## LITERATURE.

REVIEW OF NEW BOOKS.

-From Claxton, Remsen, & Haffelfinger we have received the following new publications: -

"Fair France," by the author of "John Halifax," etc., published by Harper & Brothers, is a book that has a special interest just at the present time, when "Fair France" is seen under vastly different aspects than when Miss Mulock visited it in 1867. The work, as its title-page describes, records the impressions of a traveller, and it contains little that is worthy of attention on account of novelty. It is a very charming book nevertheless, and is filled with admirable bits of description and shrewd, sensible reflections on the country and poople. Miss Muloch's Protestantism and British prejudices, however, are made more decidedly prominent than is necessary, and they frequently prevent her from taking a just and impartial view of matters and things in such a country as France. This is almost the sole blemish in what is otherwise a very delightful and readable

"The Cryptogram," by James De Mille, published by Harper & Brothers, is a story of great interest by a writer who is rapidly winning a high reputation as a novelist. This story is planned somewhat after the peculiar style that Mr. Wilkie Collins has made so popular, and the plot is sufficiently involved to secure the cordial attention of the most experienced fiction reader. Mr. De Mille has a lively, dashing style that is in itself an attraction, and in the present work, which is in many respects an improvement over his previous efforts, there are some excellent descriptions of character and some highly wrought scenes that cannot fail to satisfy the lovers of sensation.

"Woven of Many Threads," published by James R. Osgood & Co., is a well-written novel of English life that will repay a perusal.

-From J. B. Lippincott we have received "Lost and Saved," by Hon. Mrs. Norton, which is a story that will not leave a very favorable impression of the morals of the English aristocracy upon the mind of the reader, and although it is, from an artistic point of view, worthy of the high reputation Mrs. Norton won years ago, it cannot be commended as pleasant reading.

-"Ginx's Baby," published by Routledge & Sons, which has been sent us by George Gebbie, No. 730 Sansom street, is a work that created a great sensation in England when it was first published about eight months ago. It is a strong and vigorous satire upon the impractical efforts of professional philanthropists, and much of it is as applicable to this country as to England. The forlorn foundling and child of the gutter is personified under the title of "Ginx's Baby," over whom the Protestants, the Catholics, the parochial authorities, and others interested squabble until finally the fate of the baby is if anything rather worse than if the philanthropists had allowed him to die in peace in the first place. The book is one that will give offense on this side of the Atlantic, as it has on the other; but, as the Scripture sayeth, "Woe to that man by whom the offense cometh," we commend it to the earnest consideration not only of those interested in our charitable institutions, but to readers of all classes, as it contains much that is worthy of thoughtful consideration.

-T. B. Peterson & Brothers send us "The Sealed Packet," by T. Adolphus Trollope, a story of the Italian war of 1848-1849, which will rank among the best efforts of this popular writer.

-From W. S. Turner we have received "A Tale of Sin," by Johnny Ludlow, published by L. R. Hamersley & Co., an interesting and affecting narrative that has considerably more merit than its title promises.

Mr. Turner also sends us Appleton's Journal and Every Saturday.

have received the latest numbers of Punch

-From the Central News Company we

RUSKIN ON SCULPTURE.

on Sculpture at Oxford: -

The London Athenaum gives the following summary of Professor Ruskin's recent lectures

The subject of the two last lectures delivered by Mr. Ruskin during the present term was a comparison between the two schools of Athens and Florence. Only twice in the history of the world do we meet with a perfect school of sculpture-in the fifth century before Christ at Athens, and in the fifteenth of the present era at Florence. These two were not only consummate in themsalves, but were the origin of all that is good in others. They both fulfilled the test of a perfect school. They represented the human form in the best possible way. When we call them schools of sculpture, we include in the term such painting as fulfils the great object of sculpture, which is, the realization of form to the eve

to the eye. The most striking point of difference be-tween the two was, that the Greek excelled chiefly in representing the body and limbs, and laid comparatively little stress upon the face; while, in the Florentine, the face was

everything, and the remainder of the form

merely subservient to its expression.

