RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869.
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 leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeting car tickets can be had on application at

cars run within one square of the Depot.

Sleeping-car tickets can be had on application at
the Ticket Office, N. W. corner Ninth and Chesnut
streets, and at the Depot.

Agents of the Union Transfer Company will call
for and deliver baggage at the depot. Orders left at
No. 901 Chesnut street, or No. 116 Market street, will
receive attention.

TRAINS LEAVE EPOT, VIZ. :-

Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock

Pacine Express leaves daily. Cincinnal Express daily, except Saturday. All other trains daily, ex-

except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116

TRAINS ARRIVE AT DEPOT, VIZ. :

Cincinnati Express 3:19 A. M.
Philadelphia Express 6:30 A. M.
Erie Mail 6:30 A. M.
Paoli Accommodation, 8:20 A. M., 3:40 and 6:25 P. M.
Parkeshara Train

 Past Account
 9:10 A

 Parkesburg Train
 9:40 A

 Past Line
 9:40 A

 Lancaster Train
 12:25 P

Lock Haven and Elmira Express. 700 P. M.
Pacific Express. 425 P. M.
Harrisburg Accommodation. 950 P. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depart

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

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

1869. FOR NEW YORK.—THE CAMDEN ton Railroad Co. Ales' lines from Philadelphia to

New York and Very Places,
FROM WALNUT STREET WHARP.
At 6:30 A. M., via Camden and Amboy Accom...\$2:25
At 8 A. M., via Cam. and Jersey City Ex. Mail... 3:00
At 2 P. 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 P. M., for Freehold.

At 8 and 10 A. M., 12 M., 2, 8-30, and 4-30 P. M., for

11 30 P. M. for Bordentown, Florence, Burnington,

Beverly, and Delanco.

At 6-30 and 10 A. M., 12 M., 3-26, 4-80, 6, 7, and 11-39
P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S A. M. and 2 P. M. for Riverton.

The 11-30 P. M. line leaves Market Street Ferry,

(upper side), FROM KENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 10:45 A. M. and 6 P. M. for Bristel.

At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and

At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for

FROM WEST PHILADELPHIA DEPOT.

Via Connecting Railway.

At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 12 P. M.

New York Express Lines, via Jersey City. Fare,

At 11:30 P. M., Emigrant Line. Fare, \$2. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 12 P. M.,

At 7, 9 30, and 11 A. M., 4, 645, and 12 P. M., for

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

The 9:30 A. M., 6:45 and 12 P. M. Lines will run

taily. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

At 7-30 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghanton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-

tain, 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, Bethlehem, etc.

At 11 A. M. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and

intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS,
FROM MARKET STREET FERRY (UPPER SIDE),
At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, Mourt Holly, Smithville, Ewansville,
Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cooks-

8, and 10 A. M., 12 M., 2, 3.30, 4.30, 6, 7, and

General Superintendent, Altoona, Pa.

by special contract. EDWARD H. WILLIAMS,

ton Railroad Co. Aies' line New York and V. y Places.

Tullytown.

Ticket Agent at the Depot

The Western Accommodation Train runs daily,

receive attention.

CANADA. WINTER ARRANGEMENT.

and Mauch Chunk.

At 5 00 P. M. for Bethlehem, Easton, Allentown,

For Doylestown at 8-45 A. M., 2-45 and 4-15 P. M. For Fort Washington at 7-30 and 10-45 A. M., and

For Abington at 1°15, 5°20, and 8, P. M. For Lansdale at 6°20 P. M. Fifth and Sixth Streets, Second and Third Streets,

and Union City Passenger Rallways run to the new

From Bethlehem at 9 A. M., 2·15, 4·40, and 8·25 P. M. From Doylestown at 8·25 A. M., 4·30 and 7·05 P. M. From Lansdale at 7·30 A. M. From Fort Washington at 9·25, 10·35 A. M., and

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing-

ton avenue as follows:— Way Mail Train at 8:30 A. M. (Sundays excepted),

Depot.
TRAINS ARRIVE IN PHILADELPHIA.

From Abington at 2.35, 6.45, and 9.20 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9.30 A. M.

