## THE DAILY EVENING TELEGRAPH-TRIPLE SHEET-PHILADELPHIA, SATURDAY, DECEMBER 11, 1869.

## JAPANESE THEATRES.

Appleton's Journal has the following:

The theatres of Yeddo, the famous capital of Japan, are nearly all gathered in the great square of Yamasta, the most thronged locality of the city. There are from twenty to thirty places of amusement, large and small -theatres for buffoons, jugglers, narrators of legends, and the actors of farces and historic masquerades, besides one or two Olympic circuses. On the sides of the square, at the entrances to the public gardens, and along the promenades, planted with trees, there are any number of little restaurants, light booths, and sheds, devoted to recreations of a lighter character, such as those that characterize German beer-gardens or English concertsaloons. The materials of which these are built are everywhere the same-all light and very destructible. But, if the buildings are uniform and simple in their construction. not so the devices to secure patronage. From facade to facade there is an incredible luxury of posters, signs, pictures, and banners, of the most brilliant colors, displayed. The criers, on their part, add to all these allurements the charms of a florid and indefatigable eloquence, with an assorted accompaniment of big drums, tamborines, fifes, and trumpets. The principal spectacles announce themselves, to a distance, by means of high square towers, which are, in reality, nothing more than bamboo cages, covered with oiled

The Japanese theatre is largely modelled upon the Chinese, both dramatists and actors being more or less controlled by the conventional methods of their masters of the Celestial empire. But, if Japanese actors are inferior as artists, and the Japanese drama is not equal in literary merit to that of that of the Chinese, the performances in the theatres of the former are superior in a poetic point of view, being characterized by greater simplicity, more passion, and greater fidelity to nature. In China, the audience witness the representation, and judge the performers, while in Japan the audience take part in the representation, and become, in some measure, the rivals of the performers. The dramatic authors of Yeddo write chiefly for the theatres of their own city; from these their pieces soon find their way to the other cities of the empire. The troupes of comedians of Asaksa spend their vacations in travelling in the provinces, like the troupes of athletes of Hondjo. They are composed of men exclusively. Women are only employed on the Japanese stage as dancers in the grand opera.

The great theatre of Japan is the Sibaia, which presents one of the most interesting curiosities in the world. It is the theatre, par excellence, of the middle classes of Japan, but it attracts also many of the coolies and of the other lower orders. All who, in the social scale, are above the middle classes, either abstain entirely from going to the theatre, or have boxes, provided with a grating, to separate them from the rest of the auditorium.

Among the crowds that assemble in the neighborhood of the theatres at the hour of the parade, it is rare that a man is seen with two sabres-the mark of noble rank. It is not that a Samaurai may not be seen here and there among the common people, but he is careful to guard the strictest incognito. A nobleman (naiboun), disguised and without arms, can go almost anywhere without compromising his dignity, although he may be recognized.