It is interesting to compare the Greek Venus Urania and the Italian Aphrodite. The former is a goddess of heaven; she has power over lawful and domestic love; her essential function is child-bearing; she is calm, and looks straight before her; she is the quiet guide of life. The latter rises from the sea, and proceeds to lay a garland on the earth; she represents the passion and anxiety of love; she is naked, and her hair flows wild; she has no care of herself. but expresses the agonized hope of an infinite jealousy, strong as death. The Greek Venus is always lovely, because the Greeks did not believe that love could exist apart from what is externally fair. The Italian Venus is plain, to show that love gives beauty even to the meanest things. In the Greek Venus, and in all Greek sculpture, there is an absence of expression; even in death is the same calm smile.

Violence of gesture is never represented in Greek art. There is never any kind of strughop. All such battles are, with the Greeks,

treated in a purely conventional manner. Apollo calmly takes aim at the python, which stands, in its turn, calmly awaiting the arrow, gracefully twisted into a suitable and symmetrical number of well-arranged coils. The object of Greek art is to exhibit the grace of bodily action; never to show any mental emotion. Florentine art, on the contrary, represents the action of the mind. It is expressive, in its saints and madonnas, of humility and gentleness; and the whole figure even the drapery-is disposed with the view of bringing out this idea. The mere beauty of the face is nothing, and is held of no account, because the first idea of Christian art is that love, of itself, makes the unlovely lovely. Hence, the Pre-Raphaelites were right in their pictures, notwithstanding the severity of the criticisms passed upon them, in making the faces devoid of beauty.

Greek art combines in itself all simplicity and all complexity. It is perfectly simple: it is always free from any weak or monstrous decoration. It gives life to what is dead, and chastisement to what is untrue. Even the smallest Greek coins are full of a lovely veracity. It avoids all heavy ornament, such as we find on the lifeless figures on an Indian temple. The function of Greek art is identical with that of the mechanical skill of

At the same time, Greek art is most complex. It loves things which are varied and double. It is full of exquisitely divided variation and chequeredness, and minute opposition. We find this poikilia borrowed from the Greek in the works of Albert Durer, and Rembrandt, and Velasquez. It may also be traced in the fantasy of Arabian walls, as well as in the latest work in the front of Rouen Cathedral.

The real secret of the success of the Greek and Florentine artists is, that they were gentlemen, in the best sense. In England, we have a theory that the clown should produce art, and the gentleman look at it. The rule of all really good art is exactly the reverse of this. The true artist must be a cultivated gentleman; in fact, the special characteristics which tended to develop the schools of Greece and Florence, are those which principally raise and cultivate the mind of man:-

1. The capability of enthusiasm, and the recognition of it as the highest state of manhood. This element was one which shone forth prominently alike in Greek and media val gentlemen.

2. Obedience to seen and unseen authority. The love of law, the submission to those set over them, was strong in Greek times, and still stronger in the Middle Ages. 3. Habitual living in the presence of death,

and of death regarded as the end of life, not as the beginning of a new existence. Death was accepted as an evil, but it was regarded without horror. 4. Purity of the pattern of love. In this respect

the Florentine school was far in advance of the Greek, for although the Greeks dwelt on the sanctity of domestic love, yet the absolute necessity of purity in the highest love was an essentially Christian idea.

5. Imaginative or actual dwelling in the presence of pure spirits. The Greek pictured to himself the gods dwelling among men; to the Christian his belief was a living and a present reality. But the Greek had no idea of receiving from these spirits pardon and the forgiveness of his sins; so that hope and humility were impossible to him. Here again the Florentine school was at an advantage. In Giotto's "Hope" we have a typical representation of the first of these virtues. In Filippo Lippi's "Annunciation," of the second.

Perhaps the best type of medieval figures is Luini's "St. Catharine." Luini is the only artist who can draw hair flowing loose, and yet can, at the same time, keep the expression of perfect purity. He alone, of mediaval artists, could combine beauty and saintliness. The invasion of Italy by the Lombards and Visigoths was necessary to the development of mediæval art. In the Lombard history of Rosamond are found the elements of all subsequent art. The Lombard legend, like the Lombard art, differed very materially from the Greek. No Greek king of the heroic age would have made his queen drink out of her father's skull. In the Lombards there was a fiercer spirit subjected to a more subtle intellectual law and to a firmer discipline. There was a violent ani-mal passion ruled by a fixed and undeviating code of laws. This appears in Florentine art in the dragon, everywhere present, but