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETU.

On Friday Morning,

Nov. 28, at II o'clock, on four months' credit, about 229 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rugs, etc.

WINTER ARRANGEMENT.

Takes effect November 22, 1869.

Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), as follows:

At 8-00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 9-35 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads.

At 1-35 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton. LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS. On Monday Morning, Nov. 29, at 10 o'clock, on four months' credit. 11 23 56

SALE OF 2000 CASES BOOTS, SHOES, BROGANS, ETC., ETC., ETC., On Tuesday Morning, Nov. 30, at 10 o'clock, on four months' credit. Il 24 54

MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salemen for M. Thomas & Sons.)
No. 629 OHESNUT Street, rear entrance from Mines.

Sale at the Quaker City Oil Works, Gray's Ferry road, between Thirtieth and Thirty-first streets.
THREE LARGE STILLS. GRATE BARS AND
DOORS, 20-HORSE BOILER, BUILDING STONE,
THREE WORMS, FIPE, LARGE TUBS, SMALLER
TANK, AGITATOR, RTU, RTU.
Sth instant, as II o'clock, at the Quaker City Oil Refinery, Gray's Ferry road, between Thirtieth and Thirtyfirst streets, 3 large stills, 160 and 125 barrels each; grate
bars and doors, 20 horse boiler, 3 sets worms, copper; larges
quantity of pipe, 2 and 3 inch; 2 extra large tanks, 10,000
gallons each; small tank, agitator, wooden bank, copper
tank, settling tub, 3000 fire brick, 330 perches building
tone, etc. etc.
May be seen on the morning of sale.

11 21 46 May be seen on the morning of sale. SALE OF A RETAIL STOCK OF DRUGS, OLASS
JARS AND BOTFLES, SHOWCASES, FANOY
GOODS, ETC.
On Saturday Morning,
Nov. 27, at 10 o'clock, at the suction rooms, the entire
stock of a retail drug store, fine glass bottles and jara,
showcases, etc.

SALE OF STOCKS AND REAL ESTATE.

On Monday,

Nov. 28, at 12 o'clock, noon, at the Philadelphia Rxchange, Third and Walnut streets, will be sold, without

Philadelphia for Bethlenem at 1°30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7°00 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 106 S. FIFTH Street.

11 1 ELLIS CLARK, Agent. STOCKS.

Estate of James J. Martin, deceased.
32 shares Steamship Dock Company.
40 shares do. do. do.
56 shares do. do. do.
24 shares do. do. do.
110 interest in the Big Hickory Association of Warren

for Baltimore, stopping at all regular stations.
Connecting with Delaware Railroad at Wilmington
for Crisfield and intermediate stations.
Express Train at 12 M. (Sundays excepted), for HERE-STORY BRICK DWELLING, No. 703 Wroning street.
VALUABLE BUILDING LOT, No. 807 South Sixth
treet, between Lombard and South streets; 20 feet front, 30 feet deep.
TWO-STORY BRICK DWRLLING, No. 1539 North
Thirteenth street, above Jefferson street; lot 17 feet front
by 80 feet deep.
Executor's Peremptory Sale—Estate of Ann Murphy,
deceased—BUBINESS STAND, Ridge avenue and Green
street.
11 29 6

Executor's Peremptory Sale—Estate of the late John
Bartram, deceased.

VERY VALUABLE NUMISMATIC COLLECTION,
Rare American and Foreign Coins and Medals, Etc.

On Monday and Tuesday Afternoons.

Nov. 29 and 30, commoncing each day at 34 o'clock, the chitre large and very valuable Numismatic Collection, rare American gold, silver, and copper coins; English silver, Colonial, Washington, and pattern pieces, very fine Roman coins, large assortment of store cards, medals, and foreign copper coins, superior walnut coin cabinets, etc.

Sale at No. 1110 Chesmut street.

NEW AND SECONDHAND HOUSEHOLD FURNITURE, seven resewood plane-fortes, French-place mantel and pier mirrors, velvet. Brussels, and ingrain carpets; parlor, chamber, and cottage suits; stoves; kitchen furniture, etc.

