# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, TUESDAY, APRIL 6, 1869.

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#### 1112 2 3 LITERRATORS. REVIEW OF NEW BOOKS.

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-D. Ashmicad sends us several of the cheap publications of D. Appleton & Co., "Anne of Geierstein" is the tweaty-third volume of the twenty-five cent edition of the Waverley novels. It is printed in clear type on good paper, and is certainly one of the cheapest and most attractive editions, for the price, of the great novelist's "Pope's Poetical Works" is the latest issue of works ever issued."

the fifty-cent edition of the standard poets. Pope is not as great a favorite now as he was twenty years ago, and we fear that a great many readers at this day will refuse to allow him rank as a poet at all. Pope's versification is, however, a model of elegance, and as such it will ever be worthy of study, while his satire is as pungent now as it ever was. The present edition is edited by Rev. H. F. Cary, M. A., the translator of Dante, and a biographical notice is prefixed. The edition is very neat and very cheap.

"Two Life-Paths," a romance, by Louisa Muhlbach, is the fifth volume of Appletons' library of choice reading. It is a very interesting story by one of the most popular writers of the day.

-Messrs. T. B. Peterson & Brothers send us "The Last Athenian," translated from the Swedish of Victor Rydberg, by William W. Thomas, Jr. This work was a great favorite of late Fredrika Bremer, and it was translated by Mr. Thomas at her request. The author attempts, with much success, to give a picture of Athenian life in the early days of the Christian Church. This story is one that will please a large circle of readers, although it falls far below such a work " ds Kingsley's "Hypasia," in dramatic interest and the vividness of its descriptions of character and incidents.

- Erom J. B. Lippincott & Co. we have received "Before the Throne; or, Daily Devotions for a Child." Published by M. N. Dodd, New York. This little volume gives appropriate texts of Scripture, morning and evening prayers, and short hymns for each day in the month, and for various "occasions. These are suited to the capacity of young children, and the work is one that will prove useful to those who would train up a child in the way he should go.

-Turner Brothers & Co. send us the second number of Appleton's Journal. This contains an instalment of the new and powerful romance by Victor Hugo, entitled "The Man Who Laughs; or, By the King's Command." The other articles are interesting, and in a supplement of eight pages is given a valuable illustrated description of "Underground Life; or, Mines and Miners."

-From the same house we have also received Our Boys and Girls, edited by Oliver Optic, for Saturday, April 10.

-J. B. Lippincott send us "Short Stories for Spare Moments." This is the second series of selections from Lippincott's Magazine, and it consists of a dozen entertaining stories by good writers, as follows:- "The Record of Doreas Bently," by Caroline Chesebro; "The Blue Cabinet," by Lucy Hamilton Hooper; "Golden Dreams," by Albert Fabre: "The Pearl of Great Price," by Rebecca Harding Davis; "Nor Dead, Nor Living," by Jane S. Austin; "Doctor Aar," by Kate P. Kerevan; "The Mannerings," by Louise S. Dorr; "Mahala's Drive," by F. R. Stockton: "The Photographer's Story," by Lucy H. Hooper: "Who Shall Separate Us?" by Mary W. Janvrin; "The Young Priest," by W. Maud Evelyn; "Ricardo il Falcone," by Robert Boggs.

VIRGINIA.

Political Affairs The New Commander - Evacu-ation Day The Parade The Meeting and two Wings of the Republican

FIRE AND BURGLAR PROOF SAFE called a meeting and were addressed by different ; prominent men of their own color.

The first speaker was a man by the name of William Fuller. He commenced his remarks by a rather graceful illusion to the past, and then vehemently declaimed for the right of suffrage for all mankind. He didn't want an office unless he was fit for it, nor did he want to see a white man have an office unless he was fit for it. He believed that the two races could live very well together; they could work together just the same as two horses could, one white, the other black.

