THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAY, OCTOBER 27, 1869.

The Future Capital of the American Union. From the London Pall Mall Gazette.

Few more memorable events have occurred in the history of the world than the transfer, byConstantine, of the dignity of capital city of the civil ized world from Rome to Byzantium. Historians have expatiated with more than usual of romandescription on the unrivalled site and other advantages of the new metropolis, and on the circumstances of the empire which rendered the change advisable, if not indispensable. New Rome succeeded old Rome amidst the applause of a whole generation, except the citizens of the desorted city themselves, and the wealth of the world was lavished in order to render it a fitting centre from whence he world should be gov erned. But no ablaing treaty can be made, says Schiller, with the powers of destiny. The transfer of dominion was the signal of its overthrow. Only forty-seven years after Constantine had founded his seat of government the overgrown realm burst asunder, and Constantine's descendants, in the words of Gibbon, executed at Naissus "the solemn and final division of the Roman empire."

History has to record, in later times, one more change of the capital of a first-rate State; it is that performed by Peter the Great when he removed the residence of the Czar, a hundred and fifty years ago, from Moscow to St. Petersburg. And the change was a successful one; nor has any evil omen respecting it as yet had its accomplishment. Nevertheless, there are signs abroad which seem to indicate that the great achievement of the great man will one day be reversed, and the Government retransferred to its ancient seat at Moscow. The site of St. Petersburg is open to many serious tions: these were counterbalanced, at the time of its foundation and for a century afterwards, by the inestimable advantage of direct maritime communication with the rest of the world; but since the spread of railway communication that advantage has lost great part of Its importance, and the ancient inland city, seated amidst its fertile plains, peopled by the flower of the Muscevite nation, has attractions which the situation of the city of marsh and ice no louger counterbalances.

These considerations are suggested, naturally enough, by the speculations of which the American newspapers are now fall respecting the probable removal of the seat of the Federal Government from Washington. There are many difficulties in the way of the scheme; but our cousins have a wonderful aptitude for carrying into effect by a sudden and simultaneous effort what they have set their hearts upon. The legendary citizen of Chicago, who went to sleep in a prairie and woke up with a hotel over his head, may be a type of the great Republic her-self, established almost without a warning in some new and flourishing location. It is, how-ever, far more likely that the event will be for some time retarded, not so much by practical impediments as by the rival claims of other es eager to appropriate so enormous a windfall.

Washington itself-now threatened with abaudonment-was, as we all know, invested at second hand, in defiance of superstition, with something of the classical prestige attaching to the Eternal City. It was said that a small collection of houses on the site had been casually called Rome. Names of other localities were adapted on purpose. The Capitol arose-

"Where tribunes rule, where dusky Davi bow, And what was Goose creek once is Tiber now,

as Tom Moore sang in his anti-Republican days. That the choice of its site was a mistake is now pretty generally alleged. But it is after all rather rash to affirm this of an expedient which has now served its purpose for seventy years, in a country subject to so much change as the United States. It was certainly well placed as a sort of city of compromise between North and South, until the great West came in to alter definitely the balance of power. Its advantages as a seat of trade turned out inferior to what was expected; but its founders did not intend it for a city of commerce. Its neighborhood is no doubt melancholy now, since the old planting interest, the only shadow of European aristocracy which existed in the country, has seen its long decay completed by recent events, and Arlington House, once the residence of Washington himself, overlooking the city from its grand site across the Potomac, has been turned into the centre of an enormous cemetery the soldier-victims of the civil war. But there is great natural beauty in the endless forest glades around Washington, and in the long ravine which the noisy Potomac has cleft for itself through transverse ridges of rock, even down to the suburbs of the place. It is, no doubt, very ill laid out; its choice sites were granted out to speculators in building, regardless of convenience and uniformity; and its exaggerated scale interferes sadly with capabilities for paving, lighting, and draining. As to the complaint so commonly urged of its unhealthiness, we are inclined to believe them very much exaggerated. Americans take them very much on trust from members of Congress, and of the huge "tail" which accompanies them-people who go there un-willingly, and join the fashionable cry against the "overgrown village" which they visit on compulsion. Europeans very seldom do more than pass through it, unless attached to the diplomatic corps, habitually and in all parts of the world the most accomplished grumblers among mankind. Lord Palmerston used to say that until he became Foreign Minister, and had to read the correspondence of her Majesty's Ministers and Consuls abroad, he had not formed the least conception of two things-the variety of disease to which the human frame is liable, and the expense of living in any part of the world. At all events-regarding the matter from a sanitary point of view only-it is difficult for a foreigner to understand why Washington should be one of the most ineligible residences in the States, while Baltimore, only two hours distant, and placed under very similar circumstances of site and climate, should pass for one of the most eligible. All these, however, are minor considerations: the verdict must go against Washington on the main issue. Its situation is not central enough even for present circumstances, still less for the probable future circumstances of the great reblic. Its abandonment and the selection of a substitute form only a question of time. And the first problem which has to be settled is hether one maxim of the traditional wisdom of the founders and fosterers of American lib-erty is now to be set aside. They were strongly governed by the consideration that the seat of a overnment, still more that of a legislature, should be removed from the corrupting and intimidating influence of great cities. This was notoriously one of the reasons for the selection of Washington. The same argument (together with that from centrality of site) prevailed in the case of many State capitals: the small rustic city (in those days) of Albany superseded New York as metropolis of the State, Harrisburg was preferred to Philadelphia by Pennsylvania, Columbus to Cincinnati by Ohio. One of the latest instances of this kind of selection took place in our own dominion of Canada, when, on the union of the two provinces, the scattered backwoods village of Ottawa was taken for the capital, in defiance of the competition of half a dozen commercial towns. At present a kind of reaction in favor of the choice of large cities seem to be taking place in the political mind. It is thought that the atmosphere of little seats of government, which are nothing else, becomes vitlated. American newspapers represent that one of the great advantages of moving from Washington to a place of more varied interestwill be the getting rid of the "lobbying" by which the Capitol is pestered. It is curious to observe, here as in other nations, how history observe, here as in other nations, how history reproduces itself. There can be no doubt that Constantine's great reasons for neving Byzantium was to escape from he vicinity of the old senatorial fami-tes of Rome, their established influence, heir jobs, their slow traditions, their addiction o whatever classical substance answered to the character of red tape. And Peter the Great, in going to St. Petersburg, was very certainly influenced, among other motives, by desire to shake himself free from the obstructive clique of the Boyars of Moscow. But is it really so easy to get rid of "lobbying" by change of place? Post quitem sedet, we suspect. London is a city posessing more varied interests than any other in