Also, superior rosewood piano-fortes, made by Grovenstein & Co., Gale & Co., Hallett & Davis, Vogt, Knabe, Meyer, and others.

One splendid new French plate mantel mirror, gilt frame; one do, walnut frame; several large pler mirrors. SEWING MACHINE. Also, one Wheeler & Wilson sewing machine, nearly SILVER PLATED WARE. Also, an involce of silver-plated ware.

Sale at No. 1838 North Seventeenth street.
HOUSEHOLD FURNITURE, BRUSSELS AND ingrain carpets, mattresses and bedding, cook stoves, cooking utenalls, etc.

Nov. 27, at 11 o'clock, at No. 1233 North Seventeenth street, will be said the entire furniture of a small house, compaising the seventeenth at or furniture; walnut chamber furniture or mail to the stoves, etc. The furniture is nearly now and well made, and can be seen after a o'clock on more g of sale. 11 25 2t

SALE OF 1500 CASES BOOTS, SHORS, SROGARS, On Monday Morning.

Nov. 29, at 10 o'clock, including a large line of city made N. B.—Sale every Monday and Thursday. 11 56 86

BY BARRITT & CO., AUCTIONEERS.

CASH AUCTION HOUSE. [11 24 i

No. 230 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra charge.

LIPPINCOTT, SON & CO., AUCTIONEERS,

FURNITURE.

RICHMOND & CO.,

No. 45 SOUTH SECOND STREET,

EAST SIDE, ABOVE CHESNUT,

PHILADELPHIA.

FURNITURE.

T. & J. A. HENKELS. AT THEIR

NEW STORE, 1002 ARCH STREET.

Are now selling their ELEGANT FURNITURE at

FINE FURNITURE.

Nos. 236 and 238 South SECOND St.

A LARGE AND SPLENDID STOCK ON HAND, FOR WHICH EXAMINATION IS RESPECTFULLY 11 4 thatulmrp

FURNITURE.

J. LUTZ.

FIRST-CLASS FURNITURE AT LOW RATES,

HATS AND CAPS.

Henry I. McAleer, A. C. Reinoehl, J. B. Derringer, E. A. Wheeler, A. P. Stophens, J. W. Sharlock, Abel Darlington, and William Elllott. Bolton's Hotel is kept by Mr. George J. Bolton, well known as the proprietor of the Columbia House, Cape May, a genial, affable gentleman, and one who has established a good reputation for keeping a first-class hotel.

HARRISBURG.

This beautiful inland city of Pennsylvania

has increased so rapidly within the past few

years in wealth, commerce, manufactures, and

population, that its property holders may look

with indifference on the struggle to remove the

capital to Philadelphia, as it should be. The next

census may show this city to contain 25,000 or

Its Early History.

Harris built the first house upon the site where

Harrisburg now stands. It still stands upon the

river bank, not exactly in the same condition.

facing a pretty little green called Harris Park, in

which an old tree stump is preserved as having

the identical stump to which John Harris was been

tled by the cheerful Indians of that place, with

the intention of having a roast out of him, which

refreshing culinary process was interrupted by

the unexpected arrival of a fresh lot of big Injuns from Thomas' Island, in the

middle of the river opposite, who came across

with the tide, and untied Mr. Harris. As friends

of John they changed the bill of fare from roast

Harris to Indian chops, all of which was very

agreeable to John Harris, and shows how con-

venient it was for Harry Thomas to have an

island in the middle of the river "kivered" all

that this stump is the "one sole monument and

headstone to John Harris' grave," but how they

could have ever stuck poor John's body under the

roots of this stump stumps me. However, taking

it for granted that his cold corpns was rooted in,

I climbed over the iron railing and dropped a

tear upon his stump. In doing so I dropped my

hat, and made another tear of quite a different

kind, and before I could tear myself away I took

one more look at the guide-book and then

gazed at the Harris Mansion, which the

stump, and was built by Harris in 1766,

and is now owned and occupied by the Hon.