everywhere subdued. Chivalry aided in the development of mediseval art. It was a recovery from the sensuality of Rome; its aim was absolute chastity, and it regarded the relation of the sexes entirely apart from sensual passion. This arose from anticipating an ideal state, where there is no marrying or giving in marrisge. Such a belief rouses men to an effort after an imaginative purity of love. This is why Dante was absolutely free from the animal pain of jealousy. The chivalric idolatry of sentiment was even pushed so far as to raise a discussion whether true love could exist between married persons, and whether it is not destroyed by the passion of the body. This question was actually brought before the Court of Love of the Countess of Champagne in 1147, "Utrum inter conjugatos Amor possit habere locum," and was decided in the negative by some sixty high-born ladies. This kind of imaginative affection must be distinguished from monastic chastity; but yet the true life of religious orders was not mortification of the body, but satisfaction of the spirit: it was the laying aside of the crewn of humility; it was the adoption, in the place of a turbulent life in the world, of the vow to learn all that could be learnt of the star which told of peace in heaven and goodwill to men.

WRONG NOTIONS ABOUT FRANCE.

Appleton's Journal says:-The current American notions of France have been generally formed from superficial acquaintance with Paris and a few famous authors, like Voltaire, Rousseau, and the modern novelists. But France and French character are suggestive of much more than Paris, and Voltaire, and the novel-writers. What mest of us know about France is limited to the external aspects of Paris life, and to the Parisian writers. But these, though naturally having the ascendency of all light and sparkling bodies, represent only the most superficial traits of French character. The varied elements of race and temperaments, the op-posed and diverse moral and intellectual materials of France, are sufficient to show the fallacy of generalizations which represent the Frenchman as a giddy, extravagant, irreligious, immoral being. Outside of the whirl of Paris, France has engendered men of as cold and hard a temperament as Scotland's Knox, or New England's Edwards; soldiers as obstinate as Grant; statesmen as pure as Washington and lofty as Burke; she has produced Calvin, the root of a vast and sturdy religious democracy, Descartes, the great regle, even in the combat of Hercules and the former and liberator of European intellect, who is said to have done for the intellectual

world what Luther commenced in the ecclesiastical world; Pascal, than whom no English moralist is more grave, and precise, and searching; and L'Hopital, the wise and disinterested statesman. The Frenchmen most widely celebrated, like Voltaire and De Musset, for vivacity and shallowness, and yet for penetrating and stimulative wit, are, after all, like the light and sparkling wine of Champagne, significant of but a part of France. We must not overlook the crafty and quarrelsome Norman; we must make room for what Burgundy has given to France, the richest wine and the grandest eloquence, both of which suffer by transportation; fervid and splentypes, like Bossuet and Mirabeau. The truth is, the great renown of France is the result of the variety and keenness, the gravity and depth, the vast and multiform genius, she has engendered on her soil and nourished by her civilization. Her genius has been light, and keen, and irreverent, in the head of Paris, but strong, opulent, heroic, at the extremities. Her greatest soldiers, thinkers, and orators have come from the provinces, and from them again must come her salvation, now that her Parisian head is powerless to deliver her from her enemies. Duguescelin, Montmorency, Turenne, Marshal Saxe, Bonsparte—these great soldiers came from the provinces of France, and likewise the thinkers and statesmen, L'Hopital, Descartes, Pascal, Richelieu, Montesquieu, and Mirabeau. The sad and patient Trochu comes from Brittany, which is said to afford the most unyielding element of the French nation-certainly the most devoted and religious, in the Protestant sense of the term, which is fidelity to an exalted sense of duty. The truth is, French character is about as multiform and many-sided as we can possibly conceive; and yet such is the force of prejudice, that among the English-speaking nations French character is but another term for frivolty and irreligion. This in spite of the fact that the historic life of France has afforded the great representative types of character, from Rabelais and Montaigne to Voltaire and Renan; the type of Christian sweetness in Fenelon, the type of controversial and haughty power in sessuet, of Protestant plainnesss and logic in Pascal, of genial humanity in Moliere, of poetic sensibility in Lamartine, of poetic genius in Victor Hugo and George Sand, of intellectual discrimination in St. Beuve, of piety and grace in Eugenie de Guerin. If we would appreciate the French, we must understand ihe measure of the influence of these men and women, and we must be able to give an account of them before we can presume to talk about French character, which is not one but many-sided in its historical manifesta-

