Fredericksburg, Va. Now and Then.

A writer in the Springfield Republican communicates the following: -I have been in battle-stricken towns before, but Fredericksburg is the most remarkable one I have yet seen. The people have an Italian rapacity for monopolizing strangers, but they do not carry out the parallel by ask-

ing them for small contributions. Eater any public place, and broach the subject of the great battles, and you have touched the vital topic. The majority of the townspeople still move and think amid the frightful scenes of seven years ago. Their normal faculties are deadened to the present. The boys employ their time digging up bullets, and continue to find an unfalling store, although the ground has been pretty thoroughly dug over. There is a skull, or a thigh bone, in almost every shop window. The church steeples show ourious patchwork, which testifies that they were not spared by the shot. Every merchant who was there in 1862 has some dismal tale to tell. Those same Irishmen-who could fight so gallantly, those Americans who could face death without blenching, behaved rather rudely to the townspeople. One old man told me, with evident delight, how two men robbed his shop of its stock of tobacco, and threatened to shoot him when he remonstrated. "In less'n an hour they was both back here on this very floor, shot through and through. One of 'em begged my pardon, before he died, for what he stole-he did." old lady, who tells so complete and graphic a story of the battle that I suspect she has posted up on it since the terrible day, to accommodate travellers, said that the morning after Barnside attacked the Rebel lines, one could go over the battle field, and pick up anything he might wish for. "Why," said she, "one man fell dead inside my door here, with a four quart jug of molasses in his hand." What did the soldier mean to do with so much sweetening? Money had been dropped helter-skelter in the streets, by the inhabitants, in their flight; the kitchen utensils and parlor furniture strewed the fields for miles. One old man, who has been in the town twenty years, and now keeps a little restaurant on the very street corner round which our troops, as they on the very street came up to the charge, were compelled to appear, gave me a very graphic story of his troubles. Just as fast as he could bar up his saloon door, it would be knocked down by new-come soldiers, who insisted on "something to drink" before they went up to the battle. He watched them start out, and said that in many cases they were not gone ten minutes before they were brought back, maimed and crushed, to be laid on ghastly doors, in the extemporized hospitals. The sight at the principal church, after the battle had been in progress an hour, was horrible beyond description, and the whole village echoed to the wailing of the wounded. The old ferryman, who took us across to the hills opposite Fredericksburg, gave a glowing picture of the laying of the pontoon bridges, and alluded especially to the fact that the guns of our own batteries, too far off, killed many of our soldiers as they advanced up the slopes. Stonewall Jackson was his pet hero, and he regaled us with aneodotes of that queer but valiant General. He was in the Wilderness when Jackson fell, and confirmed the accepted story that he was shot by his own men. How he knew I could not make him tell; he only responded by leaning on the boat rail, and saying, with mysterious intonation, "I was thar."

It was very hard to find any one at Fredericksburg who would acknowledge that he was not in the battle, either of December or May. The repulse of Burnside's attack was mentioned by almost every man with whom I had any conversation. Old people delighted to go over the ground, and point out where such and such heap of Federal dead had lain. One man told, with much glee, how he spent all the night after the battle in looking over a pile of soldiers, and taking out of their pockets the whisky bottles they had stolen from him on the morning previous. "I got back all but three pints," said he, "and them helped swell the general courage."

Picket firing across the river at Fredericksburg, say some historians, was indulged in to a barbarous extent. Barkedale's Mississippi sharpshooters are accused of having taken the lives of our soldiers on every occasion possible when it was directly in opposition to the laws of war. But the townspeople tell a different story. They say that no pickets ever fired upon each other save at the beginning of the December battle. One old negro informed me that the above-mentioned Mississippi marksmen were wont to send invitations onr officers to cross the river in the night, and, disguised in Confederate clothes, attend the extemporized balls which frequently occurred in the town, and that the invitations were accepted. When the breeze was right the pickets would trade tobacco for newspapers, by sending across little wooden boats with paper sails, and the officers used to send billets down to the ladies whom they had met at the balls. The sharpshooters didn't so grossly misuse their chances as they might have done, for both Hooker and Franklin often appeared on the river bank, near the Federal pickets, excellent targets for even the poorest marksman.