the world; but is "lobbying" therefore any the less powerful at Westminster? Would private bills be passed at all less under the influence of private interests than they are now if Parliament were to move to Oxford ? We doubt it greatly: and fully expect that the future Washington. whether city whether city or village, will in this respect closely resemble its predecessor. Assuming, however, that an existing city is

fixed on, which will it be? At present, popular opinion seems to hesitate between Chicago and Louis. Chicago is, to our mind, too far north; it has, on that side, only the expanse of Lake Michigan between itself and the frozen forests which extend to Hudson's Bay, and which are, moreover (though this may be of small account to a sanguine citizen), at present under British dominion. St. Louis, to speak from the map, possesses a far more imposing site, m the very heart of the vast fertile prairies, and the very heart of the vast fertile prairies, and commanding the Mississippi and its branches – that is, the liquid roads to the Rocky Mountains westward, to New Orleans southward, and to the heart of manufacturing Pennsyvania eastward. And already we see in sundry journals such disparaging criticisms on the climate, water, air, and soil of St. Louis, as lead us to suppose that her claims are regarded by other places as very formidable. New York, we are told, expects to come in first by reason of the rivalry of other competitors. But we can hardly fancy the popular judgment acquiescing in a choice which inevitably have to be made over in a few years if the West continues to progress at its present rate. San Francisco, meanwhile, bides her time. The Queen of the Pacific may yet arrive at the dignity of presiding mistress of the Union also; that is, if the Union holds together long enough. May the change, whenever fixed on, be less ominous than that made by Constantine!

The Bobolink.

BY THOMAS M. BREWER. Always excepting the Mocking Bird, whose wonderful powers place it so far above and beyond comparison, our most popular and welcome musiclan is the Bobolink. Original, natural, and never imitative, its song is in the highest degree exquisitely musical. In the variety of its notes, the rapidity with which they are uttered, and the touching pathos, beauty, and melody of their tone and expression, they are unequalled by those of any other bird to which our ears have listened. We certainly have nothing among the varied songs of our feathered musicians of America that resembles or even approaches it. In the carliest approach of spring, in Louis, iaua, when small flocks of male bobotinks make their first appearance, they are said, by Mr. Audubon, to sing in concert, and their song thus given is at once exceedingly novel, interesting, and striking. Uttered with a volubility that almost borders upon the burlesque and the ludicrous, the whole effect is greatly heightened by the singular and striking manner in which, first one singer, and then another, one following the other until all have joined their voices, take up the note and strike in, after the leader has set the first example and given the signal. In this manner sometimes a party of thirty or forty bobolinks will begin, one after the other, until the whole party unite in producing an extra-ordinary medley, to which no pen can do justice, but which is described as very pleasant to listen to. Suddenly the music ceases with a suddenness not less striking and extraordinary. These concerts are repeated from time to time.

