Art at the Capital. Den Platt gives the following spicy critielem of the "art" works at Washington. The aketch will be appreciated by all who have suffered while inspecting the specimens:-

If there is one thing more than another about this city to cause a sensitive man to howl with auguish, it is the display of what some benighted minds are pleased to call art. While at intervals we encounter some specimens that will pass, the great majority is of the sort to make one shudder, and appreciate the dread command once promulgated against graven images. Of these, the worse, if there can be a worse, are the production of that fiend in human shape called Ciark Mills. He has assaulted the sacred memory of the Father of his Country in a brazen effigy, set up be-tween Washington and Georgetown. Had this thing been dug out in some of the mines of South America, we might accept it as a curious relic of a barbarous people. As it is, it stands a fearful nightmare of a stallion bestrode by a symbolical creature whose face and figure are as devoid of character and expression as a town pump. There it stands, in its circle of stunted trees and faded grass, like the god of ugliness, reigning over desolation's nakedness. But if the assault on the Father of his

Country is terrible, it sortens wonderfully be-fore that made on Old Hickory in Lafayette square. All the political spite of a generation engendered in the bosoms of the old Whigs, condensed and occupied and possessed the soul of Clark Mills when he conceived his Jackson. The bitter old Whigs may rest in peace. Clark Mills has avenged their wrongs. In everlasting brass he is held up to the laughter and ridicule of humanity. He who took the responsibility, and swore by the Eternal, as he put his military heel on the necks of his enemies, and strode on in hardened indifference over broken banks and a violated Constitution, in just retribution is held up to endless irony (no pun) before the house he once was master of.

I can understand the devilish malignity that enacted the brass Jackson; but I cannot understand the motive for the terrible assault made on that useful animal, the horse. Conceive il you can, oh curious reader, innocent of Washington, the clumsiest dray horse that ever eccentric nature put together, suffering from an acute attack of bots, and rearing in mad agony, and you have a faint approach to Clark Mills' assault on the animal.

On this insane monstrosity sits the so-called Jackson, in a pointed swallow-tail, wildly waving his hat and delying the laws of gravitation. I once, many years since, called a lady's attention to Jackson's impossible seat in the saddle, and she responded wittily:

"All the fitter as a representative of Old Hickory. Did he not defy all laws? Why not the law of gravitation? Had this wonderful artist put him on a mule and had the mule kicking up, it would have been all the more happy."

And now we are threatened with a national calamity, in the shape of a monument to the memory of Lincoln. My venerable friendthe honorable, and, in a financial way, able friend-General Spinner, has furnished me with photographic views of the proposed monument. I look at them and shudder. They are such things as come in after-dinner dreams, when plum-puddings and mince-pies deaden the stomach and stimulate the brain, until horrible things take shape and sorely oppress the sleeper. A three-cornered, pyramidal structure towers up, made of solid granite and fairly plastered over with figures. At the base impossible horses are wildly plunging, evidently scared at the monstrosity in their rear. The impossible horses have on them impossible riders. They are supposed to be military people, such as Captain Jinks

of the Horse Marines. On the summit sits, in calm indifference to a monument. I have at times written on the head of a barrel. I would not like to be perpetnated in granite and bronze when writing on a barrel. I doubt whether my posterity would admire me in such a position. Lincoln has had a table de nuit brought him on which to rest his parchment. As Lincoln was an angular, tall, thin, and awkward man, this effigy is a great success. It is as great a success as the statue of Lincoln before the city buildings, and that makes one shiver. It is so like.

Immediately below Lincoln sit, at three cormers, Liberty, Justice, and Time. Of these old, Time seems to be in the worse way. Liberty and Justice are doing pretty well, but Time seems to be very sick. Perhaps he don't like it. I should think he wouldn't.

On the next ledge appear some twenty-five people carrying on a violent altercation. At least this is the condition of two sides. On the third the group seem to have recovered from their little unpleasantness, and are sitting down to a game of old sledge or drawpoker. This is a pleasanter spec acle, and relieves one from a grave apprehension.

The ledge on which the disputants are unhappily placed being narrow, the fear comes over one that they may be knocked off and come to grief among the plunging horses at the base. This alarm is in some measure allayed by the fact that the figures are se-curely anchored by huge bolts through the heels, and that the several coat tails are well pinned behind with like iron bolts. If this fact could be stated in plain English on the monument it would be well, and give the spectators a repose the menument sadly

On the step or ledge below, we have the American citizen of African descent, in the various attitudes so common to that class in monuments, and seen nowhere else.