The grand parade always takes place just before sundown. On a sort of platform, at the right and left of the theatre door, a delegation of the company appear, in ordinary citizens' costume, and haranque the multitude announcing the subjects of the pieces for the evening, and enlarging on the superior merits of the principal artists to whom their interpretation is intrusted. To this exordium. delivered with becoming emphasis, succeeds a series of hackneyed witticisms, more or less mimicry, and an exhibition of the grand art of manipulating the inevitable fan. The lanterns are now lighted, and a crier sings ont, at the top of his shrill voice, "Walk in, gentlemen! Walk in, ladies! Secure your places now is the moment: we are about to begin! No one, however, is in any haste to profit by this pressing invitation; the spectacle in the street operating as a powerful counter-attraction. Two or three rows of small lanterns, suspended in front of the building, do their share toward enlivening the scene, while, near the doors, there are enormous oblong lanterns, so placed as to throw their light on large wooden posters, containing inscriptions and rude paintings, representing the princi-pal scenes of the pieces. Some of these wooden posters are as high as the building itself. E.ch theatre has its arms and colors, which are made to ornament its signs, banners, and lanterns, and, in banners, pigantic proportions, three sides of a sort of belvedere, or square tower, on the top of the edifice. All the buildings adjoining those of the Sabaia are occupied by restaurants, and rival the theatre in external decoration, not in the extent of ornament, but in its artistic merit. This decoration consists nsually of such paintings and sculpture as the name of the establishment suggests. There is a restaurant of the Foussi-Yama, another of the Rising Sun, of the Merchant Junk, of the Crane, of the Two Lovers, etc. But it is time to enter the theatre. We ascend the wooden stairs that lead to the second gallery. An usher opens a spacious box for us, and his servant brings, on a salver, saki, tea, cakes, candies, pipes, tobacco, and a brasero. The auditoriums of the Japanese theatres are usually oblong in form, with two tiers, the places in the upper being consi-dered more desirable. In this tier, there are a good many ladies in grande toilette, that is, immersed up to their ears in their crape robes and silk mantles. The lower gallery is occupied only by men. There are no foot lights, nor is there any orchestra. The parterre, seen from a distance, resembles a chessboard, being divided into compartments of eight places each. The greater part of them are rented by the year to well-to-do families, who occupy them with their children and their visitors, when they have any, from the provinces. Aisles are unknown in Japanese theatres. The places in the parterre are reached by walking over the tops of the partitions between the compartments, which are on a level with the shoul-ders of the auditors, who sit either on the floor or on little boxes. Nor are there any steps to aid the descent into these pens when they are reached; the men jump into them first, and then assist the women and children to follow. These manœuvres form the most picturesque part of the evening's entertain-ment. Tobacco and refreshments are passed ment around by servants during the entire reprebrus prentation. "IUC On both sides of the parterre extend two narrow platforms, as far as the front of the auditorium. They are only a prolongation of the stage, and are used as such, especially by the dancers. The hall is lighted by means of paper lanterns suspended from the galleries. There is no chandelier hung from the ceiling, which is flat; the cupola is unknown in Japaness architecture.

The drop-curtain is ornamented with a gigantic inscription in Chinese characters, and surmounted with a target pierced by an arrow. This is a symbolic manner of assuring the spectators that the great talent of the performers is cortain to excite their highest admiration.

In the meantime, the crowd manifests a certain degree of impatience; the monotony of the scene, however, is broken by an altercation, enlivened with some blows, among a party of coolies, who occupy one of the compartments directly before the curtain. The actors interfere, in order to restore order, some of them thrusting their heads through the holes that long use has made in the Chinese characters, while others crawl under the curtain. Order is soon re-established. The coolies themselves mount upon the stage at the invitation of the comedians, who seem to assign them positions, or give them a task to perform, and, indeed, it is with the aid of their sturdy arms that the heavy curtain is raised slowly to the ceiling, while the musicians of the troupe, stationed behind the wings, make a racket with their tamborines, gongs, flutes, and castanets, sufficient to silence the demons of pandemonium.

The representation usually lasts till one o'clock in the morning. It consists of a comedy, a tragedy, a fairy opera, with a bal-let and two or three interludes, such as the performances of gymnasts, jugglers, etc. Often, during the ballet, skecols, the squatted down on the long platforms or stageextensions, profit by the proximity of the spectators to have them extinguish the candle of their little chandeliers, which any of them are ready enough to do with their fingers. It would be impossible to imagine an audience possessed of more animation and good nature. In their representations of lomestic comedies it is not unusual to see the audience interrupt the actors with observations and replies. Both parties do what they can to insure the success of the evening. and to contribute to the general enjoyment.

The green-room and the wings of the Oriental theatres offer as much to interest the observing foreigner as the representation itself, and the audience assembled to witness it. Men only are seen there, except now and then the wives of some of the artists or a waiting woman who serves refreshments. In the midst of the general disorder that prevails, we soon distinguish certain groups that have their especial characteristics. Here are the musicians, partaking of some refreshments; there are two comedians, rehearsing the attitudes and gestures that, in a few minutes, are to excite the admiration of the spectators. Another sits on the floor before a mirror, and paints his face or adjusts a female head-dress, while at his side stands a young devil, who has thrown his mask, his horns, and mane back on his shoulders, and is using his fan energetically. On the opposite side of the room, the Seigneur Matamore may, perhaps, be seen, tranquilly smoking his pipe, in a circle of buffoons.

