C. L. KIMBALL, Superintendent

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:--Leave Philadelphia from Depot of P. W. & B. R. R., corner of BROAD Street and WASHINGTON Ave-

For Port Deposit at 7 A. M. and 4:30 P. M. For Oxford at 7 A. M., 4:30 P. M., and 7 P. M. For Oxford on Saturdays only, at 2:30 P. M. For Chadd's Ford and Chester Creek Railroa

Railroad, at

For Chadd's Ford and Chester, Creek Rairoad, at 7 A. M., 10 A. M., 4'30 P. M. and 7 P. M. Satur-days only, at 2'30 P. M. Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore. Trains leaving Philadelphia at 10 A. M. and 4'30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Baltmad

Wilmington and Reading Railroad. Trains for Philadelphia:-Lcave Port Deposit at 9:25 A. M. and 4:25 P. M., on arrival of trains from Baltimore. Oxford at 6:05 and 10:35 A. M. and 5:30 P. M. Sun-

days at 5:30 P. M. only. Chadd's Ford at 7:26 A. M. 11:55 A. M., 3:55 P. M., and 6:49 P. M. Sundsys at 6:49 P. M. only. HENRY WOOD, General Superintendent.

ROTHERMEL & MANNING. LEHIGH AND SCHUYLKILL COAL. Depot N. E. Corner NINTH and MASTER,

Omces, { 45 South THIRD Street, 784 SANSOM 101912

stations. ON SUNDAY-Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and 4 P. M.

FALL AND WINTER ARRANGEMENT: COMMENCING MONDAY, SEPTEMBER 19, 1870.

more,

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