I learn that the whole affair is a job, a sort of a grand gift enterprise. That is, while the granite and bronze figure of Mr. Lincoln, and those of Liberty, Justice, and Time, with the statues of the reconstructed, are to be paid for by general subscription, any one contributing the necessary funds can have himself anchored and pinned to the monument. I understand that Henry Ward Beecher, Bishop Simpson, Charles Sumner, Henry Wilson, and other distin-guished gentlemen have been designated. But I believe that when these sensible people come to see the way in which they are to be pilloried, they will incontinently retreat more

or less disordered. If there were any excellence or artistic ability in the thing, this crowding in and covering it over with other objects than the one to which it is dedicated would prove fatal. It would end in being a monument to a miscellaneous assortment of living people

able to pay for the exhibition. I have no wish to attack the committee that selected this design, and now give it encour-agement. One of these made the best defense when he said that only one in a thousand had cultivated tastes, and that it would be a hundred years before the masses would be edu-cated up to the fact that the thing was an In the meantime I add, as the abortion. members of the committee are somewhat advanced in years, they will have passed away before condign punishment can be called down upon them. They are safe.

In the way of statuary, if we could banish Mr. Clark Mills and melt down his works we

would have left a good deal that, if we cannot be proud of, at least we need not blush to look at. This is especially the case with the later works about the Senate Chamber, and in the old hall of the House.

THE WASHINGTON MONUMENT, I see that an effort is being made to complete the so-called Washington monument here. I hope this will fail. The design, taken from a walking-stick stuck in a pumpkin, has caused more laughter and curses than even the Lincoln monument. If the shall could be run up, not to the height originally designed, but to its just proportion, it would do; and lovers of art will be gratified to see an appropriation made for such a

This straining after originality on the part of uncultivated workers in stone and brouze is painful. The rauge of monumental design, when prescribed by good taste and a cultivated knowledge of the art, is limited. Let any one open a book devoted to this subject, and he will be astonished to find how monuments repeat each other. We pass from obelisk to pillar, from pillar to altar, from altar to arch, and return over the same ground. But it is monstrous for us, possessing such world-renowned artists as Powers, Rogers, and a dozen others, to be wasting our money, and shocking good taste, by patronizing unskilled and presumptuous laborers.

THE ROTUNDA.

Under the beautiful dome of the Capitol one suffers the sharpest attack of disgust. The rotunda is marred by a collection of socalled historical paintings that would scarcely pass creditably as a panorama in a country town. The shin pieces, as Randolph stigmatized Trumbull's series, are claimed to be valuable as historical relies, and as such should be carefully removed to the Smithsonian Institute, where are to be found General Washington's small clothes. Certainly the scenes are poorly executed, and if the faces are, as claimed, a correct likeness, the worthy old patriots of the revolution must have been run in the same mould.

It from these we pass to the later efforts, we find in one instance only any improvement. I do not know whether the "Emtarkation of the Pilgrims" would be so charming if exhibited by itself, or seen surrounded by other good paintings, but in this circle of helpless medicerity and pretentious ignorance, one hastens to and lingers delighted before it. The story is told with charming effect. The beauty, grace, finish, and life are parts of the real fact, that we feel going on before us.

We can find something to criticize in the "Landing of Columbus" or the "Baptism of Pocahontas." The poor artists with feeble imaginations have no pretendingly done their work, and gone their ways, and we go ours with no memory of their little efforts. This cannot be said of Powell's "De Soto Discovering the Mississippi." It makes upon us a violent assault. We cannot escape it if we would. The coloring, grouping, and drawing make us feel for a penknife or look about for stones. The pretentious painter of historical subjects excites the combative. We are haunted by a monstrosity. The artist sought to give us De Soto discovering the Mississippi, and he strangely leaves out De Soto and the Mississippi. We look in valu for either. In their steads we have a brevet brigadier-general in a new uniform, on a fat, sleek war horse, in a pictorial state of pawing and snorting. How the horse and rider got to the Mississippi, other than through the special inposition of Providence, bothers us, unless we take the solution offered by the artist. The

Mississippi is not there.

The great fact, and the one we want, could not get into the little mind of the little artist. We ask for the indomitable explorer, worn out by hard usage and an unbroken wilderness, looking at the inland sea, sweeping down through melancholy wilds to the Gulf.

For this atrocious caricature our Governthe row below, the late lamented. He sits in | ment paid twenty-five thousand dollars, and, the position men always do when writing on | after twelve years of jeers and laughter, the same Government gives a commission to the same artist to paint another caricature, for the further sum of twenty-five thousand dollars, and this, too, with the evidence before it that the artist is W. H. Powell, and none other.