usually as often as the flock alight. By the time these birds have reached, in their spring migrations, the fortieth parallel of latitude, they no longer move in large flocks, but have begun to separate into small parties, and anally into pairs Here in New England the bobolink treats us to no such concerts as those described by Audubon, where many voices join in creating their peculiar jingling melody. When they first appear here, usually after the middle of May, they are in small parties, composed of either sex, absorbed in their courtships, and of course overflowing with song. When two or three male bobolinks, decked out in their gayest spring apparel, are paying their attentions to the same drab-colored demoiselle, the contrast of whose sober brown apparel is so striking, their performances are quite entertaining. Each seems to endeavor to outsing the other. The females, on the contrary, appear coy and retiring, keeping closely to the ground, but always followed or attended by the several aspi-rants for their affection. After a con-test often quite exciting, these rivalries are adjusted, the rejected suitors are driven off by their more fortunate competitor, and the happy pair take possession of their new home. In these love quarrels their song appears to the greatest advantage. They pour out incessantly their strains of quaint but entrancing music, now on the ground, now on the wing, now on the top of a fence, a low bush, or the swaying stalk of a plant that bends with their weight The great length of their song, the immense number of short and variable notes of which it is composed, the volubility and confused rapidity with which they are poured forth-no human ear being able to separate one note from the other-the quaint and eccentric breaks, in the midst of which we detect the words "bob-o-link" so distinctly enunciated, unite to form a general result to which we can find no parallel in any of the musical performances of our other songbirds. It is at once a unique and a charming production. Nuttall speaks of their song as 'monotonous," which we consider neither true nor consistent with his own description of it. To us they are ever wonderfully full of variety, pathos, and beauty. When their love contests are ended, and the happy pair take possession of their allotted w and prepare to construct their nest and rear their family, then we see the male bird hovering in the air over the spot where his homely wife is brooding over her charge, and all the while warbling forth his incessant and happy love-song, or else swinging on some slender stalk or weed that bends under him, and ever overflowing with song and eloquent with melody. As his domestic cares and parental responsibilities increase, his song grows less and less frequent, then degenerates into a few short notes, and at last altogether ceases. His five children in due time assume the developmen of mature birds, and all wear the sober garb of their mother. And now there comes a marvellous change over our once gaily-attired mu sician. His beautiful dress of glossy white and black, so striking in its contrast, changes with an almost magical rapidity into homely brown and drab, until he is in no wise distinguishable. either in dress or in note, from wife or children. In the North, where the bobolink breeds, he never molests the crops, but confines his food almost entirely to insects or to the seeds of valueless weeds, in the consumption of which he confers a benefit rather than harm. At the South be is accused of mjuring the young wheat as he passes northward in his spring migrations and of preying upon the rice plantations on his return. They appear, in almost innumerable flocks, in the middle of August, among the marshes of Pennsylvania, where they are known as reed birds. Two weeks later they begin to swarm among the rice plautations of South Carolina, where they are generally known as the rice birds. In October they again pass on southward, making another halt in the West Indics. There they feed upon the seeds of the Guinea grass upon which they grow ex-cessively fat, and are known in Jamaica as the butter bird. Everywhere they are sought out by sportsmen and shot in immense numbers for the table of the epicure. More recently they have been found to feed freely upon the larva of the dreaded cotton-worm, and thus render a great service to the planter .-- Allantie Atm anac.

Foreign Items,

-The French Cable Company will soon reduce the tariff on all messages. -The Abbe Murel has just published his

"Contemporary Religious Art." -The Paris Liberte declares the Prince Imperial to be a very obstinate youth.

-The Saturday Review sharply criticizes

Victor Hugo for his immoral writings. -A memorial to Leigh Hunt has been set up in Kensal Green Cemetery, London.

-Napoleon delights in snuobing the French Fadicals whenever opportunity permits. -An international flag for hospitals in war has

been adopted by France and the Netherlands. -A French academician declares that the moon has no capacity for radiating heat.

-Abbe Freppel will persuade the English Ritualists to return to the Catholic Church. -Professor Faber is coining money by ex-hibiting his speaking machine in Hamburg. -The water of Calcutta is said to be dirty

with an exceeding large amount offsediment." -- "The World and Primitive Man according to the Bible" is the title of a new French work by Monsignore Meignan.

-Here is a Paris epitsph:- "Here lie the remains of A. Z., aged 2 years 2 months. His ife was one of abnegation and sacrifice.

-The Japanese novelist Klong te Bakin has finished a novel which he began nearly forty years ago; but then it is in a hundred and six The romance readers in Japan will volumes. have a "nice book" for the long evenings of several long winters.

Mr. Sydney Dobell is still unable to leave his bed, so severe was the accident which befell him on Minchinhampton Common several weeks ago. He was then thrown from a young mare he was riding. The animal fell backwards on the ground, and then rolled on to his rider. Mr. Dobeil had been previously shaken by falling into the tunnel at Pozzuoli.

-By the recent death of Sir Charles Rushout, Bart. (originally Cockerell), one of the descendants of Samuel Pepys's sister has passed away, The baronetcy was conferred on his father, Sir Charles Cockerell, for services in India, the record of which in history does honor to a name which disappeared when Sir Charles married the Hon. Harriet Rushout, daughter of Lord North-

-Mr. J. R. Sceley, Fellow of Christ's College, Cambridge, and Professor of Latin at University College, London, has been appointed to the Pro-fessorship of Modern History at Cambridge, rendered vacant by the resignation of Canon Kingsleg. Mr. Seeley was Senior Chancellor's Mcdal-list in 1857, and bracketed with three others at the head of the first class in the Classical Tripos. He is the reputed author of "Ecce Homo." -The Mohammedan College at Calcutta was reduced, to the great despair of Orientalists. because it was said to be of no use but to teach foreign languages, Arabic and Persian, and to breed up fanatics and conspirators. The number of Mussulmans in the employment of the Bengal Government has now so much fallen off as to have led to a remonstrance, and the appointment of a committee to inquire into the causes of the decay of the College. -As a companion to the spread of female