Simon Cameron, ex-Secretary of War." I sald

to myself, Who will care for Harris now? I

forgot the dead Harris in the living Simon. A

horrible suspicion crossed my mind. Why

should he select this spot as a residence? Was

it that every maimed veteran of the war who

visited him might be consoled in beholding how

much he thinks of a stump? No, it cannot be.

Ah! I have it. As Simon sits by his library win-

dow day after day in mournful contemplation of

Harris' stump, it must be so impressed upon his

memory that nobody else has ever yet been able

to stump him but Harris. Forgive the horrible

idea. As the Harrisburg Indians did not succeed

in laying him out, so in 1785 Harris laid out

Harrisburg, and dedicated the grounds upon

which the Capitol buildings now stand to public

uses. In 1808 it was incorporated. In 1812 it

became the State capital; and in 1870 it will be

removed-the capital, I mean-to Philadelphia,

Objects of Interest.

There are other things to be seen in Harris-

burg besides John Harris' stump. Another

stump, much larger and built of granite, stands

in the middle of the street facing the main en-

trance to the Capitol. It looks as if it was a

pler for a new bridge across the Susquehanna. Speaking of bridges, there is one worth looking

at across the river at this point. The reader

will find it much more pleasant to look at than

to travel on. They call it the camel's-back, from

a fancied resemblance to that useful but un-

comely animal, but it looks more like a boa

constrictor covered with bunions. It was an-

fortunate the Rebels didn't get near enough to

it in 1863 to give the county a chance to build a

better and safer one. The fair grounds and race

course are on the river bank, about two miles

above the city, and the track is kept in order by

a few public-spirited gentlemen of Harrisburg

who drive their own teams. Here an occasional

pigeon shooting match takes place, the gunners

exhibiting their skill on the wing or otherwise,

as fancy or education dictates. I lately saw a

Front Street

Mr. Thomas came from Wales not many years

ago to seek his fortune in this country, and by

industry, ability, and integrity has amassed a

Public Buildlegs.

The Capitol and State Arsenal are built upon

a hill in the centre of the town. "The Capitol."

says the guide-book, "is an imposing edifice,"

which is imposing upon the Ignorance of the

reader, for it is nothing but a big red brick barn-

State like Pennsylvania. The grounds are nicely

Mexican volunteers, surmounted with a hand-

some figure of Victory, imported by Viti Bro-

thers, of Philadelphia, adorns the space in front

Its Hotels. The principal hotels here are the Lochlel

Hotel, Jones House, and Bolton's Hotel, Be-

sides these there are Brady's Hotel, the State Capitol, the United States, the Pennsylvania,

etc. The Jones House has been lately refitted and refurnished in an elegant manner by Mr.

Farley, well known to Philadelphians as former proprietor of the La Pierre House, and lately of

the Surf House, Atlantic City. General Selfridge,

Clerk of the House, resides here during the

winter, and the following members of the

Legislature have engaged rooms for the session:-

A. W. Henszey, G. W. Hammersly, Marshall

Hong, J. V. Stokes, M. Leidig, Edward G. Car-

The Lochiel Hotel presents a very handsome ex-

terior, and under the management of Mr Hunter, there are few hotels in the that Union can com-

pare with the Lochiel. Among his guests for the

session are Attorney-General Brewster, Sur-

veyor J. M. Campbell, Auditor-General John F.

Hartranft, State Treasurer R. W. Mackay,

Cashler of Treasury Thomas Nicholson; Senators

George Connell, C. H. Stinson, H. Jones Brook,

P. M. Osterhout, E. Billingfelt, J. B. Warfel,

J. S. Rutan, James L. Graham, Thomas

Howard, and John K. Robinson. Also the

following members of the House:-Elisha W.

Davis, John Cloud, Watson Conly, George Max-

well, Robert Johnston, James Miller, Joseph Walton, John H. Kerr, Joseph Robinson, Henry

C. Johnson, F. W. Ames, David B. McCreery,

are numerous and well appointed.

lin, and John F. Mooney.

him, he was such a dead shot.

handsome competence.

where it ought to be.

the

guide-book says "stands facing

In 1766, over one hundred years ago, John

HARRISBURG, Nov. 24.

From an Occasional Correspondent.

30,000 inhabitants.