-The husband of Isabella Glyn, the reader, was formerly on the staff of the London Times, and is the author of several literary works. -President Angell, of the University of Vermont, has again been offered the Presidency of

the University of Michigan, and is expected to -General Von Moltke is not a Dane, as has been stated. He was born in Mecklenburg, and entered the service of Denmark early in life. but afterwards quitted it for that of Prussia. —A London paper expresses the belief that Leon Gambetta is a victim of the opium habit,

and that since the war he has seldom been removed from the influence of the drug. -Vice-President Colfax is reported to have received and declined an invitation to resign his office and enter into business upon a salary of \$25,000. On course he could not honorably sign the office conferred on him by the votes of the people, no matter what the pecuniary inducement.

-According to a late financial extract, Baltimore has a sung funded debt of \$24,399,125.47, but on \$12,599,404.19 of this sum the interest is paid by the several corporations for whose benefit the debt was created, leaving \$11,799,-721.28, on which the city pays interest out of the money raised by taxation. The city has also lent its credit to railroad companies and become responsible for the payment of their bonds to the extent of \$2,264,000, which increases the debt upon which she is liable to pay interest to \$14.164,721.28.

INSURANCE.

Fire, inland, and Marine Insurance.

INSURANCE COMPANY

NORTH AMERICA,

Incorporated 1794.

CAPITAL .....\$500,000 ASSETS January 1, 1871 .. \$3,050,536

Receipts of Premiums, '70.....\$2,096,154 Interests from Investments, 1870... 137,050 \_\$2,233,204 Losses paid in 1870......\$1,135,:41 STATEMENT OF THE ASSETS. First Mortgages on Philadelphia City Pro-Pennsylvania State Loans.
Philadelphia City Loans.
New Jersey and other State Loans and City Bonds.... Philadelphia and Reading Railroad Co., other Railroad Mortgage Bonds and 

200,000

225,510

438,420

83,201 30,000

\$3,050,536

Certificates of Insurance issued, payable in Londou at the Counting House of Messrs, BRJWN, SHIP-LEY & CO.

CHARLES PLATT. VICE-PRESIDENT.

ARTHUR G. COFFIN.

MATTHIAS MARIS, Secretary, C. H. REEVES, Assistant Secretary.

DIRECTORS. ARTHUR G. COPFIN,
SAMUEL W. JONES,
JOHN A. BROWN,
CHARLES TAYLOR,
AMBROSE WHITE,
WILLIAM WELSH,
JOHN MASON,
GEORGE L. HARRISON,
WILLIAM BROCKIE.

CHARLEO D. JESSUP,
LOUIS C. MADEIRA,
CHAS. W. CUSHMAN,
CLEMENT A. GRISCOM,

IMPERIAL FIRE INSURANCE CO.,

ESTABLISHED 1803. Paid-up Capital and Accumulated Funds, \$8,000,000 IN GOLD. PREVOST & HERRING, Agents, No. 107 S. THIRD Street, Philadelphia CHAS. P. HERRING CHAS. M. PREVONT

INSURANCE:

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835,

Office S. E. corner of THIRD and WALNUT Streets, Omce S. E. Corner Philadelphia.

Philadelphia.

MARINE INSURANCES
on Vessels, Cargo, and Freight to all parts of the world. INLAND INSURANCES

on Goods by river, canal, lake, and land carriage to all parts of the Union. FIRE INSURANCES on Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY, November 1, 1870. \$300,000 United States SIX Per Cent Loan (lawful money)...... \$333,375 00 200,000 State of Pennsylvania Six Per 200,000 State of Pennsylvania Six Per
Cent. Loan.
200,000 City of Philadelphia Six Per
Cent. Loan (exempt from
Tax).
164,000 State of New Jersey Six Per
Cent. Loan.
20,000 Pennsylvania Raliroad First
Mortgage Six Per Ct. Bonds.
25,000 Pennsylvania Raliroad Seconds. 204,162-50 168,920-0 25,000 Pennsylvania Railroad Second Morigage Six Per Ct. Bonds. 25,000 Western Pennsylvania Rail-road Mortgage Six Per Cent. Bonds (Pennsylvania Rail-

20,000:00 7,000 State of Tennessee Six Per Ct. Loan

12,500 Pennsylvania Railroad Company (250 Shares Stock)....