Theories of Earthquakes. Our last letter from Lima gives a ludicrous picture of the effect of a savant's prediction. A Catholic clergyman in Leipsic, the Rev. Mr. Falb, editor of the Sirius, a scientific journal, foretold that, about the close of September, Peru and Ecuador would be overwhelmed by a tremendous earthquake. The assertion, confidently made, turns all Lima out of doors in terror at a loss almost as serious as that of a real earthquake. The theory on which Father Falb founded his prophecy is, that the phenomena of earthquakes are produced by the influence of the moon and other celestial bodies on the masses of water within our planet. We are inclined to think he meant, instead, the attraction of the moon and sun on the igneous masses the earth's interior. The fact that in the last days of September the earth was nearer to the sun and moon than for many years past, and the attraction of these two bodies was accordingly augmented, gave great color of support to Mr. Falb's theory. The earthquake, being expected, declined to come. and science is nibbling its fingers again over the laws of this strange phenomenon. To the prediction of comets and eclipses we shall doubtless one day add that of phenomena which now baffle us. We already foretell the recurrence of the "shooting stars" of August and November: and, with more attention, we may, in accordance with Redfield's theory, predict the fearful hurricane which desolates annually our American coast. Theories as to the cause of earthquakes are innumerable. Their primary cause, as well as their intimate nature, is no more known than their relations to the whole of atmosphero-terrestrial phe-nomena. The ancient philosophers attributed earthquakes to ordinary air which was blazing in the bowels of the earth. This air engulfed in cavities of the earth is condensed into clouds, is the is compressed, accumulates, is loosed, revolves circularly, or in a whirlwind, and, finding vent, escapes with a crash by terribly shaking the ground. Such is one of the first theories sustained by Anaximander, Anaxagoras, Aristotle, and even Seneca, with others as renowned. All we can say at present is, that earthquakes naturally belong to dynamic phenomena, while in their origin certain electro-chemical actions must play either a primary or secondary part. The ground is shaken by a system of waves of diverse kinds. According to the mode of first impulsion, these are sent from the interior to the outside of the earth's crust, and vice versa, as well as to a certain depth of the heated mass below. The idea of comparing the progress of earthquakes to sonorous waves was first proposed by Dr. Young, and sustained by Gay-Lussac Many philosophers of antiquity, and among them Pliny, compared earthquakes to subterranean thunders. Dr. Stukeley read before the Royal Society of London, in 1750, memoirs in which he held that electricity was the cause of earthquakes. Beccaria was of the same opinion. Hyacinthe Coggo, who compiled a journal of the shocks felt at Burgos, held that they came from electricity condensed within the earth. Nicholson believed that they were caused by discharges between the clouds and the earth. Abbe Bertholon held so strongly this idea that he invented earthquake rods and volcano rods to carry off as much as possible the fulminat-ing matter stored up within the globe. In 1855 M. Ferdinand Hoefer, appearing to be ignorant of the labors of his predecessors, compared earthquakes to true subterranean storms in a solid medium, as Pliny had done before him. Until the earthquake at Alba in 1771, Father Beccaria because of the shocks; but from that date he attributed them specially to dissolutions of adopted, later, his master's theory, and held that the electricity developed in the fermentation of sulphurous pyrites extended its effects. Dr. Lister was of the same opinion. This theory deserved to be taken anew into notice, not exclusively from the point of notice, not exclusively from the point of the dissolution of the pyrites, but in connec-tion with the electro-chamical actions and re-