The next speaker was\* Mr. Cornelius Harris. This was in reality the first day that the colored people of Virginia were permitted to know what freedom was; it was this day four years ago that the shackles were knocked off, and they were permitted to understand and know that they were human. The black man should give thanks to God for the day, and he was sorry that there wasn't a greater number of his people out. He understood the political questions of the State. He was a Republican, but he felt that the party wasn't doing the best they could for the black man. The black man was as good as the white man; he guessed he was a little better than a Rebel; he meant to have a share of the offices of the State as well as white men. He knew that the colored man was ignorant, but also knew that he was susceptible of education, and he wanted the colored people to show to the world that they were in earnest, and that all the promises of the "Independent Republicans" could not turn them from their fidelity to the radical party. The speaker closed amid hearty cheers, and was followed by a white gentleman, Mr. B. Wardwell (a native Virginan). He was glad to be called on, and spoke at some length. His remarks were well received. He was followed in turn by Messre. Jones, Boyd, Wallace, Sester, and others, all colored men. Of these speeches Messrs. Boyd's and Lester's were probably the best delivered. The latter gentleman is nearly white, and is said to be a son of John Minor Botts : Boyd would be taken for a white man anywhere, and is a bricklayer by trade. The other speakers were all men of decided complexions. The ceremonies of the day closed at sundown, and the people quietly dispersed. Throughout the day there was not the least semblance of a disturbance. At one time a white man interupted one of the speakers with a question, which being promptly and I presume satisfactorily answered, the interuption ended just where it commenced. At present the Republican party of the State is divided into two factions, both confident of success should an election be ordered. The administration, or Wells faction, to use my own judgement, need have no fears of the opposition, or Walker faction, so long as the test oath remains. Should the test oath be cast aside, the weaker party would certainly win the day. The Wells party are in favor of the oath, and have a colored man on the ticket as Lieutenant-Governor, while the Walker, or "Independent Republicans," are opposed to the test oath, and have no colored man on their ticket. The native white Virginians naturally favor the latter party; and notwithstanding the fact that both parties claim to be radical Republicans, yet should the disabilities of the white men of Virginia be removed, they would without doubt east an almost solid

vote for the Walker ticket. After that parties would probably spring up like mushroons, for Virginia is essentially a country of politicians, and if one may judge from what he hears and sees, each man fancies that he is a natural-born statesman. In that lies one of her great stumbling-blocks in the path of reconstruction. Business men complain that trade has never been so dull as now. They assign as a reason the political chaos of the past week. If this is the reason business should be decidedly better in the course of a few days. FARREL, HERRING & CO., In theatricals, the Hanlon combination has been the sensation during the past week. They did a moderately fair business, and leave for Washington to-day. To-morrow Brignoli, with CHAMPION SAFES, his operatic troupe, opens at Virginia Hall, and, from present indications, will have a fine house. This troupe proceeds directly from here to the seaboard cities of the South, en route for Califor-The great De Vivo is the managing agent. nia. Ford opens the theatre with the Chapman Bur-21 tf and altogether, we look forward to a week of novelties. INDEX. GREAT BARGAINS

CHAMPION SAFES

PHILADELPHIA, JANUARY 18, 1869. Messra, FARREL, MERRING & CO.,

No. 629 Chesnut street. Gentlemen :-- On the night of the 13th inst., as is wall known to the citizens of Philadelphia, our large and extensive store and valuable stock of merchandise, No. 902 Chesnut street, was burned.

The fire was one of the most extensive and destructive that has visited our city for many years, the heat being so intense that even the marble cor

nice was almost obliterated. We had, as you are aware, two of your valuable and well-known CHAMPION FIRE-PROOF SAFES; and nobly have they vindicated your well-known reputation as manufacturers of FIRE-PROOF SAFES, if any further proof had been required.

They were subjected to the most intense heat, and it affords us much pleasure to inform you that after recovering them from the ruins, we found upon examination that our books, papers, and other valuables were all in perfect condition.

Yoars, very respectfully, JAS. E. CALDWELL & CO.

# THE ONLY SAFES EXPOSED TO THE FIRE IN CALDWELL'S STORE

WERE FARREL, HERRING & CO.

PHILADELPHIA, Jan. 18, 1869. Messrs, FARREL, HERRING & CO.,

No. 629 Chesnut street. Gentlemen :-- On the night of the 13th instant our large store, S. W. corner of Ninth and Chesnut streets, was, together with our heavy stock of wall

papers, entirely destroyed by fire. We had one of your PATENT CHAMPION FIRE-PROOF SAFES, which contained our principal books and papers, and although it was exposed to the most intense heat for over 60 hours, we are happy to say it proved itself worthy of our recommendation. Our books and papers were all preserved. We cheerfully tender our testimonial to the many aiready published, in giving the HERRING SAFE the credit and confidence it justly merits.