education in India, we may report the decrease of monkey worship. It is considered ominous that Jugganath is this year left like a brokendown bullock cart in the Grand Trunk Road near Calcutta, for want of willing hands to move his car: but the people in the south are stated to have struck against the sacred monkeys. It is rudely observed that this modern desire of the natives to deport monkeys from their towns and villages is rather a severe commentary on the anxiety of Europeans to claim origin from the monkey tribe. As there is more room for them here, perhaps the monkeys may come back to he homes of their ancestors. —Trevisa's fourteenth-century translation of the l

the great cyclopædia of the Middle Ages, "Bartholomæus de Glauvilla de Proprietatibus Rerum," is to be re-edited from the MSS, by Mr. Edw. B. Peacock, for the Early-English Text Society, Mr. Peacock proposes to devote two or three years to the task, and to follow up the quaint notions and superstitions set down in the book to their sources-Aristotle, Pliny, Vincent de Beauvais, etc. The Athenaum savs:-We commend to Mr. Peacock's notice the MS. of Trevisa in the Cambridge University Library, which, though far less handsome than Mr. Corser's and the other MSS, in the British Museum, is in a rough, informal handwriting, not that of a professed scribe, and has been corrected, in part at least, so that it may turn out to be of more worth than the other professed scribes' MSS .: though the readings we noticed in a hasty examination of this MS. were not of special excellence, and had not the es and the strong dialectical forms that so pleased Mr. Richard Morris in the MS. Cotton, Tiberius, Dvii, of Trevisa's "Hieden. -Another romance of the Godfrey-of-Bulloigne, or Knight-of-the-Swan cycle, has lately been published by M. C. Hippeau, in his series of French Poets of the Middle Ages, namely, 'La Conquete de Jerusalem," written by Pilgrim Richard, and recast by Graindor de Douai in the thirteenth century. This cycle of romances was finished by 1268, as a MS, that contains all the six members of it bears that date, and of all Godfrey of Bulloigne is the hero. The six romances are as follows:--1. "Helias," written about the year 1192, the history of the ancestors of Godfrey: 2 "The Enfances," or the ancestors of Godriey: 2 "The Enfances, or the first exploits of the hero: 3. "La Chanson d'Antioche," published by M. Paulin, Paris: 4. "Les Chetifs," adventures of some Crusaders taken prisoners by the Saracens; 8. "La Con-quete de Jerusalem;" 6. The account of the bat-tles fought against the Crusaders when masters of the Holy City by the Soudan's army. Of all this cycle we have as yet had only one small section printed in English, the "Chevalere ne," by Mr. Stevenson for the Roxburghe and Mr. H. H. Gibbs for the Early-Eng-Assigne, Club. lish Text Society. Divers M88, of the English "Siege of Jerusalem" are in existence, and they are, no doubt, translations from the French; but on this point we still desire light.

RAILROAD LINES.

DHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD, TIME TABLE Trains will leave Depot corner Broad street and Washing-ton avenue as follows:-Way Mail Train at \$20 A. M. (Sunday excepted).

for Baltimore, stopping at all (Sunday excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Rairoad at Wilmington for Cristicid and intermediate stations. Express Train at 12 M. (Sundays excepted), for

Express Train at 12 M. (subdays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havro-de-Grace. Connects at Wil-mington with train for New Castle. Express Train at 4:00 P. M. (Sundays excepted), for Haltimore and Washington, Stopping at Chester, Thuriow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North-East, Charlestown, Deservice Havrain Grace Abordean Perrymapite Stanton, Newark, Eikön, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolis, Chase's, and Stemmer's Run. Night Express at 11 59 P. M. (dally), for Baltimore and Washington, stopping at Chester, Thurlow, Lin-wood, Chaymont, Wikilington, Newark, Elkton, North-Fast, Perryville, Havre-de-Grace, Perryman's,

and Magnella. Passengers for Fortress Monroe and Norfolk will take the 12 of 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 Dela-ware Hailroad for Hattington and intermediate

ware Rainford for Harrington and Frig A. M. 140, 445, Leave Wilmington 649 and 549 A. M. 140, 445, and 760 P. M. The 540 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington rans daily ; all other Accom-modation Trains Sundays excepted.
From Raitimore to Philadelphia—Leave Baltimore 725 A. M., Way Mull: 945 A. M., Express; 235 P. M., Express; 745 P. M., Express. SUNDAY TRAIN FHOM BALTIMORE. Leaves Baltimore at 725 P. M., stopping at Mag-nolia, Perryman's Aberdeon, Havre-de-Grace, Por-ryville, Charlestown, North-East, Editon, Newark, Stanton, Newport, Wilmington, Claymout, Linwood, and Chester.

and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.
Stopping at all stations on Chester Crock and Philadelphia and Baltimore Central Railroad.
Leave Philadelphia for Port Deposit (Sundays ex-cepted) at 700 A. M. and 435 F. M.
The 7:50 A. M. train will stop at all stations be-tween Philadelphia and Lamokin.
A Freight Train, will Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1:40 F. M., running to Oxford.
Leave Port Deposit or Philadelphia (Sundays ex-cepted) at 5:40 A. M., 9:25 A. M., and 2:30 F. M.
Trains leaving Wilmington at 6:50 A. M. aid 4:15 F.
M. will connect at Lamokin Junction with 7:90 A. M. and 4:30 P. M. Trains for Baltimore Central R. R. Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 525 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their resi dence by the Union Transfer Company. H. F. KENNEY, Superintendent.