actions taking place in the heat of the globe. No one is ignorant that there is in different strata of the earth's crust a rich deposit of substances produced by electro-chemical action; that there are liquids in circulation, and metallic masses, capable of exciting elec-tric currents. As M. Becqueret has already shown, there exists in most terrestrial formations substances whose alteration by atmospheric agents and water produces elec tric effects like the water we obtain with zinc. Of all the theories proposed on the subject, that of M. Alexis Perrey seems to be the best founded and well observed. At the time when the Academy of Sciences in Paris, in 1854, made a favorable report on the labors of M. Perrey, this savant had collected and discussed seven thousand observations for the first half of this century. The conclusions from his work are these:-First, that the frequency of earthquakes increases towards the syzigies (points of the earth's orbit nearest the sun); second, that their frequency increases also in the neighborhood of the moon's perigree (point of its orbit nearest the earth), and diminishes towards the apogee (the point of its orbit fur-thest removed): third, that earthquake shocks are more frequent when the moon is in the vicinity of the meridian than when it is re- Market street. moved ninety degrees. Every other cause which tends to diminish the enormous pressure suffered by the central mass of the globe may act equally, and at the same time with the action of the moon and sun. For example, the sun's heat by rarifying the atmospheric strata tends to diminish their pressure, and the centrifugal force of the cyclone of hurricanes tends equally to exercise an ascensional action on the central mass. M. Humboldt believed that we must attribute to the reaction of vapors submitted to enormous pressure in the interior of the earth all shocks which agitate it.

From this rapid glance at the principal theories in relation to earthquakes, it is easy to see that they turn around a fixed principle of which the forms of interpretation alone vary. At present we may say that theory reposes on one side, according to the re-searches of M. Perrey, upon the attractive force of the moon and the sun exerted on the central fiery mass of our planet; and on the other upon the chemical or probably electro-chemical action produced by the contact of compounds, solid, liquid, or gaseous, in the centre of the earth, influenced by atmospheric agents. In this respect, the late researches of M. Ch. Sainte Claire Deville upon the analysis of volcanic emanations have great value. - N. Y. Tribune.

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RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER S P. M. SUNDAY, NOVEMBER 14, 1969. The trains of the Pennsylvanis Central Kalindal 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 be-fore its departure. The Cheenut and Walnut streets cars run within one square of the Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. THAINS LEAVE EPOT, VIZ.:--Mail Train. 800 A. M.

4	Mail Train
1	Paoli Accommodat's 10'30 A. M., 1'10 and 6:50 P. M.
1	Fast Line and Erie Express
1	Harrisburg Accommodation
ł	Lancaster Accommedation 4.10 P. M. 1
1	Parkesburg Train
1	Cincinnati Express
	Erie Mail and Pittsburg Express 945 P. M.
	Accommodation 12.11 A. M.
1	Pacific Express 19:00 night.
	Erie Mail leaves daily, except Sunday, running on
	Saturday night to Williamsport only. On Sunday
	night passengers will leave Philadelphia at 8 o'clock'
	Pacific Express leaves daily. Cincinnati Express
	daily, except Saturday. All other trains daily, ex-
	cept Sunday.
	The Western Accommodation Train runs daily,
	except Sunday. For this train tickets must be pro-4.
	cured and baggage delivered by 5 P. M., at No. 116

1	Cincinnati Express	L
ł	Philadeiphia Express	E
ł	Erie Mail	6
l	Paoli Accommodation, 8'20 A. M., 5'40 and 6'25 P. M	ι.
J	Parkesburg Train	٢.
1	Fast Line	
1	Lancaster Train	
1	Erie Express	١.
	Southern Express	٤.
	Lock Haven and Elmira Express	
	Pacific Express	£,
	Harrisburg Accommodation	٤.
	For further information, apply to	

For further information, apply to JOHN F. VANLEER, J.R., Ticket Agent, No. 901 CHESNUT Street, FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street, SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not as-sume any risk for Baggage, except for Wearing Ap-parel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken

by special contract. EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa. 4 99

Trenton. At 630, S, and 10 A. M., 12 M., 2, 330, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco. At 630 and 10 A. M., 12 M., 330, 430, 6, 7, and 1130 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S A. M. and 2 P. M. for Riverton. The 1130 P. M. Line leaves Market Street Ferry, (upper side)

(upper side).