Snicidal. The following table shows the proportion of suicides to every 1,000,000 of the population of England and Wales, from 1858 to 1866;—

Means Employed. 1858, 1859, 1860, 1861, 1862 Gunshot Wounds..... 2 3 3 3
 Gunshot wounds
 2
 3
 3

 Cutting, stabbing
 13
 14
 14

 Polsoning
 6
 6
 8

 Drowning
 10
 11
 11

 Hanging
 30
 27
 30

 Otherwise
 4
 3
 4
 All ways..... 66 64
 Means Employed.
 1863.
 1864.
 1865.
 1866.

 Gunshot wounds.
 3
 3
 3
 3

 Cutfing, stabbing.
 13
 12
 12
 13
 Cutting, stateling 6
Poisoning 12 10
Drowning 28 27

This brings foreibly to mind that law of constancy to which scientific men have of late given so much attention, and upon which the late Mr. Thomas Buckle discoursed with so much ingenuity and eloquence. Indeed, the Registrar-General of London always puts the heading "Expected Deaths" in his tables, which strikingly prove the uniformity of his mortuary figures. For example, his "expected deaths by violence in the streets of London" are, "in the present condition of their traffic, between 15 and 20 in five weeks." For the first five weeks of the present year they were 21. Deaths from street accidents average 200 per annum. Therefore, about 200 persons will perish in that way during the

present year. Sixty persons shot themselves in England in 1866; 58 in 1865; 65 in 1864; 56 in 1863; 54 in 1862; 59 in 1861; 59 in 1860; 54 in 1859; 69

in 1858. Average, 54 3.

Therefore, other things being equal, 58 inhabitants of England will shoot themselves in 1869. And by consulting the same law, we find that the number of English people who are going to end themselves by poison during the present year will be about 125; by outting the throat, about 250; by hanging, about 575.

The total number of paupers in London is

estimated at 154,067; oriminal classes, or those who live by theft and the like, 112,403; number of prostitutes, about 6000; houses of prostitution and thieves, 5689; houses of receivers of stolen goods, 2280; whole number

of thieves, paupers, and prostitutes, 272,470. Is it any wonder that the vast and awful subject of crime, its punishment and prevention, should just now engage the attention of philanthropist and government alike? With slender hope we watch the progress of the conference and the results of petition.

Increased Consumption of To-

bacco in England. The London Telegraph says: - "The cry is, Still they smoke!" Mr. Phillips, principal of the laboratory of the Inland Revenue Department, has issued a gravely instructive report, which shows that the consumption of tobacco in this country has for a number of years past been largely on the increase. The quantity of the narcotic cleared for home use in the year 1841 gave an average of 13? ounces per head as the consumption of the then estimated population. In 1851 the average rose to 1 pound donne; in 1861 the mean was I pound ounces; in 1865, 1 pound 5 ounces; in 1866, pound 5] onnes; in 1867, 1 pound 5] ounces. The consumption during the last-mentioned year may be said to have undergone no progressive increase; but that, according to the official statist, may be partly due to the depression of trade, and partly to the fact that the quantity cleared in 1868 showed an increase of more than two millions of pounds, and left a larger stock in hand than usual. It is probable that the last of these two reasons is the real one. Depression of trade might probab'y enough conduce to a falling off in the consamption of cigars-for the cigar, in England, is still a luxury; and, as a social rule, the more prosperous a man becomes, the readier he is to abandon the homely pipe for the more aristocratic 'weed:' or to smoke more expensive cigars.

The cigar manufacturers of Havana will tell you that the largest and most costly of their brands are almost exclusively taken by England, Russia, and California-the countries where money is supposed, with some reason, to be most plentiful. When trade is depressed, the demand for cigars may become comparatively slack; but the same rule would scarcely apply, we should think, to tobacco. The artisan out of work, nay, the 'locked out' mill hand, may usually be seen puffing at a 'short clay;' while an acute student of human nature has remarked that the inmates of debtors' prisons are inveterate smokers, save in county jails, where the wisdom of the visiting magistrates debars poor wretches from their pipe who cannot pay the piper-while very nearly the first act of an embarrassed gentleman incarcerated in Bream's buildings is to send out for two ounces of bird's-eye. Figures for figures, Mr. Phillips' statistics look very formidable; or an immense increase in the population has taken place since 1841; and if his averages are struck in annual correspondence with this increase, the augmentation in the quantity of tobacco brought to this country must be enormous."