1869. -FOR NEW YORK .-- THE CAMDEN ton Railroad Companies' lines from Philadelphia and Tren-New York and Way Places.

Trenton. At 630, 8, and 10 A. M., 12 M., 2, 339, 430, 6, 7, and 1120 P. M. for Bordentown, Florence, Burdington, Beverly, and Delanco. At 630 and 10 A. M., 12 M., 330, 430, 6, 7, and 1139 Frenton. P. M., for Edgewater, Elverside, Elverton, Palmyra, and Fish House, and 2 P. M. for Riverton, The 11 50 P. M. line leaves Market Street Ferry,

(opper side). FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line, Fare, 53, At 7:50 and 11 A. M., 230, 3:50, and 5 P. M. for Trenton and Bristsl, and 10:15 A. M. and 6 P. M. for Bristol

At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-

At 5:50 and 10:15 A. M., and 2:50, 5, and 6 P. M. for Schenck's and Eddington. At 7:50 and 10:15 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 5:50 sinoming, Bridesburg, and Frankford, and at S P. M. for Holmesburg and intermediate stations. FROM WEST PHILADELFIIIA DEFOT.

At 9:30 A. M., 120, 4, 645, S, and 12 P. M. New York Express Lines, via Jersey City. Fare, 35°25. At 11:50 P. M., Emigrant Line Fare, 32 At 9:20 A. M., 120, 4, 645, S, and 12 P. M., for Trendon

RAILROAD LINES.

R EADING RAILROAD, -GREAT TRUNK LINE from Philadelphia to the interior of Pennsyl-vania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the

 and Wytening valleys, the North, Northwest, and the Canadas.
 Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours: — MORNING ACCOMMODATION.
 At 7:20 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M. MORNING EXPRESS.
 At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williama-port, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittsion, York, Carlisle, Chambersburg, Hagerstown, etc. Hagerstown, etc. The 7:80 A. M. train connects at READING with

The 130 A. M. train connects at REALTING with East Pennsylvania Kaliroad trains for Allentown, etc., and the S15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Rairoad trains for PORT CLINTON with Catawissa Rairoad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuylkill and Susquelinnia trains for Noramberland, Williamsport, York, Chambersburg,

Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 350 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read-ing and Columbin Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION. Leaves Pottstown at acts A. M. connecting with

POTTSTOWN ACCOMMODATION, Leaves Potistown at 6.25 A. M., stopping at inter-factuate stations; arrives in Fulfadelphia at 8.40 A, M. Returning, leaves Philadelphia at 4.20 P. M.; arrives in Potistown at 6.40 P. M. READING AND POTTSVILLE ACCOMMODATION. Leaves Potisville at 5.40 A. M. and Reading at 7.50 A. M., stopping at all way stations; arrives in Phila-delphia arrives in Phila-

. M., stopping at all way stations; arrives in Phila-clpbia at let15 A. M. Iteturning, leaves Philadelphia at 5:15 P. M.; ar-ves in Reading at s P. M., and at Pottsville at 9:40

P. M. Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Potsville at 2:45 P. M., arriving at Phila-

4. M. and Pollovine at 235 P. M., arriving at Phila-delphia at 645 P. M. Harrisburg Accommodation leaves Reading at 745 A. M. and Harrisburg at 4 19 P. M. Connecting at Reading with Afternoon Accommodation south at 656 P. M., arriving in Philadelphia at 945 P. M. Market train, with a passenger car attached, leaves Philadelphia at 1245, noon, for Potrsville and all way stations: leaves Potrsville at 540 A. M., connecting at Reading with accommodation train for Philade its and all way stations.

ha and all way stations. All the above trains ran daily, Sundays excepted, Sunday trains leave Pottaville at S.A. M., and madelphia at 315 P. M. Leave Philadelphia fo ding at S A. M.; returning from Reading at 4 25 P. M.

CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:50 A. M., 1245, and 4:30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 1 and 5:45 P. M. PERKIOMEN RAILROAD. Passengers for Schwenksville take 7:50 A. M. 12:45, and 4:30 P. M. trains from Philadelphia, returning from Schwenksville at 5:55 and 8:12 A.M. and 12:55 M. Stage lines for the various points in Perkiomen Valley con-nect with trains at Collegeville and Schwenksville.

nect with trains at Collegeville and Schwenksville, COLEBROOKDALE RAILROAD.

C. D. MCCLEES & CO., AUCTIONEERS, Passengers for Boyertown and intermediate points ake the 7 50 A. M. and 4 30 P. M. trains from Philadelake the hin, returning from Boyertown at 7:25 and 11:50

NEW YORK EXPRESS FOR PITTSBURG AND

MEW TORK EXPRESS FOR PTITSBURG AND THE WEST. Leaves New York at 9 A. M. and 5 and 5 P. M., passing Reading at 12/35 A. M. and 145 and 10/32 P. M., and connecting at Harrisburg with Poinsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc. more, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsourg at 210 and 520 A. M. and 445 P. M. passing Read-ing at 410 and 705 A. M. and 616 P. M. arriving at New York at 1090 and 1145 A. M., and 1020 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change

change. A Mail train for New York leaves Harrisburg at S-10 A. M. and 2-00 P. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tammaqua at 8:35 A. M., and 9:15 and 4:50 P. M. SUIUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Abourn at 3:55 A. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 19:10 noon for Pinegrove and Harrisburg, and at 19:10 noon for Pinegrove and Harrisburg, and at 19:10 noon for Pinegrove and Harrisburg. The Harrisburg at 7:35 and 11:50 A. M., and from Tremont at 6:45 A. M. and 5:05 P. M. TICKETS. Through first class tickets and emigrant tickets to

Through first class fickets and emigrant fickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadeiphia to Reading

and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train.