(upper side). 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 Bristol. At 7:50 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 Schenck's and Eddington. At 7:30 and 10:45 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdaie, Holmesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and Intermediate stations, West Full Apple Proc.

P. M. for Holmesong and intermediate station, FROM WEST FHILADELFHIA DEPOT. Via Connecting Bailway. 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, a set 33 25. 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.

for Trenton At 7, 930, and 11 A. M., 4, 645, and 12 P. M., for Bristol.

Bristol. At 12 P. M. (Night), for Morrisville, Tullvicwn, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9-30 A. M., 6-45 and 12 P. M. Lines will run daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES. FROM KENSINGTON DEPOT. Canadas, FROM KENSINGTON DEPOT. At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-tain etc. A. 730 A. M. and 330 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 330 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. Intermediate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-PEMBERION ROADS. FROM MARKET STREET PERBY (UPPER SIDE). At 7 and 10 A. M., 1, 2 15, 5 30, 5, and 6 20 P. M., and on Thursday and Saturday nights at 11 30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 7 and 10 A. M., 1, 245, 330, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-town, New Egynt, and Hornerstown At 10 A. M., for Lewistown, Wrightstown, Cooks-town, New Egypt, and Hornerstown. At 7 A. M., I and 8:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hights-town. WILLIAM H. GATZMER, Agent. town. WILLIAM H. GATZMER, Agent. PHILADELPHIA. GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE, On and after MONDAY, Nov. 22, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 995, 10, 11, 12 A. M., 1, 2, 3%, 3%, 405, 435, 5, 5%, 6, 6%, 7, 8, 920, 10, 11, 12 P. M. P. M. Leave Germantown at 6, 655, 734, 8, 820, 9, 10, 1050, 12 A. M., 1, 2, 3, 350, 434, 5, 534, 6, 634, 7, 8, 9, 10, 11 P. M. The 820 down train and 33, and 53, up trains will Streets. not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 915 A. M., 2, 405, 7, and 10% Leave Germantown at 8-15 A. M., 1, 3, 6, and 937 P. M. CHESNUT HILL RAILROAD. CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3½, 5½, 7, 970, and 11 P. M. Leave Chesnut Hill at 7:10, 8, 940, 11:40 A. M., 1:40, 8½, 5:40, 5:40, 3:40, 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 cest P. M. 925 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. 9-25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 1%, 3, 4, 4%, 5%, 64%, 805, 1005, and 11%, P. M. Leave Norristown at 540, 625, 7, 7%, 850, and 11
A. M., 1%, 3, 4%, 6%, 8, and 9% P. M. The 7% A. M. train from Norristown will not stop at Mogee\*, Potts' Landing, Domino, or Schur's hane. The 7% A. M. train from Philadelphia will stop oaly at school lane, Manayunk, and Conshohoocken. ON SUNDAYS. Leave Philadelphia at 9 A. M., 1%, and 9 P. M. Leave Philadelphia at 9 A. M., 1%, and 9 P. M. FOR MANAYUNK. Leave Philadelphia at 9 A. M., 1%, 810, 920, and 11% A. M., 2, 3%, 5, 6%, 830, and 10 P. M. Leave Manayunk at 610, 635, 7%, 810, 920, and 11% A. M., 2, 3%, 5, 6%, 830, and 10 P. M. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Philadelphia at 9 A. M., 2%, 8, and 7% P. M. Leave Philadelphia at 9 A. M., 4%, P. M. Leave Philadelphia at 9 A. M., 4%, P. M. Leave Philadelphia at 7% A. M., 1%, 6, and 9% P. M. FLYMOUTH RAILROAN Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Depot, NINTH and GREEN Streets. DHILADELPHIA AND BALTIMORE CENTRAL 4 105 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, 1 Chester Creek Patroade Prinadelphia, Baltimore Countar, Conserver Crock Railroads:-Leave PHILADELPHIA for P<sup>4</sup> DEPOSIT from Depot of Philadelphia, Wilmir 10, and Baltimore Railroad Company, corner 2... d and Washington avenue, at 7 A. M. and 430 P. M. A Freight Train, with Passenger Car attached, will leave Philadelphis for Oxford at 2:30 P. M. Leave PORT DEPOSIT for PHILADELPHIA at 5:40 A. M., 9:25 A. M., and 2:25 P. M. Ch Saturday the 2:25 P. M. train will leave at 4:30 P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be respon-Passengers are showed to take wearing apparen-only as baggage, and the company will not be respon-sible for an amount exceeding one huadred dollars, unless special contract is made for the same. HENRY WOOD, 11 1 President and General Superintendent.