CURTAINS AND SHADES.

STYLES E W

NOTTINGHAM AND

Swiss Lace Curtains.

JUST OPENED,

EMBROIDERED PIANO AND TABLE COVERS. WINDOW CORNICES, IN GILT, WALNUT, AND ROSEWOOD AND GILT.

WINDOW DRAPERIES FROM LATEST FRENCH DESIGNS.

FINE WINDOW SHADES, ETC.

Agents for BRAY'S PATENT SPRING BALANCE SHADE FIXTURE, which requires no Cord.

CARRINGTON, DE ZOUCHE & CO., S. E. Cor. THIRTEENTH & CHESNUT,

PHILADELPHIA.

BLANK BOOKS.

BLANK BOOKS.

The Largest Stock and Greatest Variety OF

FULL AND HALF-BOUND

BLANK BOOKS. MEMORANDUM, PASS,

COPY-BOOKS, ETC. ETC.,

To be found in this city, is at the

OLD ESTABLISHED

Blank Book Manufactory

OF

JAS. B. SMITH & CO.,

No. 27 South SEVENTH St.,

PHILADELPHIA.

OFFICE AND SALESROOM, FIRST FLOOR; WARE ROOMS, UP STAIRS.

GENT.'S FURNISHING GOODS. PATENT SHOULDER-SEAM SHIRT MANUFACTORY,

AND GENTLEMEN, FURNISHING STORE. PERFECT FITTING SHIRTS AND DRAWERS ade from measurement at very short notice.
All other articles of GENTLEMEN'S ERESS GOODS

WINCHESTER & CO., No. 796 CHESNUT Street

H. S. K. C. Harris' Seamless Kid Gloves. EVERY PAIR WARRANTED.

EXCLUSIVE AGENTS FOR GENTS' GLOVES.

J. W. SCOTT & CO.,

NO. 814 CHESNUT STREET. GROCERIES AND PROVISIONS. PRESH FRUIT IN CANS.

PEACHES, PINEAPPLES, ETC., GREEN CORN, TOMATOES, FRENCH PEAS, MUSHROOMS, ASPARAGUS, ETC. ETC. ALBERT C. ROBERTS.

Dealer in Fine Groceries, Cor. ELEVENTH and VINE Streets. MICHAEL MEAGHER & CO.,

No. 223 South SIXTEENTH Street,

PROVISIONS. OYSTERS, AND SAND CLAMS, TERRAPINS \$16 PER DOZEN. FAMILY USE.

Wholesale and Retail Dealers in

RAILROAD LINES. READING RAILROAD, GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS. SPRING ARRANGEMENT OF PASSENGER TRAINS, April 12, 1869.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following

MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate Stations and Allentown. Returning, leaves Reading at 6-30 P. M.; arrives in Philadelphia at 9-15

MORNING EXPRESS.

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, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:16 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsnort, Lock Haven, Elmira, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBUEG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Finegrove, etc.

AFTERNOON EXPRESS,

Leaves Philadelphia at 2:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6-25 A. M., stopping at in-armediate stations; arrives in Philadelphia at 40 A. M. Returning, leaves Philadelphia at 4-30 P. M.; arrives in Pottstown at 640 P. M. READING ACCOMMODATION.

Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M. Returning, leaves Philadelphia at 5:15 P. M.; arrives in heading at 8 05 P. M. Trains for Philadelphia leave Harrisburg at 8 10 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 Fhiladelphia at 645 P. M. Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 410 P. M. Connecting at Reading with Alternoon Accommodation

ing at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 Market train, with a passenger car attached,

leaves Philadelphia at 12.45 moon, 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-Sunday trains leave Pottsville at 8 A.M., and Philadelphia at 8-15 P. M. Leaves Philadelphia for Reading at 8 A.M.; returning from Reading at

4.25 P. M. CHESTER VALLEY RAILROAD. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 1:00 and 5:45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M. and 4:30 P.M. trains from Philadelphia, returning from Skip-

P.M. trains from Philadelphia, returning from Skippack at 8:15 A. M. and 1:00 P. M. Stage lines for the various points in Perklomen Valley connect with trains at Collegeville and Skippack, NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

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 Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Eltrains 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 Reading 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. 31. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAUROAD.