Importance of Harrisburg. Its canal and railroad communications with different sections of the country are so numerous and complete that it is almost unequalled in its position for business enterprises of every kind, which also render it a flourishing interior market. It is only 75 miles from the Chesapeake Bay; only 100 miles from Philadelphia; only 85 from Baltimore and 110 from Washington. Its canals reach north to Sunbury and Williamsport, south to Columbia, east to Laneaster and Philadelphia, and west to the Allegheny Mountains. It is the centre of a vast network of railroad running to all points of the compass and giving employment to thousands of workmen. The Pennsylvania Central runs east to Philadelphia and west to Pittsburg, with a branck down the Susquehanna to Columbia. The Philadelphia and Erie runs northwest to Erie and the great lakes. The Northern Central runs south to Baltimore, and north to Williamsport and Niagara Falls. The Cumberland Valley runs southwest through Carlisle and Chambersburg into Maryland, and the Lebanon Valley over with bushes and yam-yams, where the boys northeast through Reading and Allentown to can see what's going on in Front street without being seen themselves. The gulde-book says

Its Manufactures. In addition to all these rallroad facilities, its proximity to the coal and iron fields of the adiacent Cumberland, Bedford, and Lebanon valleys, to the lumber market of Lycoming, and the granaries of Lancaster, together with its ample water-power, make it an eligible location for manufactories. Here there are many extensive iron furnaces, rolling mills, cotton factories, car shops, and machine shops. Wooster's new brass furnace on the left of the railroad, near the station, is one of the largest in the State: and the Pennsylvania Steel Works, located here, are the largest of the kind in America. There are many other industries that afford employment to thousands of workmen, and are making Harrisburg an independent, thriving, and prosperous town,

## THE MILITARY TAX,

To the Editor of the Evening Telegraph. In your issue of the 17th you speak of the Military Tax Collector, stating that he has no power to exempt persons from paying the tax, and recommending him to state where the exemption can be obtained. Now, I think it would be advisable for him to state by what authority he sends notices of distraint and sale for the tax of the current year. Many persons (I among the number) think that all such notices are illegal, and should he attempt such a proceeding, he will find himself in hot water. regard to the former incumbent, I would say that persons received notices stating that the tax was due, and that certain penalties were added, but if the tax was paid within a given time the penalties would be remitted. Now, as the Receiver gets no salary, and as the notices come in an envelope, with a two-cent stamp upon it, and as there must be a number of persons employed to make out the lists and attend to the business of the office, where does he get his pay from? I would also ask, that as he constituted himself the exempting power, how can any one tell who he collected from and who he did not? It might also be pertinent to ask who audits the accounts of the Receiver, and how much was collected, and what disposition was made of the money? "SOLDIER," Philadelphia, Nov. 24, 1869.

DRUGS, PAINTS, ETO. ROBERT SHOEMAKER & CO. N. E Corner FOURTH and RACE Sts. PHILADELPHIA. WHOLESALE DRUGGISTS.

Importers and Manufacturers of White Lead and Colored Paints, Putty Varnishes, Etc.

AGENTS FOR THE CELEBRATED

FRENCH ZINO PAINTS. Dealers and consumers supplied at lowest price match here, at which a young gentleman from

Philadelphia undertook to shoot the trap on the wing. The birds were afraid to fly away from M. MARSHALL, DRUCCIST AND CHEMIST, AND WHOLESALE DEALERS IN runs along the river bank, and is lined with many handsome private residences, prominent PAINTS, OILS, GLASS, AND among which is that of Henry Thomas, Esq., at PATENT MEDICINES. foot of Main street. It is built in the Norman style, and surrounded with beautiful grounds.

Nos. 1301 and 1303 MARKET St. PERSONAL.

CAUTION C A U T I O N!

REMOVAL.

DONNELLY'S OLD ESTABLISHED PHŒNIX MONEY LOAN OFFICE,
removed from No. 928 SOUTH Street, corner of RONALDSON, to his new and large building No. 1438 SOUTH
Street, above Broad. Entrance to private effice at door of Dwelling; also on DOYLE Street, in the rear, where money will be loaned as usual on Diamonds, Watches, Jewelry, Silverware, Dry Goods, Clothing, Beds, Bedding, Carpets, Furniture, Pictures, Paintings, Guns, Pistols, Munical Instruments, and goods of every description and value. Secure safes for the keeping of valuables; also ample accommodation for the care and storage of goods.