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RAILROAD LINES,

WINTER ARRANGEMENT

WINTER ABRANGEMENT Of Passenger Trains, November 92, 1869. Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:- MORNING ACCOMMODATION. At 7490 A. M. for Reading and all intermediste stations, and Allentown. Returning, leaves Read-ing at 645 P. M.; arrives in Philadelphia at 945 P. M. MORNING EXPRESS. At 545 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pincerove, Tamagua, Sunburg, Williams-port, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlinde, Chambersburg, Hagerstown, etc.

Wilkenbarre, Pittaton, York, Carlinie, Chambersburg, Hagerstown, etc. The 7-20 A. M. train connects at READING with East Pennsylvania Hailroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Hailroad trains for Williamsport, Lock Haven, Elmirs, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuylkill and Susquehanna trains for Nor-thumberland, Williamsport, York, Chambersburg, Pinegrove, etc. Pinegrove, etc

Pinegrove, etc.
 AFTERNOON EXPRESS.
 Lesves Philadeiphia at 3'30 F. M. for Reading, Pottaville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN A CCOMMODATION.
 Leaves Pottatown at 6'45 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 9'10 A. M. Returning, leaves Philadelphia at 4'00 F. M.; arrives in Pottstown at 6'15 F. M.
 READING AND POTTSVILLE ACCOMMODATION.
 Leaves Pottstille at 5'40 A. M. and Reading at 7:30

Leaves Pottsville at 540 A. M. and Reading at 730 A. M., stopping at all way stations; arrives in Phila-delphia at 10-20 A. M. Roturning, leaves Philadelphia at 445 P. M.; ar-rives in Reading at 740 P. M., and at Pottsville at 9-30 P. M.

rives in Reading at 740 P. M., and at Pottsville at 9:30 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 2:55 P. M., and Pottsville at 3:405 P. M., arriving at Phila-delphia at 7:05 P. M. Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:35 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 stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadel-phia and all way stations. All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M.

CHESTER VALLEY RAILROAD.

P. M. CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30 and 4:00 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 Perkiomen Valley con-nect 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 12:43 A. M. and 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennaylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc. Returning Express train leaves Harrisburg on armore, etc. Returning Express train leaves Harrisburg on ar-

Inore, etc.
 Returning Express train leaves Harrisburg on ar-rival of Pennsylvania Express from Pittsburg at 230 and 535 Å, M., 1220 noon, 255 and 11'00 P. M., passing Beading at 12:55. 4:30, and 67:20 Å. M., 2:00 and 4:40 P. M., arriving at New York at 6:00 and 10'15 Å. M., 12'05 noon, 6:35 and 10'00 P. M. Sleeping cars accompany these trains through between Jer-sey City and Pittsburg without change.
 A Mail train for New York leaves Harrisburg at 5:10 Å. M., and 2:55 P. M. Mail train for Harrisburg leaves New York at 19 M.
 SCHUYLKILL VALLEY RAILROAD.
 Trains leave Pottsville at 6:30 and 11:30 Å. M., and 6:50 P. M., returning from Tamaqua at 8:35 Å. M., and 2:15 and 4:50 P. M.
 SCHUYLKILL AND SUSQUEHANNA RAILROAD.
 Trains leave Auburn at 5:55 Å. M. and 8:33 P. M. for Pinegrove and Harrisburg, and at 19:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7:30 and 11:50 Å. M. and 3:40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 Å. M. and 5:05 P. M.