5,600 North Pennsylvania Railroad

Company (100 Shares Stock)... 10,000 Philadelphia and Southern Mail Steamship Company (80 sh's Stock)..... 261,650 Loans on Bond and Mortgage,

first liens on City Properties .. \$1,260,150 Par. C'st, \$1,264,447 34. M'ktv'l \$1,293 557 00 230,971-27 -Accrued Interest and other debts due the Company..... Stock and Ecrip, etc., of sun-dry corporations, \$7950, esti-

mated value....

\$1,820,727-97

DIRECTORS. Samuel B. Stokes, Thomas C. Hand, John C. Davis, Edmund A. Souder, Joseph H. Seal, James Traquair, Henry Sloan, Henry C. Dallett, Jr.,; James C. Hand, William C. Ludwig, Hugh Craig, John D. Taylor, George W. Bernadou, Wm. C. Houston,

H. Frank Robinso

William G. Boulton Edward Darlington, H. Jones Brooke. Edward Lafourcade, Edward Lafourcade,
Jacob Riegel,
Jacob P. Jenes,
James B. McFarland,
Joshua P. Eyre,
Spencer McIlvaine,
John B. Semple, Pittsbirg,
A. B. Berger, Pittsburg,
D. T. Morgan, Pittsburg. THOMAS C. HAND, President. JOHN C. DAVIS, Vice-President.

HENRY LYLBURN, Secretary. HENRY BALL, Assistant Secretary.

## **ASBURY** LIFE INSURANCE CO. NEW YORK. LEMUEL BANGS, President.

GEORGE ELLIOTT, Vice-Pres't and Sec'y EMORY McCLINTOCK, Actuary.

JAMES M. LONCACRE, MANAGER FOR PENNSYLVANIA AND DELAWARE,

Office, 302 WALNUT St., Philadelphia. H. C. WOOD, Jr., Medical Examiner. 5 23 mwfim REV. S. POWERS, Special Agent.

IRE ASSOCIATIO INCORPORATED MARCH 17, 1890.

OFFICE, No. 34 NORTH FIFTH STREET, INSURE BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY

Frem Loss by fire (in the City of Philadelphia only) ASSETS, JANUARY, 1, 1870, \$1,705,319 07. TRUSTERS.

Charles P. Bower, Jesse Lightfoot, Robert Shoemaker, Peter Armbruster, M. H. Dickinson, Peter Williamson, Schell William H. Hamilton, John Carrow, George I. Young, Jos. R. Lyndail, Levi P. Coats, Samuel Sparhawk,

Joseph E. WM. H. HAMILTON, President. SAMUEL SPARHAWK, Vice-President. WILLIAM F. BUTLER,

Secretary

THE PENNSYLVANIA FIRE INSURANCE COMPANY.
Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence

No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted seen rity in the case of loss.

rity in the case of loss. Daniel Smith, Jr.
Isaac Hazlehurst,
Thomas Robins,
John Devereux,
I Thomas Smith, Henry Lewis, J. Gillingham Fell, Daniel Haddock,

Franklin A. Comiy. DANIEL SMITH, JR., President. WM. G. CROWELL, Secretary. THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.

Office S. W. cor, FOURTH and WALNUT Streets.

FIRE INSURANCE EXCLUSIVELY.

F. Ratchford Starr,
Naibro Frazier,
John M. Atwood,
Benj. T. Tredick,
George H. Stuart,
John H. Brown,
F. RATCHFORD STARR, President.
THOMA H. MONTGOMERY, Vice-President.
ALEX. W. WISTER, Secretary.
JACOB E. PETERSON, Assistant Secretary.

FAME INSURANCE COMPANY

No. 909 CHESNUT Street. INCORPOBATED 1856. CHARTER PERPETUAL. CAPITAL \$200,000. FIRE INSURANCE EXCLUSIVELY.

Insurance against Loss or Damage by Fire either Perpetual or Temporary Policies.

Charles Richardson, William H. Rhawn, William M. Seyfert, Edward B. Orne, John F. Smith, Nathan Hilles, George A. West, CHARLES RICHARDSON, President. WILLIAM H. RHAWN, Vice-President. WILLIAMS I. BLANCHARD Secretary. 728

FURNACES, ETO.