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 noon for Pinegrove and Tremont. Returning from Harrisburg at 3:80 P. M., and from Tremont at 7:40 A. M. and 5:35 P. M.

*TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading,

and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at educed rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-

ions by Reading and Pottstown Accommodation Frains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading. COMMUTATION TICKETS.

At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS.

sired, for families and firms.

MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$52-50 each for families and firms.

SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished with cards entiting themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.

Goods of all descriptions forwarded to all the

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS

Leave Philadelphia daily at 4 35 A. M., 12 45 noon, 3 and 6 P. M., for iteading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

yond.

BAGGAGE.

Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

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

VANIA.

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 follows:—

WESTWARD.

MAII. TRAIN leaves Eric . 10-55 A. M.

Williamsport . 12-55 A. M.

Williamsport . 12-55 A. M.

arrives at Philadelphia . 10-90 A. M.

ERIE EXPRESS leaves Eric . 6-25 P. M.

Williamsport . 7-50 A. M.

arrives at Philadelphia 4-20 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad.

Baggage checked through.

Baggage checked through.

ALFRED L. TYLER,

General Superintendent.

LOOKING GLASSES, ETO. JOHN SMITH. LOOKING-GLASS AND PICTURE FRAME

MANUFACTURER, BIBLE AND PRINT PUBLISHER, And Wholesale Dealer in

AMERICAN AND FRENCH CLOCKS AND REGU-LATORS OF EVERY DESCRIPTION. Also, General Agent for the sale of the "Eureka"
Patent Condensing Coffee and Tea Pots—something
that every family should have, and by which they
can save fifty per cent.
Trade supplied at a liberal discount.

RAILROAD LINES. 1868 -FOR NEW YORK,—THE CAMDEN AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO, NEW YORK, AND WAY PLACES.

FROM WALNUT STREET WHARK At 630 A. M., via Camden and Anthoy Accord, 42-25 At 8 A. M., via Camden and Anthoy Accord, 42-25 At 2 P. M., via Camden, and Jersey City, Ex. Mail 3:00 M., via Camden and Amboy Express... 3-00 At 6 P. M., for Amboy and intermediate stations.
At 6 30 and 8 A. M. and 2 00 P. M. for Freehold.
At 8 and 10 A. M., 2, 3 39, 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 Pelanco. 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).

PROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City,
New York Express Line. Fare, 83.
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 Morrisville and Tallytown. At 7:30 and H 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 Schenek's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 5 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, Via Connecting Bailway.

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

Trenton.
At 9-45 A. M., 3, 6-30, 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 945 A. M., 6:30 and 12 P. M. Lines will run

The 9-45 A. M., 6-30 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 Wainut 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 EENSINGTON DEPOT.
At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, 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

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL ROADS.

ROADS.
FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 150, 350, and 550 P. M., for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 A. M., 130 and 330 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and

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 ears, 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

Walnut streets
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.

Parkesburg Train 530 P. M.
Cincinnati Express 890 P. M.
Eric Mail and Buffalo Express 10 45 P. M.
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 oxides. Philadelphia Express leaves daily. All other rains daily, except Sunday.

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

Market street. 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.
Eric Mail and Buffalo Express 10:00 A. M.
Parkesburg Train 9:10 A. M.
Fast Line 10:00 A. M.
Lancaster Train 10:00 A. M.
Eric Express 4:20 P. M.
Eric Express 4:20 P. M.
Day Express 4:20 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. TRAINS ABRIVE AT DEPOT, VIZ .:-

Ticket Agent at the Bepot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Bollars 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,

429 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RATLROAD.—SUMMER ARRANGEMENT.—

On and after MONDAY, April 12, 1869, Trains will leave as follows:— Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7:25 A. M., 0:30 A. M., 2:30 P. M., 4:15 P. M., 4:35 P. M., 7:15 and 11:30 P. M. Leave West Chester from Depot, on East Mar. ket street, at 6.25 A. M., 7.25 A. M., 7.40 A. M., 10.10 A. M., 1.55 P. M., 4.50 P. M., and 6.45 P.M.

Leave Philadelphia for B. C. Junction and Inter-mediate points at 12:30 P. M. and 5:45 P. M. Leave B. C. Junction for Philadelphia at 5:30 A. M.

Leave B. C. Junction for Philadelphia at 5-30 A. M. and 1-45 P. M.