When he came here to hang about the lobbies and buttonhole members of Congress, to the shame and disgust of all true artists, who will starve in their studios rather than beg for patronage, he brought with him the unhappy painting now at Columbus, called "Perry's Victory." In this Perry is omitted, as was De Soto. In place of the gallant sailor, swinging himself from the sinking vessel to the open boat, begrimed with powder and stained with blood, showing in his face only an anxiety to suatch victory from the jaws of defeat, we have the "Black Avenger of the Spanish Main," in a melodramatic attitude and a superb uniform, defying the British lion in an open boat.

My subject carries me beyond my prescribed limit. We need here the revival of a commission that once existed, made up of gentlemen of taste, to serve without compensation, whose consent was necessary before a work could be accepted. A commission made up such gentiemen as Mr. Joseph Longworth of Cincinnati, Mr. Belmont of New York, and Charles Francis Adams, would savejus money and reputation. It is hard to realize, and yet it is the fact, that it calls for as much cultivation, in its way, to judge correctly of a work of art as it does to create it. Members of Congress are not renowned in this way. But while they call in experts when required to legislate in reference to mechanics, each one feels at home in art, and will vote away the people's money for monstrosities that make cultivated people shudder.

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No. 629 Chesnut street. Gentlemen: On the night of the 18th inst., as is well known to the citizens of Philadelphia, our large and extensive store[and valuable stock of merchandisc, 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 cornice was almost obliterated, ...

We had, as you are aware, two or 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 t affords us much pleasure to inform you that after recovering them from the rulns, we found upon examination that our books, papers, and other valuables were all in perfect condition. Yours, 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. Messis, 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 already 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, F. L. KIRKPATRICK, with J. E. CALDWELL & Co., No. 819 Chesnut street.

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LEGAL NOTICES.

IN THE ORPHANS COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Estate of LORENZ ISCHY.

EThe Auditor appointed by the Court to audit, settle, and adjust the account of JOSEPH ISCHY, Executor of the last will and testament of LORENZ ISCHY, decrased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on TUESDAY, April 13, A. D. 1869, at eleven (10) o'clock A. M., at his office, No. 406 WALNUT Street, in the city of Philadelphia.

42 fmw8t\*

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A New Course of Lectures, as delivered at the New
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olid Age; Manhood Generally Reviewed; The Cause of
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At 7:30 A. M. for Reading and all intermediate Stations and Alientown. Returning, leaves Read-ing at 6:35 P. M.; arrives in Philadelphia at 9:25 P. M.

MORNING EXPRESS.
At 8 15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Cham-

bersburg, Hagerstown, etc.
The 7-30 A. M. train connects at READING with

East Pennsylvania Railroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at PORT 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,

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:50 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Colum-

POTTSTOWN ACCOMMODATION.

READING ACCOMMODATION.

A. M.

Returning, leaves Philadelphia at 4:45 P. M.; arrives in heading at 7:40 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 8:05 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M.. Connecting at Reading with Atternoon Accommodation

ing at Reading with Aiternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at 9:20

Market train, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Pottsville and all way stations; leaves Pottsville at 7:30 A. M.

All the above trains run daily, Sundays ex-

Sunday trains leave Potisville at 8 A. M., and Philadelphia at 8-15 P. M., Leaves Philadelphia for Reading at 8 A. M.; returning from Reading at

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., 12:46 and 5:15 P. M.

PERKIOMEN RAILROAD.

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

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Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1.05 A. M., and 1.50 and 10.19 P. M., and connecting at Harrisburg with Pennsyl-

vania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, El-

mira, Baltimore, etc.

Returning Express train leaves Harrisburg en arrival of Pennsylvania Express from Pittsburg at 250 and 5 50 A. M., and 10 50 P. M., passing keading 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 accommany these trains

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 Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 645 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 noon for Pinegrove and Tremont. Returning from Harrisburg at 3.80

P. M., and from Tremont at 7:40 A. M. and 5:35

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Leave Philadelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 7:45 A. M., 11 A. M., 2:30 P. M., 4:15 P. M., 4:50 P. M., 6:15 and 11:30 P. M.

Leave West Chester for Philadelphia, from

Trains leave West Chester at 8 A. M., and leav-

Depot, on East Market street, at 6:25 A. M., 7:45 A. M., 8:00 A. M., 10:45 A. M., 1:55 P. M., 4:50 P. M., and 6:55 P. M.

Limins leave West Chester at 8 A. M., and leaving Fhiladelphia at 450 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7:45 A. M., and going West will take the train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Junction.