ESTABLISHED 1825. FREB. T. MECER. H. J. DEAS & CO., MANUFACTURERS OF Warm Air Furnaces

Cooking Ranges, Portable Heaters, Low Down Grates, Slate Man Bath Boilers, Registers and Ventilators.

No. 111 North SEVENTH St., PHILADELPHIA. [9 22 thstu6mrp JOBBING PROMPTLY ATTENDED TO.

LORELLARD STRAMSHIP COMPAN. FOR NEW YORK,

SAILING TUESDAYS, THURSDAYS, AND SAT URDAYS AT NOON, are now receiving freight at winter rates, commencing December 28. All goods shipped on and

after this date will be charged as agreed upon by the agents of this company.

INSURANCE ONE-EIGHTH OF ONE PER CENT. No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium.

For further particulars and rates apply at Company's office, Pier 33 East river, New York, or to JOHN F. OHL. PIER 19 NORTH WHARVES.

N. D. -Extra rates on small packages iron, metals NATIONAL STEAMSHIP NEW YORK, LIVERPOOL, AND QUEENSTOWN. Steamers sail WEDNESDAY, THURSDAY, and

Cabin, \$75 and \$65; Steerage, \$28. Excursion tickets, good for one year, liberally reduced. Persons sending for their friends can obtain tickets (Steerage) for \$32. Tickets to and from Londonderry and Glasgow by this lavorite route at the same low currency rates

SATURDAY.

Currency rates.

Passengers booked to and from Lendon, Paris,
Hamburg, Havre, Bremen, etc., at lowest rates.

Nore.—The magnificent Ocean Steamships of this
line are among the largest in the world, and are celebrated for speed, safety, and comfort. Owing to reduction, rates are now \$15 in Cabin and \$2 in steerage cheaper than other first-class lines. For passage, or bank drafts for any amount, paya-ble at sight in all parts of Great Britain, Ireland, and in principal cities of Norway, Sweden, Denmark, France, Germany, and Italy, apply to WALLER & CO., Agents,

No. 204 WALNUT St., just above See THE REGULAR STEAMSHIPS ON THE PHI-LADELPHIA AND CHARLESTON STEAM-SHIP LINE are ALONE authorized to issue through

oilis of lading to interior points South and West in connection with South Carolina Railroad Company,

ALFRED L. TYLER,

Vice-President So. C. RR. Co. PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S RE-

GULAR SEMI-MONTHLY LINE TO NEW OR-LEANS, I.a.
The JUNIATA will sail for New Orleans, via Havans, on Tuesday, February 21, at S A. M.
The YAZOO will sail from New Orleans, via Havana, on \_\_\_\_\_, February \_\_\_.
THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GALVES-TON, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi river between New Orleans and St. Louis, Red river freights reshipped at New Orleans without charge

WEEKLY LINE TO SAVANNAH, GA.
The TONAWANDA will sail for Savannah on Saturday, February 11, at S A. M.
The WYOMING will sail from Savannah on Saturday, February 11.
THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The PIONEBR will sail for Wilmington on Friday, Feoruary 10, at 6 A. M. Returning, will leave Wilmington Friday, February 17.
Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Pullyred to all interior points. chester Railroad to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington at as low rates as by any other route.
Insurance effected when requested by shippers.

Bills of lading signed at Queen street wharf on obefore day of sailing.

WILLIAM L. JAMES, General Agent,
No. 130 S. THIRD Street.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED
RATES.
Steamers leave every SATURDAY, at 12 o'clock
noon, from FIRST WHARF above MARKET street.
RETURNING, leave RICHMOND THURSDAYS,
and NORFOLK SATURDAYS.

Ne Bills of Lading signed after 12 o'clock on sail. ing days.
THROUGH RATES to all points in North and THROUGH RATES to all points in North and South Carolina, via Scaboard 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 HANDLED BUT ONCE and taken at LOWER RATES THAN ANY OTHER LINE.

LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO.,

NO. 12 S. WHARVES and Pier 1 N. WHARVES.

W. P. PORTER, Agent at Richmond and City

Point.