Yours, very respectfully,

HOWELL & BROTHERS.

#### STILL ANOTHER.

PHILADELPHIA, Jan. 19, 1869. Messrs, FARREL, HERRING & CO.,

No. 629 Chesnut street. Gentlemen :-- I had one of your make of safes in the basement of J. E. Caldwell & Co.'s store at the time of the great fire on the night of the 13th instant. It was removed from the ruins to-day, and on opening it I found all my books, papers, greenbacks, watches, and watch materials, etc., all preserved. I feel glad that I had one of your truly valuable safes, and shall want another of your make when I get located, Yours, very respectfully,

NO. 629 CHESNUT STREET,

IN SAFES.

In consequence of ill health I will sell my stock of

SAFES, ETC.,

With Two Years' Unexpired Lease of Store,

No. 639 ARCH Street,

And Two Very Superior Draught Horses, Wagon,

Etc., for cash or in exchange for desirable

Property.

call at my store between 10 and 3 o'clock.

C. L.

PRICES.

3.55

applied to

39 tuthsim

Parties wishing to make such purchase will please

SAFES SELLING AT GREATLY REDUCED

MANUFACTURER OF

ROOFING. .

R EADY ROOFING.

STEEP OR FLAT ROOFS

at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoid ing the damaging of college and furniture while and co-going repairs. (No gravel used.)

PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

M. C. SADLER, Agent.

MAISER

F. L. KIRKPATRICK. with J. E. CALDWELL & Co.,

No. 819 Chesnut street.

PHILADELPHIA.

### RAILROAD LINES.

READING BAILBOAD.-GREAT TRUNK R LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBER-LAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS.

WINTER ARRANGEMENT OF PASSENGER TRAINS, Dec. 14, 1868. Leaving the Company's Depot at Thirteenth and Callowhill streets, Fhiladelphia, at the following

MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate Stations and Allentown. Returning, leaves Read-ing at 6:35 P. M.; arrives in Philadelphia at 9:25 P. M.

MORNING EXPRESS. At \$15 A. M. for Reading, Lebanon, Harrisburg, Fottsville, Pinegrove, Tamaqua, Sunbury, Wil-liamsport, Elmira, Rochester, Niagara Falls, But-falo, Wilkesbarre, Pittston, York, Carlisle, Cham-bersburg, Hagerstown, etc. The 7:30 A. M. train connects at READING with Fred Willesbarre, Pittston, York, Carlisle, Cham-bersburg, Hagerstown, etc. The 7:30 A. M. train connects at READING with East Fennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumber-land Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Fincerrove, etc.

Chambersburg, Finegrove, etc.

### AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Colum-

FOTTSTOWN ACCOMMODATION. Leaves Pottstown at 645 A. M., stopping at in-tarmediate stations; arrives in Philadelphia at 910 A. M. Returning, leaves Philadelphia at 4 P. M.; arrives in Pottstown at 645 P. M.

READING ACCOMMODATION. Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:20 A. M.

A. M. Returning, leaves Philadelphia at 4.45 P. M. arrives in Keading at 7.40 P. M.

Arrives in Keading at 740 P. M. Trains for Philadelphia leave Harrisburg at 810 A. M., and Pottsville at 845 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 805 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M. Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 410 P. M. Connect-ing at Reading with Afternoon Accommodation south at 055 P. M., arriving in Philadelphia at 925 P. M.

P. M. Market train, with a passenger car attached, leaves Fhiladelphia at 12:30 noon, for Pottsville and all way stations; leaves Pottsville at 7:30 A. M. for Philadelphia and all way stations. All the above trains run daily, Sundays ex-

cepted. Sunday trains leave Fottsville at 8 A. M., and Philadelphia at 8:15 P. M. Leaves Philadelphia for Keading at 8 A. M.; returning from Reading at

4-25 P. M.

# CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7.30 A. M., 12.30, and 4 P. M. trains from Philadelphia. Returning from Downingtown at 6.30 A. M., 12.45 and 5.15 P. M.

Market street.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M. and 4 P. M. trains from Philadelphia, returning from Skip-pack at 8:10 A. M. and 12:45 P. M. Stage lines for the various points in Perkionen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 105 A. M., and 150 and 10 19 P. M., and connecting at Harrisburg with Fennsyl-vania and Northern Central Railroad Express

trains for Pittsburg, Chicago, Williamsport, El-

trains for Pittsburg, Chicago, Williamsport, El-mira, Baltimore, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3:50 and 5:50 A. M., and 10:50 P. M., passing Read-ing at 5:44 and 7:31 A. M., and 12:50 P. M., and arriving at New York at 11 A. M and 12:20 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg with-out change. A Mail Train for New York' leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail Train for Harris-burg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6.45 and 11.30 A. M., and 6.40 P. M., returning from Tamaqua at 8.35 A, M., and 2.15 and 4.35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 7:55 A. M. for Pinegrove and Harrisburg, and at 12:15 neon for Pinegrove

# RAILROAD LINES.

1868. -FOR NEW YORK.-THE CAMDEN AND AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES. FROM WALNUT STREET WHARP.

PROM WALNUT STREET WHARP. At 530 A. M., via Camden and Amboy Accom. \$225 At 8 A. M., via Camden and Amboy Accom. \$225 At 9 A. M., via Canuden and Amboy Express... 390 At 0 P. M., for Amboy and intermediate stations. At 630 and 8 A. M. and 260 P. M. for Freehold. At 8 and 10 A. M., 2, 330, and 430 P. M. for Trenton. At 630, 8, and 10 A. M., 1, 2, 350, 430, 6, and 1130 P. M. for Bordentown, Burlington, Beverly, and Delance.

P. M. 107 Boldenows, in Minister, B. 1997 Delance. At 6'30 and 10 A. M., 1, 3'30, 4'30, 6, and 11'30 P. M. for Florence, Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Florence and Riverton. The 1 and 11:30 P. M. Lines leave from Market

Street Ferry (upper side).

## FROM KENSINGTON DEPOT

ON SUNDAYS. Leave Philadelphia at 943 A. M., 2, and 7 P. M. Leave Chesnut Hill at 750 A. M., 1240, 540, and 925 P. M. PROM KENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2:30, 3:30 and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. for Bristol. At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morris-ville and Tuliytown. At 7:30 and 10:15 A. M., and 2:30 and 5 P. M. for Schenck's and Eddington. At 7:30 and 10:15 A. M., and 2:30 and 5 P. M. for Schenck's and Eddington. At 7:30 and 10:15 A. M., and 2:30, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and 8 P. M. for Holmesburg and intermediate stations. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 7½, 9, and 11:05 Å. M., 1½, 8, 4½, 5½, 0½, 8:05, and 11½ P. M. Leave Norristown at 5:40, 7, 7:50, 9; and 11 Å. M., 1½, 3, 4½, 5½, and 8½ P. M.

FROM WEST PHILADELPHIA DEPOT,

Via Connecting Railway. At 945 A. M., 120, 4, 630, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3°25. At 11°30 P. M., Emigrant Line. Fare, \$2. At 9°45 A. M., 1°20, 4, 6°30, and 12 P. M., for

Trenton.

Trenton. At 945 A. M., 3, 630, and 12 P. M., for Bristol. At 12 P. M. (Night), for Morrisville, Tallytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, The 9:45 A. M., 6:30 and 12 P. M. Lines will run

The 946 A. M., 630 and 12 P. M. Lines will run daily. All others, Sundays excepted. For Lines leaving Kensington depot, take the cars on Third or Fifth street, at Chesnut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot, Chesnut and Walnut within one square. On Sundays the Market street cars will run to

connect with the 9.45 A. M. 6.30 and 12 P. M. Lines.

BELVIDERE DELAWARE RAILROAD LINES, FROM KENSINGTON DEPOT.

PROM KENSINGTON DEPOT. At 7:30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethle-hem. etc.