Trains leaving West Chester at 7-40 A. M. will stop at B. C. Junction, Lenni, Glen Riddie, and Media; leaving Philadelphia at 4-35 P. M. will stop at B. C. Junction and Media only, Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7-20 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4-35 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS. Leave Philadelphia for West Chester at 8-00 A. M. and 2:30 P. M. Leave Philadelphia for B. C. Junction at 7-15

M. and 4-45 P. M. Leave B. C. Junction for Philadelphia at 6-00 A. M. HENRY WOOD, 4-105 General Superintendent. W EST JERSEY RAILROADS.—FALL AND WINTER ARRANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, Sept. 16, 1808.
TRAINS LEAVE AS FOLLOWS:—
TRAINS LEAVE AS FOLLOWS:—

Leave West Chester for Philadelphia at 7:45 A.

For Cape May and stations below Millville, 3-15 P. M.
For Millville, Vineland, and intermediate stations, 8° 15 A. M., 3:15 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° 90

Freight train leaves Camden daily at 12 o'clock, roon.

Freight received at second covered wharf below Walnut street, daily.

Freight delivered No. 228 South Delaware avenue.

WILLIAM J. SEWELL,

Superintendent. Superintendent. No. 916 ARCH STREET.

BY PANCOAST & LARGE, AUGTIONNERS CONSIGNMENTS of American and Imported Dr. Goods, Notions, Millinery Goods, and Specks of Good solicited. 13 27 tf

POSITIVE SALE OF 500 LOVE AMERICAN AND IMPORTED DRY GOODS, ROSTERY GOODS, NOTIONS, MILIANERY GOODS, STOCK OF GOODS, ETC.

On Priday Morning.

April 23, at 10 artisek, on four months' credit, comprising a general assertment of reals suited to present allow.

CLARE & EVANS, AUCTIONEERS, NO. 630

Will sell THIS DAY, Morning and Evening,
A large invoice of Bianketa, Fail Spreads, Dry Goods,
Bloths, Cassimeres, Bosiery, Stationary, Table and Pocket
City and country merchants will find bargains.
Terms cash.
Goods packed free 6f charge.

KEENAN, SON & CO., AUGTIONEERS, NO

RAILROAD LINES

PHILADELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.—TIME TABLE.—Com-mencing MONDAY, April 18, 1800.—Trains will leave Depot corner Broad street and Washington avenue, as follows: avenue, as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Leliaware limitond at Wilmington for Cristeld and intermediatestations.

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 Costle. Vilmington with train for New Castle, Express Train at 4 00 P. M. (Sandays excepted), Express Train at 400 F. M. Islandy except of for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Ferryman's, Edgewood, Magnolia,

Aberdeen, Ferryman's, Edgewood, Magnetia, Chase's, and Stemmer's Run. Night Express at 11:30 P. M. (daily), for Balti-mere and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, and Havre-de-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 Railroad for Harrington and intermediate Stations. Leave Wilmington 6:45 and 8:10 A. M., 1:30, 4:15, Leave Wilmington 6:45 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:25 P. M., Express; 7:25 P. M., Express;

SUNDAY TRAIN FROM BALTIMORE. SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnella, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, 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 seeved during the day. Persons nur-Cars can be secured during the day. Persons pur-chasing tickets at this office can have baggage checked at their residence by the Union Transfer

Company. H. F. KENNEY, Superintendent.

H. F. KENNEY, Superintendent,
PHILADELPHIA AND BALTIMORE CENTRAL
RAHROAD TRAINS.
Stopping at all stations on Chester Creek and
Philadelphia and Baltimore Central Railroad.
Leave Philadelphia fe's Port Deposit (Sundays
excepted) at 7.00 A. M. and 4.30 P. M.
The 7 A. M. train will stop at all stations between Philadelphia and Lamokin.
Leave Philadelphia for Oxford (Sundays excepted) at 2.30 P. M.
Leave Port Deposit for Philadelphia (Sundays
excepted) at 5.40 A. M., 9.25 A. M., and 4.20 P. M.
Trains leaving Wilmington at 6.45 A. M. and 4.15
P. M. will connect at Lamokin Junction with the
7.00 A. M. and 4.30 P. M. trains for Baltimore Central Railroad.