T. P. CROWELL & CO., Agents at Norfolk. 615 THE ANCHOR LINE STEAMERS
Sail every Saturday and alternate Wednesday
to and from Glasgow and Derry.
Passengers booked and forwarded to and from all
railway stations in Great Britain, Ireland, Ger-

many, Norway, Sweden, or Denmark and America as safely, speedily, comfortably, and cheaply as by any other route or line. "EXPRESS" STEAMERS,
ANGLIA,
AUSTRALIA,
BRITANNIA,
INDIA,
COLUMBIA,
EUROPA. "EXTRA" STEAMERS. IOWA,
BRITANNIA,
IOWA,
TYRIAN,
BRITANNIA,

EUROPA.

BRITANNIA.

From Pier 20 North river, New York, at noon.

Rates of Passage, Payable in Currency,
to Liverpool, Glasgow, or Derry:

First cabins, \$65 and \$75, according to location.

Cabin excursion tickets (good for twelve months), Cabin excursion tickets (good for tweive months), securing best accommodations, \$130, Intermediate, \$33; steerage, \$28.
Certificates, at reduced rates, can be bought here by those wishing to send for their friends.
Drafts issued, payable on presentation.
Apply at the company's offices to
HENDERSON BROTHERS,
12 277 No. 7 BOWLING GREEN.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence loading on the 5th of March.
Through in twenty-four hours. Through in twenty-four hours. Goods forwarded to any point free of commission

Freights taken on accommodating terms. WILLIAM M. BAIRD & CO., Agents, No. 132 South DELAWARE Avenue.

FOR NEW YORK

Via Delaware and Raritan Canal.

EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the line will commence to adming on the 8th instant, leaving daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of Ne York, North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents, No. 12 S. DELAWARE Avenue

JAMES HAND, Agent,
No. 119 WALL Street, New York.

344

NEW EXPRESS LINE TO ALEXAN dria, Georgetown, and Washington D. C., via Chesapeake and Deloware Canal, with connections at Alexandria from line most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon rom the first wharf above Market street.

Project received daily. NEW EXPRESS LINE TO ALEXAN

Freight received daily.

WILLIAM P. CLYDE & CO.,

No. 14 Norch and South WHARVES.

HYDE & TYLER, Agents at Georgetown; M

ELDRIDGE & CO., Agents at Alexandria. DELAWARE AND CHESAPEAKE STEAM TOW-BOAT COMPANY.
Barges towed between Philadelphia,
Baltimore, Havre-de-Grace, Delaware City, and

Intermediate points.

WILLIAM P. CLYDE & CO., Agents.

CAPTAIN JOHN LAUGHLIN, Superintendent.

OFFICE, No. 12 South WHARVES,
PHILADELPHIA.

DELAWARE AND CHESAPRAKE
STEAM TOWBOAT COMPANY.—
Barges towed between Philadelphia,
Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
WILLIAM P. CLYDE & CO., Agents.
Oaptain JOHN LAUGHLIN, Superintendent.
Omce, No. 12 South Wharves Philadelphia. 411;

FOR LIVERPOOL AND QUEENS.
TOWN.—The Inman Line of Royal Mail
Steamers are appointed to sail as follows:—
City of Brussels, Saturday, February 11. at 10 A. M.
Oity of Brooklyn, Saturday, Feb. 18, at 2 P. M.
City of Limerick, via Halifax, Tuesday, Feb. 21, at 1

P. M.
City of Paris, Saturday, Feb. 25, at 10 A. M.
City of Paris, Saturday, Feb. 25, at 10 A. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.
RATES OF PASSAGE 

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.!

Or to O'DONNELL, & FAULK, Agents,

15 No. 402 CHESNUT Street, Philadelphia. PHILADELPHIA, RICHMOND,

NORFOLK STEAMSHIP LINE, THROUGH FREIGHT LINE TO THE SOUTH AND WEST.

FACILITIES AND REDUCED RATES FOR 1871. Steamers leave every WEDNESDAY and SATUR-DAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street. RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.

No bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Scaboard Air Line Railroad, connecting at Pertsmouth, and to Lyuchburg, Va., Tenuessee, and the West, via Virginia and Tennessee. see Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at
LOWER RATES THAN ANY OTHER LINE.