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At 6 P. M., for Amboy and intermediate stations.
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At 8 and 10 A. M., 2, 3.30, and 4.30 P. M. for Trenton.
At 6.30, 8, and 10 A. M., 1, 2, 3.30, 4.30, 8, and 11.30
P. M. for Bordentown, Burlington, Beverly, and Delanco.

Delanco.

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
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The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side).

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At 11 A. M., via Kensington and Jersey City,
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At 7:30 and 11 A. M., 2:20, 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 Morrisville and Tullytown. 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., 2:30, 4, 5, and 6 P. M. for
Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and 8 P. M.
for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, At 9.45 A. M., 1.20, 4, 6.30, 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

Leaves Pottstown at 6:45 A. M., stopping at intarmediate stations; arrives in Philadelphia at 9:10 A. M. Returning, leaves Philadelphia at 4 P. M.; arrives in Pottstown at 6:15 P. M. At 1745 A. M., 1720, 4, 050, and 12 P. M., for Trenton.

At 1745 A. M., 3, 650, and 12 P. M., for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 1745 A. M., 650 and 12 P. M. Lines will run Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:20 A. M.

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 BELVIDERE DELAWARE KAILROAD
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PROM KENSINGTON DEPOT.
At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose,
Wilkesbarre, Seranton, Stroudsburg, Water Gap,

Wikesbarre, 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. 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., 130 and 3:30 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
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 printers before its departure. The Chesnut and 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 at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:- 8:00 A. M. | Mail Train | 8:00 A. M. | Paoli Accommodat'n, 10:30 A. M., 1:10 and 9:00 P. M. | Fast Line | 11:50 A. M. | Eric Express | 11:50 A. M. | Harrisburg Accommodation | 2:30 P. M. | Laneaster Accommodation | 4:00 P. M. | Parkesburg Train | 5:30 P. M. | Read P. | Read P Parkesburg Train Cincinnati Express Eric Mail and Buffalo Express

Philadelphia Express, 12 Night.
Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 Philadelphia Express leaves daily. All other

trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—
Cincinnati Express . 3·10 A. M.,
Philadelphia Express . 8·10 A. M.,
Paoli Accommodat'n, 8·30 A. M., 3·40 and 7·10 P. M. Harrisburg Accommodation . 9:40 P. M.
For further information apply to
JOHN VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot . 9:40 P. M.

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 Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,

4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.—TIME TABLE.—Com-Goods of all descriptions forwarded to all the above points from the Company's new freight depot, broad and Willow streets. mencing MONDAY, Nov. 23, 1868.—Trains will leave Depot corner Broad street and Washington avenue, as follows:—

Way Mail Train at 8-30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisneld and Intermediate stations, Express Train at 12 M. (Sundays excepted) for

Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, 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, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run. Night Express at 11:30 P. M. (daily), for Balti-more and Washington, stopping at Chestef, Thur-low, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, and Havre-de-Grace. Grace.
Passengers for Fortress Monroe and Norfolk will take the 12.00 M. train.

WILMINGTON TRAINS. 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 Delaware Ballroad for Harrington and intermediate 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 detween Chester and Philadelphia. The 7 P Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 725 A. M., Way Mail; 935 A. M., Express; 225 P. M., Express; 725 P. M., Express.

leawing Philadelphia is reached directly by B. C. Junction. The Depot in Philadelphia is reached directly by the Chesnut and Wainut Street cars. Those of the Chesnut and Wainut Street cars. Those of SUNDAY TRAIN FROM BALTIMORE. SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Eikton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Through tickets 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 purthe Market street line run within one square. The cars of both lines connect with each train upon its ON SUNDAYS.

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

Leave West Chester at 7:55 A. M. and 4:00 P. M.

Trains leaving Philadelphia at 7:45 A. M. and 4:50 P. M., and leaving West Chester at 8:00 A. M. and 4:50 P. M., connect at B. C. Junction with Trains on P. and B. C. R. R., for Oxford and intermediate points.

where also State of the Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer H. F. KENNEY, Superintendent.

RAILROAD LINES, PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-95, 10, 11, 12 A. M.,
1, 2, 3½, 4, 5, 5¾, 0, 0½, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown at 6, 7, 7½, 8, 8-20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4¾, 5, 6, 6½, 7, 8, 9, 10, 11 P. M.

ON SUNDAYS. Leave Philadelphia at 9-15 A. M., 2, 7, and 10% Leave Germantown at 8-15 A. M., 1, 6, and 934

CHESNUT HILL RAILROAD. Leave Philadelphia at 0, 8, 10, 12 A. M., 2, 3%, 7, 9, and 11 P. M. Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS. Leave Philadelphia at 9-15 A. M., 2, and 7 P. M. Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and 9-25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. Leave I filladelphia at 6,714, 8, and 11 05 A. M., 114, 3, 415, 515, 614, 8 05, and 11 9 P. M.