VINCENT P. DONNELLY Broker,
10 20 1m

No. 1438 SOUTH Street.

like looking structure, and a disgrace to a great laid out, however, and a monument to the

ROOFING.

R E A D Y R O O F I N G.-

of the Arsenal. The Lunatic Hospital, northapplied to STREP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on
Shingle Roofs without removing the shingles, thus avoid
ing the damaging of cellings and furniture while under
going repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTONY
ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at shornotice. Also, PAINT FOR SALE by the barrel or gallon
the best and cheapest in the market.

W. A. WELTON,
2172 No. 711 N. NINTH Street, above Coates. cast of the city, is a handsome structure and contains about three hundred and fifty lunatics, but it would not begin to hold all the lunatics that reside here when the Legislature is in session. Besides its stores and churches, its hotels

TO OWNERS, ARCHITECTS, BUILDERS TO OWNERS, ARCHITECTS, BUILDERS, AND ROOFERS,—Roofs! Yes, yes. Every size and kind, old or new. At No. 548 N. THIRD Street, the AMERICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid complex roof covering, the best ever offered to the public, with brushes, cans, buckets, etc., for the work. Anti-vermin, Fire, and Water-proof; Light, Tight, Durable. No cracking, pealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good work men supplied. Care, promptness, certainty! One price! Call! Examine! Judge!

Agents wanted for interior counties.

4 29tf

JOSEPH LEEDS, Principal.

GFAVEL ROOFS REPAIRED AND WAR-ranted for five years, at half the price others charge. Tin roofs repaired and painted at one cent per square foot. Old shingle roofs covered with ready roofing, at small cost. Keystone Roofing Company, No. 411 VINE Street. Call and sec.

FIRE AND BURGLAR PROOF SAFE



FIRE AND BURGLAR-PROOF

SAFE STORE. NO. 53 SOUTH FOURTH STREET.

A few doors above Chesnut st., Philade COTTON SAIL DUCK AND CANVAS and Wagon-cover Duck. Also, Paper Manufacturers Drier Falts, from thirty to seventy-six inches wide, Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
No. 163 OHURCH Street (City Stores)

J. WATSON & SON. J. WATSON & SON,

Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 4:30 P. M.

A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 2:30 P. M.

Leave PORT DEPOSIT for PHILADELPHIA at 5:30 A. M., 9:25 A. M., and 2:25 P. M.

On Saturday the 2:25 P. M. train will leave at 4:30 P. M. Leave PHILADELPHIA for PORT DEPOSIT from

Passengers are allowed to take wearing apparel

only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,

11.1 President and General Superintendent.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pounsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the WINTER ARRANGEMENT WINTER ARRANGEMENT
Of Passenger Trains, November 22, 1860.
Leaving the Company's depot at Thirteenth and
Callowhill streets, Philadelphia, at the following
hours:— MORNING ACCOMMODATION.
At 7:30 A. M. for Reading and all intermediate
stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P.M.

MORNING EXPRESS.

At 8:15 A. M. for Heading, Lebanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Willamsport, Elmira, Rochestor, Niagara Falis, Bufalo,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg,

The 7:30 A. M. train connects at READING with Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Camberland Valey, and Schuylkill and Susquehanna trains for Nor-humberland, Williamsport, York, Chambersburg,

Pinegrove, etc.
AFTERNOON EXPRESS,
Leaves Philadelphia at 8-30 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with Reading and Columbia Haliroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9:10 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M. READING AND POTTSVILLE ACCOMMODATION. Leaves Pottsville at 5:40 A. M. and Reading at 7:30

A. M., stopping at all way stations; arrives in Phila-delphia at 16-20 A. M. Returning, leaves Philadelphia at 4:45 P. M.; arrives in Reading at 740 P. M., and at Pottsville at 9:30 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 2.55 P. M., and Pottsville at 3.65 P. M., arriving at Philadelphia at 706 P. M.

Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 4 10 P. M. Connecting at Reading with Afternoon Accommodation south at 625 P. M., arriving in Philadelphia at 9 25 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12:30, noon, for Pottsville and all way tations: leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philade phia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., i Philadelphia at 3.15 P. M. Leave Philadelphia Reading at 8 A. M.; returning from Reading at 4.25

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-30 and 4-90 P. M. trains from Philadelphia. Returning from Downingtown at 6-30 A. M., 12-45 and 5-15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at 6:10 and 8:12 A.M. and 12:45 M. Stage lines for the various points in Perklomen Valley connect with trains at Collegeville and Schwenksville. COLEBROOK DALE RAILROAD. Passengers for Mt. Pleasant and intermediate points take the 4:00 P. M. train from Philadelphia, returning

from Mt. Pleasant at 7:00 and 11:00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1243 A. M. and 145 and 1005 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 230 and 535 A. M., 1220 noon, 255 and 1100 P. M., passing Reading at 1255, 430, and 3720 A. M., 200 and 4040 P. M., arriving at New York at 6.00 and 1045 A. M., 1205 noon, 645 and 10400 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 5.10 A. M. and 2.55 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILBOAD.

Trains leave Pottsville at 6.50 and 11.00 A. M. and chenck's and Eddington.
At 7:30 and 10:45 Å. M., 2:30, 4, 5, and 6 P. M., for Cornwell's Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford and at 830 P. M. for Holmesburg and intermediate stations.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:50 P. M. and 2-15 and 4-50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 5-55 A. M. and 3-38 P. M. for Pinegrove and Harrisburg, and at 12-10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7-35 and 11-50 A. M. and 3-40 P. M., from Brookside at 4-00 P. M., and from Tremont at 7-15 A. M. and 5-05 P. M.

TICKETS.

Through first class tokets and emigrant tickets to

Through first class tickets and emigrant tickets to all the principal points in the North and West and Excursion Tickets from Philadelphia to Reading

and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains at reduced rates.

Excursion Tickets to Philadelphia, good for one

COMMUTATION TICKETS .- At 25 per cent, dis count, between any points desired, for families

MILEAGE TICKETS .- Good for 2000 miles, between all 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-

and wives to tickets at half fare. and wives to tickets at half fare.

EXCURSION TICKETS from Phaadelphia 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 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.

for the principal stations only at 2:15 P. M.
FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond

points beyond.

BAGGAGE—Dungan's Express will collect baggage for all trains leaving Phiadelphia Depot, Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

WEST CHESTER AND PHILADELPHIA RALLROAD.
Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7:45 A. M., 11:00 A. M., 2:30 P. M., 4:15 P. M., 4:40 P. M., 6:15 and 11:30 P. M.
Leave West Chester from Depot, on East Market street, at 6:25 A. M., 8:00 A. M., 7:45 A. M., 10:45 A. M., 1:45 P. M., 4:50 P. M., and 6:35 P. M.
Train leaving West Chester at 8:00 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7:45 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving Philadelphia at 4:40 P. M., and will change cars at 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 source.

and 2 00 P. M. Leave West Chester for Philadelphia at 7 55 A. M.

WILLIAM C. WHEELER, General Superintendent. 4 105

Ferry), at 8-15 A. M., Mail, for Bridgeton, Salem, Millville, Vincland, Swedesboro, and all intermediate sta-

Freight delivery at No. 228 South DELAWARE Commutation tickets at reduced rates between

September 16, 1869.

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

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

tions.
3-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.
3-20 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.
5-30 P. M., Woodbury and Glassboro accommoda-

Philadelphia and all stations.

EATRA TRAIN FOR CAPE MAY.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 400 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11'30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

and Magnolia.

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 Leave Wilmington 6:30 and 8:18 A. M., 1:30, 4:15, and 7:00 P. M. The S:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accomodation Trains Sundays excepted.