Steamships insure at lowest rates. Freight received daily. State Room accommodations for passengers. WILLIAM P. CLYDE & CO., No. 12 S. WHARVES and Pier 1 N. WHARVES. W. P. PORTER, Agent at Richmond and City

T. P. CROWELL & CO., Agents at Norfolk. 1 114 FOR SAVANNAH, GEORGIA AND THE SOUTH AND SOUTHWEST. GREAT SOUTHERN FREIGHT AND PASSEN.

GER LINE.

CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.

FOUR STEAMERS A WEEK, TUESDAYS, THURSDAYS, AND SATURDAYS.

THE STEAMSHIPS SAN SALVADOR, Captain Nickerson, from Pier No. 8 North River, WM. R. GARRISON, Agent, No. 5 Bowling Green.

MONTGOMERY, Captain Faircloth, from Pier No. R. LOWDEN, Agent, No. 93 West street.

LEO, Captain Dearborn, from Pier No. 16 Bast MURRAY, FERRIS & CO., Agents, Nos. 61 and 62 South street.

GENERAL BARNES, Captain Mallory, from Pier No. 36 North River. LIVINGSTON, FOX & CO., Agents, Insurance by this line ONE-HALF PER CENT.

Superior accommodations for passengers.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line. [1 6f Through rates and bills of lading in connection with Central Raliroad of Georgia; to all points.

C. D. OWENS, GEORGE YONGE, C. D. OWENS, Agent A. & G. R. R., No. 229 Broadway. Agent C. R. R., No. 409 Broadwa

WHITE STAR LINE OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK,

The company's fleet comprises the following magnificent full-powered ocean steamships, the six largest in the world:—

OCEANIC, Captain Murray.

ATLANTIC, Captain Murray.

ATLANTIC, Captain Thompson.

BALTIC.

PACIFIC, Captain Perry.

ADRIATIC PACIFIC, Captain Perry.

These new vessels have been designed specially for the transatiantic trade, and combine speed, safety, and comfort.
Passenger accommodations unrivalled.

Parties sending for their friends in the old country can now obtain prepaid tickets,

Try can now obtain prepaid deckes.

Steerage, \$32, currency.
Other rates as low as any first-class line.
For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER Street, Liverpool, and No. 7 EAST INDIA Avenue, LEADENHALL Street, London; or at the company's offices, No. 19 BROADWAY, New York.

J. H. SPARKS, Agent.

FOR NEW YORK VIA DELAWARE AND RARITAN CANAL,

EXPRESS STEAMBOAT COMPANY. The Steam Propellers of the Line will commence oading on the 8th inst., leaving Daily as usual. THROUGH IN TWENTY-FOUR HOURS.

THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines going out of New
York North, East, or West, free of commission.
Freights received at low rates.
WILIJAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.

JAMES HAND. Agent,
No. 119 WALL Street, New York. 1 20 NEW EXPRESS LINE

ALEXANDRIA, GEORGETOWN, AND WASH-INGTON, D. C., VIA CHESAPEARE AND DELAWARE CANAL, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South Wharves.
HYDE & TYLER, Agents, at Georgetown; M.
ELDRIUGE & CO., Agents at Alexandria. 614 FOR ST. THOMAS AND BRAZIL.
STATES AND BRAZIL STEAMSHIP COMPANY.
REGULAR MAIL STEAMERS salling on the

REGULAR MAIL STEAMERS sating on the 23d of every month.

MERRIMACK, Captain Wier.

SOUTH AMERICA, Captain E. L. Tinkiepsugh.

NORTH AMERICA, Captain G. B. Slocum.

These splendid steamers soil on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to

WM. R. GARRISON, Agent,

12 18†

No. 5 Bowling-green, New York,

OUTLERY, ETO.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful fluish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality ; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S, No. 115 TENTH Street, below Chesnut.

EASTON & MCMAHON,

SHIPPING AND COMMISSION MERCHANTS, No. 2 COENTIES SLIP, New York, No. 18 SOUTH WHARVES, Philadelphia, No. 45 W. PRATT STREET, Baltimore. We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tucy furnished at the shortest

COTTON SAIL DUCK AND CANVAS, OF ALT numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Feits, from thirty to seventy-siz inches, with Paulins, Beiting, Sail Twine, etc.

BG. 10 CHURCH Street (City Stores).