Leave Norristown at 5 40, 7, 7 50, 9, and 11 A. M., 114, 3, 415, 514, and 814 P. M.

ON SUNDAYS. Leave Philadelphia at 9 A. M., 23/2 and 73/4 P. M. Leave Norristown at 7 A. M., 53/2 and 9 P. M.

FOR MANAYUNK. Leave Philadelphia at e, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5½, 6½, 8:05, and 11½ P. M.

Leave Manayunk at 6:10, 7½, 8:20, 9½, and 11½

A. M., 2, 3½, 5, 0¼, and 9 P. M.

ON SUNDAYS. ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2% and 7% P. M.
Leave Manayank at 7% A. M., 6 and 9% P. 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 Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:—
At 7-45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-berneel. hannock.
9-45 A. M. (Express) for Bethlehem, Easton,
Allentown, Mauch Chunk, Wilkesbarre, Pittston,
and Scranton.
At 1-45 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, and Scranton.
At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8.45 A. M., 2.45 and 4.15 P. M. For Fort Washington at 1045 A. M. and 1136

For Lansdale at 6.20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9:10 A. M., 2:10, 5:25, and 8:30 From Doylestown at 8-35 A. M., 4-55 and 7 P. M. From Lansdale at 7:30 A. M. From Fort Washington at 10:45 A. M. and 3:10 P. M. ON SUNDAYS.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 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.

PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT,
AND THE GREAT OIL REGION OF PENNSYL-

Elegant Sleeping Cars on all Night Trains. On and after MONDAY, Nov. 23, 1868, the trains on the Philadelphia and Eric Railroad will run as

" Williamsport . 6:30 P. M.
" arrives at Lockhaven . 7:45 P. M.

EASTWARD.

Baggage checked through.
ALFRED L. TYLER, General Superintendent. WEST JERSEY RAILROADS.-FALL AND

V WINTER ARRANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, Sept. 16, 1868.
TRAINS LEAVE AS FOLLOWS:— For Cape May and stations below Millville, 3:15

P. M.
For Millville, Vineland, and intermediate stations, 8° 15 A. M., 3° 16 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 o'clock, Freight received at second covered wharf below

Freight received at second
Walnut street, daily.
Freight delivered No. 228 South Delaware avenue.
WILLIAM J. SEWELL, Superintendent.

LUMBER. SPRUCE JOIST.

SPRUCE JOIST.

HEMLOCK.

HEMLOCK. 1869 1869 SEASONED CLEAR PINE. 1869 SEASONED CLEAR PINE.
CHOICE PATTERN PINE.
SPANISH CEDAR, FOR PATTERNS.
RED CEDAR.

FLORIDA FLOORING. 1869FLORIDA FLOORING.
CAROLINA FLOORING.
VIRGINIA FLOORING.
DELAWARE FLOORING.
ASH FLOORING.
WALNUT FLOORING.
FLORIDA STEP BOARDS.
RAIL PLANK.

1869 WALNUT BDS. AND PLANK. 1869 WALNUT BOS. AND PLANK. WALNUT BOARDS, WALNUT PLANK. 1869 UNDERTAKERS' LUMBER. 1869
UNDERTAKERS' LUMBER. 1869
RED CEDAR.
WALDUT AND PINE.

SEASONED POPLAR. 1869 SEASONED CHERRY. 1
WHITE OAK PLANK AND BOARDS.
HICKORY.

CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. CAROLINA SCANTLING. CAROLINA H. T. SILLS, NORWAY SCANTLING, 1869

CEDAR SHINGLES. 1869MAULE, BROTHER & CO., No. 2500 SOUTH Street.

LUMBER UNDER COVER

ALWAYS DRY. WATSON & CILLINGHAM,

No. 924 RICHMOND Street. PANEI, PLANK ALL THICKNESSES.

1 COMMON PLANK, ALL THICKNESSES.

1 and 2 SIDE FENCE BOARDS.

WHITE PINE FLOORING BOARDS.

YELIOW AND SAP PINE FLOORINGS, 14 and 04. SPRUCE JOIST, ALL SIZES.

HEMLOCK JOIST, ALL SIZES.

PLASTERING LATH A SPECIALTY.

Together with a general assortment of Building Lumbo for sale low for cash.

3 25 cm FIFTEENTH and STILES Streets.