SALE OF 1500 CASES ROOTS, SHOES, BROGANS. On Thursday Morning, Oct. 28, at 10 o'clock, embracing printe and seasonable goods from the best city and Eastern manufactories, to which we invite the attention of the trade. 10 25 34

L IPPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street.

LARGE POSITIVE SALE OF 1000 PACKAGES AND LOTS FOREIGN AND DOMESTIC DRY GOODS, Dress Silks, Linen Goods, L. C. Hikka, Toilet Quilts, Kid Gloves, Corsets, Millinery Goods, etc., etc. Also, a special offering of 50 cases Shirts, Drawers, and Jackets. Also, Buck Gloves, Germantown Woolcos, etc., etc.

Ortober 27 and 28, at 10 o'clock, on four months' October 27 and 28, at 10 o'clock, on four months'

MARTIN BROTHERS, AUCTIONEERS.-(Lately Salesmen for M. Thomas & Sons.) No. 529 OHESNUT Street, rear entrance from Minor.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 CHESNUT Street, rear entrance No. 1107 Sansom street.

Sale at the Auction Store, No. 1110 Chesnut street. SUFFERIOR HOUSEHOLD FURNITURE, LARGER MIRRORS, PLAND FORTES, CARPETS, GUR TAINS, PLATED WARE, PAPER HANGING, OHINA, ETC. ETC. On Friday Morning, At 9 o'clock, at the auction store, No. 1110 Chesnut street, will be sold, a large assortment of Superior Parlor, Chamber, Dining room, and Library Furniture.

statement in strangt and strangt strangt AUDTION SALES.

EXTENSIVE PEREMPTORY SALE.

EXTENSIVE PEREMPTORY SALE. STOCK OF ELECANT CARINET FURNITURE, MANUFACTURED BY GRORGE J. HENKKELS EXPRESSIV FOR HIS WAREBOOM SALES. ELEGALT ROSEWOOD AND WAINT PARIOR and Library Suits, Walnut and Ebony Chamber Furniture, Contre and Eou-cuter Tables, Sideboards, Etagoros, Fancy Chairs, etc. On Friday Morning. Oct. 29, at 10 o'lock, at she Anaction Rooms, Nos. 139 and 1418. Fourth street, by catalorue, a splendid associ-tion of finit-class cubinot furniture, manufactured by George J. Henkels expressly fast his wareroom sales. This sale will comprise the largests amount of first-class furniture svar effert of at public sale, and will be held in our large salesroom, second story. Purchasers are assured that every article will be sold without reserve or limita-tion. (10.23.64)

Sale No. 458 Marshall street. HANDSOME TURNITURE, FINE BRUSSELS AND OTHER CALLPETS, ETC. On Friday Morning. October 29, at 10 o'c.ock, at No. 458 Marshall street, be-low Butt need, by catalogue, the superior furniture, comprising handsome walout charaber suits, supe-ior walnut secretary and bookcase, walnut lounge, bon quet tables, walnut extremision table, cottage chamber furniture, china and glassware, fine Brussels, ingrain, and damask Venetian carpets, kitchen utennils, etc. 10 27 22

BUNTING, DUREOROW & CO., AUCTION-EERS, Nos. 252 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Morning, October 29, at 10 o'clock, on four months' credit. 10 22 54

IMPORTANT SALE OF CARPETINGS, CIL CLOTHS.

ETC. ETC. On Friday Morning. Oct. 29, at 11 o'clock, on four months' credit, about 200 piccus ingrain, Venetian, its, hemp, cottage, and rag one-potings, eil cloths, rugs, etc. 10 23 5t

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS, On Monday Morning, November 1, at 10 o'clock, on four months' credit, 10 25 54

SALE OF 2000 CASES ROOTS, SHOES, HATS, CAPS, LTO, ETC., On Tuesday Morning, 2 Nov. 2, at 10 o'clock, on four months' credit. 10 27 5t

-Mr. Mill's work on "The Subjection of Women" is reported to have a wide circulation in Russia. A Woman's Rights Convention at St. Petersburg is talked of, and Mr. Mill, who has expressed sympathy with the movement, is to be invited. The Czar has given no intimation of disapproval, and a public meeting has been held on the subject. In Berlin a married lady is prosticing a subject. practising as a dentist, having abtained a di-ploma from the Dentist College in our own city of Philadelphia.

RAILROAD LINES.