NORTH PENNSYLVANIA RAILROAD.—
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT
CARMEL PUTSTON, THE NORTH CARMEL PUTSTON. 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 Tunkhannock. 9-45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, At 1:45 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, and Scranton. At 1:45 P. M. or Bethlehem, Easton, Allentown, and Mauch Chunk.

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

P. M. For Lansdale at 6.20 P. M. Streets Seco 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 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 19:45 A. M. and 3:10 P. M.

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, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9, 10, 11, 12 A. M.,
1, 2, 3/4, 3/4, 4, 5, 5/4, 6, 6/4, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown at 6, 7, 7/6, 8, 8/20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4/4, 5, 6, 6/4, 7, 8, 9, 10, 11 P. M.
Leave Philadelphia at 9/15 A. M., 2, 7, and 10/4
P. M.

Leave Germantown at 8:15 A. M., 1, 6, and 934 CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 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 1-26 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN Leave Philadelphia at 0,7 5, 9, and 11 05 A. M., 136, 3, 436, 534, 634, 8 05, and 11 1, 1 . M. Leave Norristown at 5 40, 7, 7 50, 9, and 11 A. M.,

Leave Philadelphia at 9 A. M., 24 and 74 P. M. Leave Philadelphia at 9 A. M., 24 and 74 P. M. Leave Norristown at 7 A. M., 5 and 9 P. M. FOR MANAYUNK. Leave Philadelphia at 6, 71%, 9, and 11 05 A. M., 13, 3, 41%, 51%, 61%, 805, and 11% 17, at.
Leave Manayunk at 610, 77%, 820, 91%, and 111%

MISCELLANEOUS.

ALEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS. No. 26 NORTH WHARVES No. 27 NORTH WATER STREET, PHILADELPHIA. ELIJAH GATTELL.

COTTON SAIL DUCK AND CANVAS, OF all numbers and brands, Tent, Awning, and Wagon-cover Duck.

Also, Paper Manufacturers' Drier Felts, from thir inches to seventy-six inches wide, Paulin, Belting, Sainches to seventy-six inches wide, Paulin, Belting, Sainches to seventy-six inches wide, Paulin, Belting, Sainches, etc.

No. 103 CHURCH Street, City Stores.

AUD FION SALES. M. THOMAS & SONS, NOS. 189 AND 141 Bale at No. 110 South Enghteenth street.

HANDSOME FURNITURE, MOSEWOOD PIARO

On Friday Morning.

April 23, at 10 o'clock, at No. 110 South Eighteenth street, by catalogue, the cuttre furniture, couprising walnut and mahorany parler furniture, everywice reswood o'cetave piano made by Reichenbach, dimag-room furniture, mirror, clegam suit walnut chamber furniture, wardroles, mattressee, kitchen furniture, refrigurator, etc.

SALE BY OPDER OF JOHN BOSLER, PROSUPER
INTENDENT OF OFFY RABEROADS
Abent 80 Tens of Rabroad from
On Saturday Morning,
24th instant at 10 o'clock, at the corner of Broad and
Markon accepts about 50 tens of Rabroad from and Prog
Castings.
Terms, Cash before delivers.
4274t

Administrator's Salo, No. 3951 Indlow street, West-BORSES, CLOSE CARRIAGE, BAROUCHE, HAR-NISS, HOUSEHOLD FURNITURE, Fro. On Saturday Morning, Constituting of the Constitution of the Cons

arniture, etc. [4 12 2t. May be examined on the morning of sale at 8 o'clock. MARTIN BROTHERS, AUCTIONEERS. No. 529 CHESNUT Street, coar entrance from Minor.

Assignces' Permitter Sale at the Auction Rooms, EXTENSIVE SALE OF UPHOLSTERY GOODS, Luce and Heavy Window Curtains, Very Fine Window, Shades, Ects, Terries, Cornices, Tassels, Cords, Fringes, Ginps, Etc.

Shedra, Erp. Terries, Cernices, Tassels, Corda, Fringes, Grups, Etc.

On Friday Morning.

The inst., at Probleck, at the auction rooms, No. 529
Chesnut street, by catalogue, by order of assignment the large and extensive stock of upholitery goods, including fine lace wire ow currains, reps. terry and chinta lambroquins, fire rens. terries, very line window currains, cords, tassels, triages, gimps, tacks, wainut and gill cornices, curtain hands, bell pulls, etc.