At 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS. FROM MARKET STREET PERRY (UPPER SIDE). At 7 and 10 A. M., 1:30, 3:30, and 5:30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 7 A. M., 1:30 and 3:36 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and

H ightstown. 11 10 WILLIAM H. GATZMER, Agent.

# DENNSYLVANIA CENTRAL RAILROAD.

FALL TIME, TAKING EFFECT NOV. 22, 1868. The trains of the Pennsylvania Central Railroad leave the Depot, 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 Depart

PHILADELPHIA AND ERIE RAILROAD.-WINTER TIME TABLE.-THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYL. VANIA. Walnut streets cars run within one square of the Depot. Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and 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. 116 Market street, will be address the street of t VANIA. Flegant Sleeping Cars on all Night Trains. On and after MONDAY, Nov. 23, 1868, the Trains on the Fhiladelphia and Eric Railroad will run as follows:will receive attention.

## TRAINS LEAVE DEPOT, VIZ .:-

MAIL TRAIN leaves Philadelphia. . 10:45 P. M. Williamsport . 8:15 A. M. 

P. M.

days excepted), as follows:-At 745 A. M. (Express) for Bethlehem, Allen-town, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock. 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, and Scranton

and Scranton. At 145 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, and Scranton. At 5'00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

Strates X

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE. FOR GERMANTOWN. Leave Philadelphia at 5, 7, 8, 9:05, 10, 11, 12 A. M., 1, 2, 392, 4, 4, 5, 0%, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown at 6, 7, 74, 8, 8:20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 5%, 5, 6, 6%, 7, 8, 9, 10, 11 P. M. The 8:20 down train, and 3% and 5% up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Germantown at 845 A. M., 1, 6, and 9%

CHESNUT HILL RAILROAD, Leave Philadelphia at 0, 8, 10, 12 A. M., 2, 3% 5%, 7, 9, and 11 P. M. Leave Chesnut Hill at 7/10, 8, 9/40, 11/40 Δ. M., 1/40, 3/40, 5/40, 5/40, and 10/40 P. M.

ON SUNDAYS. Leave Philadelphia at 9 Å. M., 212 and 714 P. M. Leave Norristown at 7 Å. M., 512 and 9 P. M.

FOR MANAYUNK. Leave Philadelphia at 6, 7%, 9, and 11.05 A. M., 1%, 3, 4½, 6½, 6%, 805, and 11% P. M. Leave Manayunk at 6.10, 7%, 820, 9%, and 11% A. M., 2, 3%, 5, 6%, and 9 P. M.

ON SUNDAYS. Leave Fhiladelphia at 9 A. M., 2½ and 7½ P. M. Leave Manayunk at 7½ A. M., 6 and 9½ F. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD.-For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

WINTER ARRANGEMENTS.

Passenger Trains leave the Deput, corner of BERKS and AMERICAN Streets, daily (Sun-

Leave Philadelphia at 0.15 A. M., 2, 7, and 10%

For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M. For Fort Washington at 10:45 A. M. and 11:30

For Lansdale at 6:20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot. TRAINS ARRIVE'IN PHILADELPHIA.

From Bethlehem at 910 A. M., 240, 5-25, and 8:30 P. M.

. M. From Doylestown at 8°35 A. M., 4°58 and 7 P. M. From Lansdale at 7'30 A. M. From Fort Washington at 10°45 A. M. and 3°10

ON SUNDAYS, Philadelphia for Bethlehem at 930 A. M. Philadelphia for Doylestown at 2 P. M. Doylestown for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 4 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. ELLIS CLARK, Agent.

WESTWARD.

EASTWARD.

WEST JERSEY RAILROADS.—FALL AND WINTER ARRANGEMENT. From foot of MARKET Street (Upper Ferry). Commencing WEDNESDAY, Sept. 16, 1808. TRAINS LEAVE AS FOLLOWS.—

For Cape May and stations below Millville, 3.15

P. M. For Millville, Vineland, and intermediate sta-tions, 8° 15 A. M., 8°15 P. M. For Bridgeton, Salem, and way stations, 8°15 A. M. and 3°30 P. M.

For Woodbury at 8:15 A. M., 3:15, 3:30, and 6:00

Freight train leaves Camden daily at 12 e'clock,

LUMBER.