W EST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT. COMMENCING TUESDAY, SEPTEMBER 21, 1869. Leave Philadelphia, foot of Market street (Upper Farrey at

Ferry), at 845 A. M., Mail, for Bridgeton, Salem, Millville, 845 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate stations, 345 P. M., Mail, for Cape May, Millville, Vineland,

and way stations below Glassboro. 3:30 P. M., Passenger, for Bridgeton, Salem, Swedes-boro, and all intermediate stations.

5:20 P. M., Woodbury and Glassboro accommoda-

Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadel-

phia at second covered wharf below Walnut street. Freight delivery at No. 228 South DELAWARE

Commutation tickets at reduced rates between Philadelphia and all stations. WM. J. SEWELL, Superintendent.

Avenue.

September 16, 1869.

OARPENTERS AND BUILDERS

R. R. THOMAS & CO., DEALERS IN Doors, Blinds, Sash, Shutters WINDOW FRAMES, ETC., N. W. COENER OF EIGHTEENTH and MARKET Streets PHILADELPHIA. 9 15 Sm HATS AND DAPS.

WARBURTON'S IMPROVED VENTI-lated and easy-fitting Dress Hats (patented), in all the improved fashions of the season. GHESNUT Street, next door to the Post Office. II 19 rp5

WIRE GUARDS, FOR STORE FRONTS, ASYLUMS, FAC-

TORIES, ETC.

Patent Wire Railing, Iron Bedsteads, Ornamental Wire Work, Paper-makers' Wires, and every variely of Wire Work, manufactured by M. WALKER & SONS,

2 Sfmw1 No. 11 N. SIXTHStreet. Trenton.

Frenton, At 9 30 A. M., 4, 645, 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 9:30 A. M., S and 12 P. M. Lines will run daily.

The 9480 A. M., S and 12 P. M. Lines will run dany. All others, Sundays excepted. For Lines leaving Kensington Depot, take the cars on Third or Fifth street, at Chesout, 30 minutes before departure. The cars of Market Street Rali-way run direct to West Philadelphia Depot. Chesanut and Wahnut within one square. On Sundays the Market Street cars will run to connect with the 940 A. M. Sardi B. M. lines.

M., S and 12 P. M. lines. BELVIDERE DELAWARE RAILROAD LINES. FROM KENSINGTON DEPOT. At 7:30 A. M. for Niagara Falls, Buifalo, Dunkirk, Emira, Ithaca, Owego, Hochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre,

Schooley's Mountain, etc. At 7 30 A. M. and 3 30 P. M. for Scranton, Strondsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct

train leaving Easton for Mauch Chunk, Bethlehem, etc. At 11 A. M. and 5 P. M., for Lambertville and in-

te stations. N AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL ROADS.

ROADS. FROM MARKET STERET FEERY (UPPER SIDE). At 7 and 10 A. M., 1, 2 15, 3 30, 5, and 6 30 P. M., for Merchantville, Moorestowa, Hartford, Masonville, Hainesport, Meuat Holly, Smithville, Evansville, Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cooks-town, New Egypt, and Hornerstown. At 7 A. M., 1 and 330 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hights-town. WILLIAM H. GATZMER, Agent.

town.

WEST CHESTER AND PHILADELPHIA

WEST CHESTER AND PHILADELPHIA RALROAD. Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 745 A. M., 1100 f. M., 230 P. M., 415 P. M., 440 P. M., 615 and 1100 P. M. Leave West Chester from Depot, on East Market street, at 625 A. M., 800 A. M., 745 A. M., 1035 A. M., 155 P. M., 450 P. M., and 655 P. M. Train leaving West Chester at 800 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4360 P. M. will stop at Me-dia, Glen Riddle, Lenni, and B. C. Junction. Pas-sengers to or from stations between West Chester and B. C. Junction going East will take train leaving and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for sta-tions above B. C. Junction will take train leaving Philadelphia at 440 P. M., and will change cars at B. C. Junction B. C. Junction. The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets 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 S'30 A. M. and 2 00 P. M. Leave West Chester for Philadelphia at 7-55 A. M. and 4.00 P. M. WILLIAM C. WHEELER, General Superintendent. 4 105

PHILADELPHIA AND ERIE RAILROAD,-WINTER TIME TABLE. On and after MONDAY, Sept. 6, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West WESTWARD. " arrives at Lock Haven ... 7:30 P. M.

liending and Poltstown Accommodation Trains, at

reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate staby Reading and Potistown Accommodation , at reduced rates.

Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Fhiladeiphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. dis-

between any points desired, for families and firms. MILEAGE TICKETS.-Good for 2000 miles, be

tweenail points, at \$52 50 each, for families and

SEASON TICKETS .- For three, six, nine, or twelve months, for holders only, to all points, at re-CLERGYMEN residing on the line of the road

will be furnished with cards entitling themselves

while turnished with cards childing 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 Onlice, at Thirteenth and Callowhill streets. FREIGHT.-Goods of all descriptions forwarded to still the above points from the Commencie as

reight depot, Broad and Willow streets. MAILS close at the Philadelphia Post Office for all

MAILS close at the Finiadelpina Post Once for all places on the road and its branches at 5 Å. M., and for the principal stations only at 215 P. M. FREIGHT TRAINS leave Finiadelphia daily at 425 Å. M., 1245 noon, 5 and 7 15 P. M., for Reading, Labanon, Harrisburg, Pottsville, Port Clinton, and

points pevond, EAGGAGE -Dungan's Express will collect baggage for all trains leaving Phi adelphia Depot, Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