Executors Sale, Nineteenth and Turner's Lane.

Estate of Joshua Longstreth deceased
VALUABLE PLANTS, ROOTS, AND TREES, IN THE CRUUND: CARRIAGES, COUPLIS, WAGONS, HAR-NFSS, FARMING IMPLEMENTS, ETC.

On Monday Morning.

28th inst., at 11 o'clock, at Ameteenth street, and Turner's lane, adjoining the German Hespital, by order of the Executors of the late Joshua Longstreth, deceased, the valuable plants, roots, and trees in the ground, including peomics, spirens phlears, crown imperials, fullys, hyacinchs, westerns, tree, peomics, individual and single harness, farming implements, grindstones, sleigh, etc. etc.

CARRIAGES. WaGONS, HARNESS, KFC.

Two coupes, two Germannown wagons, cares, double and single harness, farming implements, grindstones, sleigh, etc. etc.

(4214)

Sele Catherine Street, above Broad.

TWO SUPERIOR GREY MAKES, BAY MARE, TWO MULES, LARGE FOUR-WHEEL TRUCK, WATSON BUGGY, DOUBLE AND SINGLE HARNESS, ETC.

27th inst., at 2 o'clock, at the stable, Catherine street, above Broad, north side, 3 grey mares. 7 years old, suitable for work or criving; bay mare, 7 years old, fast driver; 2 mules, sound and good workers; large four-wheel truck, nearly new. Watson huggy, shifting top, with pole and shaft; double and single harness, etc., the properties of parties declining business. May be seen early on the day of sale.

TO BANKERS, MERCHANTS, AND OTHERS.
Peremptort Sale, No. 6349 Arch street.

EXTENSIVE STOCK OF CHILLED IRON FIRE AND BURGLAR-PROOF SALES, MADE BY LILLIE & SON; SECOND-HAND FIRE AND BURGLAR-PROOF SALES, MADE BY LILLIE & SON; SECOND-HAND FIRE AND BURGLAR-PROOF SALES, MADE BY LILLIE & SON; SECOND-HAND FIRE AND BURGLAR-PROOF SALES, MADE BY LILLIE & SON; SECOND-HAND FIRE AND BURGLAR-PROOF SALES, MADE BY LILLIE & SON; SECOND-HAND FIRE AND BURGLAR-PROOF SALES, MADE BY LILLIE & SON; SECOND-HAND FIRE-PROOF SALES, CANDELS & SON; SECOND-HAND FIRE-PROOF SALES, WITCHEST & SUPPORT SALES, WITCHEST & SECOND-HAND FIRE-PROOF SAFES,

A number of superior second-hand fire and burglar-proof ares, made by Lillie & Son, Evans & Watson, and Farrel a Herring.
CELEBRATED COMBINATION LOCKS.
Suitable for banks, vault-doors, etc., of the Monitor and Duodecagon make.

Pine LARGE HORSES, TRUCK, ETC.

Large and very fine white stallion; large white drafthorse, large and superior heavy truck; heavy harness;
quantity of rope, rigging, etc.

[4 16 11]

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom St. IMPORTANT SALE OF HIGH-CLASS MODERN

On Wednesday and Thursday Evenings,

April 21 and 22, at half-past 7 o'clock, at the Auction
Store, No. 1110 Clesnut street, will be sold, without reserve the entire collection of Paintings of Mr. J. E.

McClees, previous to his departure for Europe. The catalogue will comprise many fine pictures, worthy the attention of conneciseurs and admirers of art, embracing original works of

Mittwood, of London. Win Thaves Se

Wm. Thayer, Sr., Litschour, De Vos, Boogeord, J. F. Herring, do.,
Wainwright, do.,
James Webb, do.,
Kock Kock, do.,
Yan Lemputten,
J. G. Brown, New York,
W. L. Sontag, do.,
W. M. Brown, do.,
A. T. Bellows, do.,
Edward D. Lewis,
and obl F. Herring, do., sinwright, do., Beogeord, Cortez, Meadows, London, Edw. Moran, George F. Bensell, James Hamilton, W. Shoridan Young, Isaac L. Williams,

The paintings will be open on Monday for exhibition, and remain open day and evening until the sale. 4 17 56 Sale No. 1110 Chesnut street.