SPRUCE JOIST.

SPRUCE JOIST. HEMLOCK. HEMLOCK.

SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR.

FLORIDA FLOORING.

1869 SEASONED CLEAR PINE.

1869

1869

STRAINETS

errives at Lockhaven . 7.45 P. M.

ALFRED L. TYLER, General Superintendent.

1869

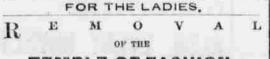
1869

1869

Party-Their Liopes and Fears-The People of Virginia Theatricals. From Our Own Correspondent.

RICHMOND, April 4, 1839. Political affairs in Virginia are mixed, and for a man to undertake to give a true and faithful reflex is simply undertaking what is next to impossible. Governor Wells has been reinstated. and has assumed the functions of his office; but what is a Governor when his acts must be submitted to a number of people who only sympathize without lending their strength to a cause to new and novel to the people of the unreconstructed States ? We have a new military commander pro tem. General Webb holds the position only until the arrival of General Canby, and hence there is nothing done to settle permanently any of the vexing questions which keep the mind of the public in a state of absolute alarm and confusion. Our new commander has been in command but a day or two, yet he has grappled the troubles with a strong and courageous hand, and already his staff officers are flying to all quarters of the State, to take care of the unprotected people. The effect of this decisive action has already brought some questions straight which were seriously tangled. The appointment of Colonel Stanton, Paymaster U. S. A., to the position of Auditor, gives general satisfaction, not only because it permits the officeholders to draw their salaries, but because the gentleman is well known and universally respected. General Webb is determined to have the affairs of the State, during his short sojourn, so far within his control as to be able to reach all questions which may arise with his own strong hand. For some time horse thieves have tollowed their vocations with perfect impunity in the rural districts. This is one of the first evils which General Webb will labor to correct, and there can be no doubt but that some of them will come to a sudden and unexpected grief. At any rate, the assurances of the commander, together with his prompt actions, have given a better and brighter complexion to the affairs of the State than existed before he took command. General Stoneman, whom the loyal men complain of very bitterly, is still here. He will probably leave, at-the head of his command, about the middle of the week.

Yesterday was the anniversary of the evacuation of Richmond by Jefferson Davis and his followers. It was celebrated by the colored people as a holiday, and with all the "pomp and circumstance" due to such an important occasion. Early in the morning the streets were filled with men, women, and children, and the vicinity of the City Hall was crowded with people who appeared to feel the importance of the occasion. By noon, the crowd had swelled to mammoth proportions, and when the parade moved, the streets through which it passed were literally blocked up with the swarm of swarthy faces. The turnout on the occasion was not so large as. heretofore, it only numbering about 150, all told, with the Lincoln Mounted Guards at the head. The affair, under the circumstances, was really creditable, and I was somewhat surprised to Cobserve the attention which it called forth from the native whites-a matter made manifest and more noticeable by their stopping to ridicule certain portions of the line. After parading through the important streets of the town the associations proceeded to the Square and serenaded the Governor. After that they



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 1000 A. M.

 Parkesburg Train
 910 A. M.

 Fast Line
 10000 A. M.

 Lancaster Train
 1230 P. M.

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 Erie Express
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 Harrisburg Accommodation
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Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with belaware Railroad at Wilming-ton for Crisfield and intermediate stations. Express Train at 12 M. (Sundays excepted) for Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilming-ton, Ferryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 4'00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Ciaymont, Wilming-ton, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Ferryville, Havre-de-Grace, Aberdeen, 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, Thur-low, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, and Havre-de-

Elkton, North-East, Ferryville, and Havre-de Grace.

rassengers for Fortress Monroe and Norfolk will take the 12 60 M. train.

## WILMINGTON TRAINS.

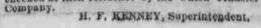
Stopping at all Stations between Philadelphia Stopping at all Stations between Philadelphia and Wilmington. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate

Stations.

Stations. Leave Wilmington 7:00 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop detween Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily, all other Accommodation Trains Sundays excepted. From Baltimore to Philadelphia.—Leave Balti-more 7:25 A. M., Way Mall; 0:35 A. M., Express; 2:25 P. M., Express; 7:26 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

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