DENNSYLVANIA CENTRAL RAILROAD.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train eaving Front and Market streets thirty minut 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 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 attentis TRAINS LEAVE &POT, VIZ .:-

Friadelphia Express, 12 night, Erie Mail leaves daily, except Sunday, running on Satorday night to Williamsport only. On Sunday night passengers will leave Philadelphia at S o'clock, hight passengers will leave rhindefpink at 5 0 clock. Philadelphia Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday. The Western Accommodation Train runs daily. except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116 Market street. TRAINS ARRIVE AT DEPOT, VIZ. : Cincinnati Express. Philadeiphia Express. Erie Mall. Paoli Accommodation, S'20 A. M., 4'05 and 6'35 P. M. 0.05 A. M.

Ticket Ageut at the Depot. Ticket Ageut at the Depot. The Pennerivania Rallroad Company will not as-sume any risk for Baggage, except for Wearing Ap-paret, 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 takes by special contract. by special contract. EDWARD H. WILLIAMS,

General Superintendent, Altoona, Pa. 4.119

SALE OF ELEGANT WINDOW CHRTAINS, LAOR CURTAINS, CORNICES, WINDOW SHADES, ETC. On Friday Morning, At 11 o'clock, at the anction store, will be sold, a Stock of Elegant Goods, from a first class Chemut street store, comprising, Satin de Nine, terry and brocatelle Lambre-quine, Swiss, muslin, and Nottingham lace curtains; cor-nices; plain and gold border window shades, etc. [10 27 26

BSOOTTS ART GALLERY, No. 1020 OHESNUT

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 3%, 334, 4, 435, 505, 5%, 6, 6%, 7, 8, 9, 10, 11, 12 P. M.

P. M. Leave Germantown at 6, 7, 7%, 8, 8:20, 9, 10, 11, 18
 A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 8:20 down train and 3% and 5% up trains with not stop on the Germantown Branch.

ON SUNDAYS. Leave Philadelphia at 945 A. M., 2, 405, 7, and 10%

Leave Germantown at 8.15 A. M., 1, 3, 6, and 9% P. M.

CHESNUT HILL RAILROAD, Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 9, and 11 P. M.

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, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS. Leave Philadelphia at 545 A. M., 2 and 7 P. M. Leave Chesnut Hill at 750 A. M., 1240, 540, and or P. M.

925 P. M. FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philade phila at 6, 7%, 9, and 11 05 A. M., 1%, 3, 4%, 5, 5%, 6%, 8 05, 10 05, and 11% P. M. Leave Norristown at 540, 6%, 7, 7%, 9, and 11 A. M. 1%, 8, 4%, 6%, 8, and 9% P. M. The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

The 5 P. M. train from Philadelphia will stop only

Leave Philadelphia at 9 A. M., 2%, 4, and 7%

Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

Leave Norristown at ' A. at. ', 0%, and ' F. at. FOR MANAYUNK. Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%, 3, 4%, 5, 5%, 6%, 8:05, 10:05, and 11% P. M. Leave Manayank at 6:10, 7, 7%, 8:10, 9%, and 11% A. M., 2, 5%, 5, 6%, 8:30, and 10 P. M. The 5 P. M. train from Philadelphia will stop only at School Jane and Manayank.

at School lane and Manayunk, ON SUNDAYS, Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD. - FOR N Bethlehen, Doylestown, Mauch Chunk, Easton, Williamsport, Wilkesbarre, Malanoy City, Mount Carmel, Fittston, Tunkhannock, and Scranton. Passenger Trains leave the Depot, corner of 5ERKS and AMERICAN Streets, daily (Sundays ex-conted) as follows:

At 745 A. M. (Express) for Bethlehem, Allentown,

At 145 A. M. (Express) for Bethlehem, Allentowa, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittaton, and Tunkhannöck. At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittaton, Sciatiton, and New Jersey Central and Morris and Essex Railroads. At 145 P. M. (Express) for Bethlehem, Eastor, Mauch Chunk, Wilkesbarre, Pittaton, Scranton, and

Mauch Chunk, Wilkesbarre, Pittston, Scranton, and

At 5 00 P. M. for Bethlehein, Easton, Allentown, and Mauch Chunk.

For Boylestown at 845 A. M., 945 and 445 P. M. For Fort Washington at 645 and 1045 A. M., and

11:30 P. M. For Abington at 1'15, 3:15, 5:29, and S P. M. For Lansdale at 6:20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new denored the second streets.

depot. THAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:25

V. M. From Doylestown at 8-25 A. M., 4-55 and 7-95 P. M. From Lanadale at 7-90 A. M. From Fort Washington at 9-20, 10-35 A. M., and to P. M.

From Fort Washington at 235, 435, 635, and 935 P. M. From Abington at 235, 435, 635, and 935 P. M. From Abington at 235, 435, 645, and 936 P. M. Philadelphia for Bothickem at 930 A. M. For Abington at 7 P. M. For Abington at 7 P. M. Bethickern for Philadelphia at 639 A. M. Bethickern for Philadelphia at 8 P. M. Schugton for Philadelphia at 8 P. M.