Tib A. M. and 505 P. M. TICKETS. Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas. Ferry), at 815 A. M., Mail, for Bridgeton, Salem, Miliville, Vineland, Swedesboro, and all intermediate sta-Canadas. 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 Avenue. Philadelphia and all stations. EATRA TRAIN FOR CAPE MAY. (SATURDAYS ONLY.) Leave Philadelphia, 8:15 A. M. Leave Cape May, 1:10 P. M. WM. J. SEWELL, Superintendent, September 16, 1669 LUMBER. ced rates. SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1869 1869 FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING, VIRGINIA FLOORING, DELAWARE FLOORING, ASH FLOORING, WALNUT FLOORING, FLORIDA STEP BOARDS, RAIL PLANK, 1869 RED CEDAR. WALNUT AND PINE. SEASONED POPLAR. SEASONED CHERRY. 1869 WHITE OAK PLANK AND BOARDS. HICKORY. 1869 SPANISH CEDAR BOX BOARDS, FOR SALE LOW. CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1869CEDAR SHINGLES. 186 CYPRESS SHINGLES. 186 MAULE, BROTHER & CO., No. 2500 SOUTH Street. 1869ON SUNDAYS. 115 WILLIAM C. WHERLER, FIFTEENTH STREET, BELOW MARKET, General Superinten WOOD MOULDINGS. BALUSTERS AND TURNING WORK. A Large Stock always on hand. 9 11 3m ALWAYS DRY. lock, Shingles, etc., always on hand at low rates. WATSON & GILLINGHAM. 102 and think a site of constraint scharge sold

Reading and Pottstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates. The following lickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent, dis-count, between any points desired, for families count, between any points desired, for families and firms. MILEAGE TICKETS .- Good for 2000 miles, be tween all points, at \$52.50 each, for familles 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 and wives to tickets at half fare. EXCURSION TICKETS from Pheadelphia to 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 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°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 bag gage for all trains leaving Philadelphia Depot Orders can be left at No. 225 South FOURTH Street or at the Depot, THIRTEENTH and CALLOWHILL Streets WEST CHESTER AND PHILADELPHIA RAILROAD. Leave Falladelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 745 A. M., 11-00 A. M., 230 P. M., 445 P. M., 440 P. M., 645 and 11-30 P. M. Leave West Chester from Depot, on East Market street, at 625 A. M., 800 A. M., 745 A. M., 1045 A. M., 155 P. M., 450 P. M., and 655 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 440 P. M. will stop at Me-dia, Glen Riddle, Lenni, and B. C. Junction. Pas-sengers to or from stations between West Chester sengers to or from stations between West Chester 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 Philadeiphia is reached directly by the Chesnnt and Walnut streets cars. Those at the Market street line run within one square. The cars of both lines connect with each train upon its Leave Philadelphia for West Chester at 8-30 A. M. and 2-00 P. M. Leave West Chester for Philadelphia at 7-55 A. M. and 4-00 P. M. arrives at Lock Haven. 730 F. M. EASTWARD. 5:40A. M. MAIL TRAIN leaves Erie. 5:40A. M. "Williamsport. 9:55 F. M. arrives at Philadelphia. 6:20 A. M. ERIE EXPRESS leaves Erie. 4:00 F. M. "Williamsport. 3:00 A. M. "Williamsport. 3:00 A. M. "Williamsport. 9:05 F. M. "Williamsport. 9:05 F. M. "Williamsport. 9:05 P. M. ELMIRA MAIL leaves Lack Haven. 8:00 A. M. "Williamsport. 9:05 A. M. "Arrives at Philadelphia. 6:00 F. M. BUFFALO EXP, leaves Williamsport. 19:05 A. M. "Arrives at Philadelphia. 9:05 A. M. Express East connects at Corry, Man Kast at Cerry and Irvincton, Express West at Irvincton, with trains of Oh Greek and Allegheny Hiver Hallroad. ALFRED L. TYLEE, General Saperinteraded.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BAI/TI-MORE RAILROAD, TIME TABLE. Training will leave Depot corner Broad street and Washing-ton avenue as follows :-Way Mail Train at 8:30 A. M. (Sundays excepted).