BOUSEHOLD FURNITURE, CARPETS, PIANO FORTES, MIRRORS, PLATED WARE, COTTAGE FURNITURE, CHINA, LTC.
On Friday morning,
At 9 o'clock, at the Auction Store, No. 1110 Chesnut street, will be sold a large assortment of superior Household Furniture, from families declining house-browner.

keeping. STEINWAY PIANO FORTE, ETC.
On Friday,
At 1 o'clock, at the Auction Store, will be sold—
One superior reservoid Plane Forte, made by Steinway
& Sons, nearly new, cost \$70.
Two do. do. do. made by Hardman.
One do. do. do. made by Kuhn & Ridgway.

SALE OF A STOCK OF FINE LINENS, SHIRTINGS,
DAMASK TABLE GOODS, TOWELS, HANDKERCHIEFS, QUILTS, SHAWLS, TABLE COVERS,
ETC.
On Monday, Tuesday, Wednesday, and Thursday Mornings, April 26, 27, 28, and 29.
Commencing each day at 10 o'clock, will be sold a large
stock of superior linen housekeeping goods, consisting of
fine linen sheetings of all widths, splendid linen damask
table cloths of all sizes and patterns, mapkins of every
variety, fruit cloths, doylies, towels, Turkey red damask,
crashes, table and piano covers, custimere, square, and
long shawls, ladles' and gents' hosiery, bosoms, handkerchiefs, etc. etc.

BUNTING, DURBURROW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co. LARGE SALE OF CARPETINGS, OIL CLOTHS, CANTON MATTINGS, ETO.
On Friday Morning,
April 23, at 11 o'clock, on four months' credit, about 200
pieces of ingrain, Venetian, list, hemp, cottage, and rag
carpetings, floor oil cloths, mattings, etc.
4 17 54 LARGE SALE OF FRENCH AND OTHER RU-PEAN DRY GOODS, ETC. On Monday Morning, April 26, at 10 o'clock, on 4 months' credit. [4 20 54

LARGE SPECIAL SALE OF RIBBONS AND BELT-INGS OF THE MANUFACTURE OF MESSES. WERNER, ITSCHNER & CO. Will be included in our sale of
Monday Next,
Monday Next,
15th instant, a full line of the above celebrated manutactures of spring styles ribbons, bellings, etc., including
No. 2 to No. 50 black and colored corded-edged rib-No. 4 to No. 20 ditto, finer quality, all boiled mousseline in thom. No. 16 to 20 magnificent quality spring striped ribbons, resh assertments.
Full lines of colored and black all silk and union belt-

MLSO,
Will be included in same sale 400 cartons Paris ribbons, of a well-known importation.

SALE OF 2000 CASES BOOTS, SHOES, TRAVELLING BAGS, ETC.,
On Tuesday Morning,
April 27, st 10 o'clock, on four months' credit. 4 21 5t

B SCOTT'S ART GALLERY, No. 1020 CHESNUT IMPORTANT SPECIAL SALE OF OIL PAINTINGS, CRYSTAL MEDALLIONS, ETC.
All from the American Art Gallery of New York.
On Tuesday, Wednesday, Thursday and Friday Evenings, 25th, 21st, 22d, and 23d inst., at & before 8 o'clock, at Scott's Art Gallery, No. 1020 Chesnut street, will be sold, without reserve, one of the largest collections of oil paintings, crystal medallions, etc. ever exhibited in this city.

SPECIAL SALE OF MR. G. H. BECHTEL'S CELE-BRATED TRIPLE SILVER PLATED WARE. On Friday Morning.
23d instant, at 10½ o'clock, at Scott's Art Gallery, No. 1020 Chesnut street, will be sold a full and general assortment of the above celebrated manufacturer's wares. All goods warranted as represented, or no sale. 4 21 2t

C. D. McCLEES & CO., AUCTIONEERS, SALE OF 1500 CASES BOOTS, SHOES, BROGANS. On Monday Morning,
April 26, at 10 o'clock, including a large line of city-made

goods. N. B. Salos every Monday and Thursday. [4 22 36 BY LIPPINCOTT, SON & CO., AUCTION-KET Street. STREET, ASHHURST BUILDING, No. 246 MAR.

A. M., 2, 3½, 5, 0¼, and 9 P. M.
ON SUNDAYS.

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