Trains leaving Wilmington at 6-30 A. M. and 4-15 P. M., will connect at Lamokin Junction with the 7-90 A. M. and 4-39 P. M. trains for Baltimore Central Rairond.
From Baltimore to Philadelphia—Leave Baltimore
725 A. M., Way Mail; 9:35 A. M., Express; 2:35 P.
M., Express; 7:25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7.25 P. M., stopping at Mag-noila, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Nov. 15, 1869, the Trains
on the Philadelphia and Erie Railroad will run as
follows from Pennsylvania Railroad Depot, West Philadelphia:— WESTWAED.

MAIL TRAIN leaves Philadelphia... 9-35 P. M.

"Williamsport 740 A. M.

"arrives at Erie... 8-20 P. M.

ERIE EXPRESS leaves Philadelphia... 1140 A. M.

"Williamsport 9-00 P. M.

"arrives at Erie... 10-00 A. M.

ELMIRA MAIL leaves Philadelphia 750 A.
Williamsport 600 P. arrives at Lock Haven... 720 P. M EASTWARD. MAIL TRAIN leaves Eric. 8: 40A. M.
Williamsport. 9:25 P. M.
arrives at Philadelphia. 6:30 A. M.

ELMIRA MAIL leaves Lock Haven. 800 A. M.

"Williamsport. 945 A. M.

"arrives at Philadelphia. 650 P. M.

BUFFALO EXP. leaves Williamsport. 1225 A. M.

"Harrisburg. 520 A. M.

"arrives at Philadelphia. 925 A. M.

Express East connects at Corry, Mail East at Corry and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny River Railroad.

ALFRED L. TYLER, General Superintendent.

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town, New Egypt, and Hornerstown.

At 7 A. M., 1 and 8-30 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent. PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAHLROAD.
TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-05, 19, 11, 12 A. M.,
1, 2, 334, 354, 405, 435, 5, 534, 6, 634, 7, 8, 9-20, 10, 11, 12
P. M.
Leave Germantown at 4, 500, 714, 3, 200 Leave Germantown at 6, 6.55, 7%, 8, 8.20, 9, 10, 10.50, 12 A. M., 1, 2, 3, 3.50, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M.

The 8-20 down train and 3% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.

Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10-4 Leave Germantown at 8:15 A. M., 1, 8, 6, and 9% P. M.

CHESNUT HILL RAILROAD. CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3½, 5½, 7, 920, and 11 P. M.
Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3½, 5:40, 6:40, 8:40, and 10:40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.
FOR CONSHOLIOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1%

FOR CONSHOHOCKEN AND NORMISTOWN.
Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 1%,
3, 4, 4%, 5%, 6%, 805, 10 05, and 11 37 P. M.
Leave Norristown at 540, 625, 7, 7%, 8 50, and 11
A. M., 1%, 3, 4%, 6%, 8, and 9% P. M.
The 7% A. M. train from Porristown will not stop
t Mogee's, Potts' Landing, Domino, or Schur's lane.
The 4 P. M. train from Philadelphia will stop only
t Schedlang Manayunk, and Conshohocken.

The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M. Leave Norristown at 7 A. M., 1,5½, and 9 P. M. FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11 05 A. M., 1½, 3, 4, 4½, 5½, 6½, 855, 10 05, and 11½ P. M.

Leave Manayunk at 6 10, 6 55, 7½, 8 10, 9 20, and 11½ A. M., 2, 3½, 5, 6½, 8 30, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M. Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M. PLYMOUTH RAILROAD.

Leave Philadelphia at 7½ A. M., 4½ P. M.

Leave Philadelphia at 7½ A. M., 4½ P. M. Leave Plymouth, 6½ A. M., 4½ P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.
WINTER ARRANGEMENT.
On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek

day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, 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. Nicolls, General Superintendent, Reading.

duced rates. CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves

WEST CHESTER AND PHILADELPHIA

ON SUNDAYS.

Leave Philadelphia for West Chester at 8-30 A. M.

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.

(SATURDAYS ONLY.)
Leave Philadelphia, 8-15 A. M.
Leave Cape May, 1-10 P. M.
WM. J. SEWELL, Superintendent.

ALBERT C. ROBERTS, Dealer in Fine Groceries,

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