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Way Mail Train at 8:30 A. M. (Sundays excepted), for Baitimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.
Express Train at 12 M. (Sundays excepted), for Baitimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wil-mington with train for New Castle.
Express Train at 400 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Petryman's, Edgewood, Magnolia, Chase's and Stommet's Rus.
Night Express at 11:30 P. M. (daily), for Haitimors and Washington, stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newark, Elkton, North-East, Petryville, Havre-de-Grace, Patryman's, and Magnolis.

and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 19-00 M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and

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

stations. Leave Wilmington 630 and 816 A. M., 130, 415, and 700 P. M. The 510 A. M. Train will not stop between Chester and Philadelpha. The 7 P. M. Train from Wilmington runs daily ; all other Accom-modation Trains Sundays excepted. Trains leaving Wilmington at 630 A. M. and 415 P. M., will connect at Lamokin Junction with the 750 A. M. and 439 P. M. trains for Baltimore Central Balroad.

Railroad.

 Railroad.
 From Baltimore to Fhiladelphia—Leave Baltimore
 720 A. M., Way Mall; 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 Magnolia, Ferryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Eliston, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. and Chester.

H. F. KENNEY, Superintendent.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVA-NIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA. CANADA.

CANADA. WINTER ARRANGEMENT. Takes effect November 22, 1869. Fourteen daily trainsleave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-cepted), as follows:-At \$00 A. M. (Express) for Bethlehem, Allentown,

At 800 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazieton, 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 945 A. M. (Express) for Bethlehem, Easton, Allentown, Manch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lebigh Valley Railroad, New Jersey Central and Morris and Essox Railroads. At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

Hazleton, At 5 60 P. M. for Bethlehem, Easton, Allentown,

At 500 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. For Doyleatown at 8:45 A. M., 2:45 and 4:15 P. M. For Fort Washington at 7:30 and 10:45 A. M., and 11:30 P. M. 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 Railways run to the new Denot. Depot.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 915, 440, and 825 P. M. From Doylestown at 835 A. M., 430 and 705 P. M. From Lansdale at 730 A. M. From Fort Washington at 925, 1035 A. M., and

From Fort Washington at 9 %, 10 % 10 % 10 8 10 P. M. From Abington at 2 25, 6 45, and 9 30 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9 30 A. M. Philadelphia for Doylestown at 2 P. M. Doylestown for Philadelphia at 7 00 Å. 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. 11 1 ELLIS CLARK, Agent.

W EST JERSEY RAIL ROADS. 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. 3.30 P. M., Passenger, for Bridgeton, Salem, Sweden-boro, and all intermediate stations. 186 9 SEASONED CLEAR BINE 1860 CHOICE PATTERN PINE 1860 SPANISH CEDAR, FOR PATTERNS, RED CEDAR. No. 924 RICHMOND Street, 18th ward.

520 P. M., Woodbury and Glassboro accommoda-tion. Freight train for all stations leaves Camden dally, 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 1869 1869 WALNUT BOARDS AND PLANK. 1869 WALNUT BOARDS AND PLANK. 1869 WALNUT BOARDS, WALNUT PLANK. 1869 UNDERTAKERS' LUMBER 1869 1869 CIGAR BOX MAKERS 1869 1869 1869 TINITED STATES BUILDERS' MILL. ESLER & BROTHER, Proprietors, BRACKETS, ETC. PANEL PLANK, ALL THICKNESSES. 1 COMMON PLANK, ALL THICKNESSES. 1 COMMON PLANK, ALL THICKNESSES. 1 COMMON BOARDS. 1 COMMON BOARDS. 1 And 3 SIDE FENOR BOARDS. WHITE FINE FLOORINGS DARDS. WHITE FINE FLOORINGS DARDS. WHITE FINE FLOORINGS DARDS. WHITE FINE ALL SIZES. PLASTERING LATH A SPECIALTY. TOgether with a general assortment of Building Lamber for sale low for cash. 1 BAGM FILTEENTH and SILLES Streets. LUMBER UNDER OVER Walnut, White Pine, Yellow Pine, Spruce, Hem

