THE EVENING DAILY TELEGRAPH-PHILADELPHIA, MONDAY, JANUARY 10, 1870,

QUESTIONABLE FACES.

Men, in their own persons, have so little to do with our questions that it would perhaps have been honester to have called this paper, 'Questionable Women's Faces;" for the first question is whether or not it is well, in any ense, for women to paint their faces in the tyles known to certain fashionable circles, and gazed on with bewilderment by outsiders; and the next question is, What is the end aimed at by female fashionables who paint their faces in this year of grace, 1870?

It is certain that women painted their faces a long time ago. The women mentioned in the Old Testament, who painted their faces and stippled the skin at the corners of their eyes, were not good women, or women to be, by any stretch of charity, tolerated. We near of

"Troy's proud dames, whose garments swept the ground.

but nowhere are they written of as painting their faces: and Roman matrons were above suspicion of this peculiar adornment, But Evelyn, in his Diary, at the date June 11, 1654, says—"I now observed that the women began to paint themselves, formerly a most gnominious thing;" yet our countrywomen maint their faces, and to an amount which exites astonishment and may lawfully be

hought to command inquiry. People tell us that to paint the skin of the ace blue at the corners of the eyes for a mall space, shading off in the direction of he ear, gives a languishing softness to the countenance, and that it will make the greatast of shrews look lovely, mild, and meek. Are all the ladies, then, who paint in this way constitutionally given to look daggers? And, so, which is better for mankind in general -that they should scowl by Nature or soften way all signs of sullenness by Art?

We are also told that darkening the eyelids and the skin under the eyes is an Eastern custom, adding greatly to female beauty, and so to the pleasure of life and he gratification of the lookers-on. But when t is replied that the ladies spoken of are not lomestic characters, nor, in fact, Christians, in answer by acclamation declares that in the nestion of face-painting there is neither right nor wrong—that it belongs to the inerior considerations of pretty or ugly-and hat it cannot be treated on serious grounds.

Well, be it so; and when "Affectation, with a sickly mien, Shows on her cheek the roses of eighteen,"

et us only inquire why she does it. She

loes it unblushingly, as might be expected; but does she do it to command admiration ? Of course we speak of the painters of tolay, not of those who belonged to a past geneation.

Of those painters of past times the present writer had the honor, about thirty years ago, of dining with one who was supposed to be he last of them. She was then nearer eighty than seventy, and she died full of years and good works, painted to the last.

"And, Betty, give this cheek a little red ; One would not sure look ugly though one's dead." She might have said the words, and probably She might have said the words, and probably lid in plain prose give some such instruction. Anyhow, what was done was done respectfully. I was young when I saw this venerable—no, I do not think that painted old age can ever be venerable, let me say this variegated old lady: she lived in a great country house, and had a husband and children. She had not changed her style of dress for the evening for many years. She was not eccentric in any other way, and she had undoubtedly been a beauty. She was an active woman, who could walk about briskly with no other help than that of a toy-like gold-headed cane. She wore a flaxen wig with short curls, and two strings of Roman pearls round her head. She had a Roman earl necklace on her enamelled neck, and her white satin gown was edged round the skirt with a gold fringe. Her whole com-plexion was exactly the pink and white of a deliver of the pink and white of a delicately colored doll, and the only defect was in her eyebrows; they had grown bushy with age, and they had not taken the dys well. She had no objection to talk of herself. She had always painted. She painted white and red to the extreme dinner-party point which was called for by the white satin; but a certain amount of pearl-powder and rouge was as much a part of her dress as her shoes and stockings. She had no idea—neither, perhaps, had her husband or her children—of the effect she produced upon strangers. She never dined out, and they were a family who did not lead lives very full of human beings; they were certainly not ashamed-on the contrary, I should say they were rather proud of her. Extraordinary as all this may read, it is the kind of painting most easy to understand. That girls worn out with balls and hot rooms, and too much croquet playing in the summer, and constant excitement of one sort or other, should so far fade as to take to painting, very gently, just to make up for lost charms till they can get back to the country and renovate their natural roses-this can easily be understood, and even pardoned; for as to the face-painting practice, people are, in their opinions, like the faces themselves, of every shade. The practice is dangerous, even when used as a temporary embellishment. Rouge and its accompaniments hurt the skin, and after a time make all natural renovation impossible; still its use can be understood and forgiven, though not recommended. But the high art of blue, brown, and yellow; the get-up of artificial veins and eyes painted into softness, and lips made languishing by the help of bistre and a camel-hair brush-al that is too wonderful-and that all that is on the increase, and there is more painting in London among respectable people than in Paris or Vienna. The really mystifying fact belonging to this style of painting is that such persons as devote themselves to it do not paint to deceive. No one can be in the near neighborhood of such a face and not know that it is painted Nobody ever pretends that people are stippled blue by nature. It is not, then, done to deceive, but because, on deliberation, Art is preferred to Nature. Some women would rather be artificial than real. Can there be anything in this world more astonishing? Let the fact be chronicled and kept. Let the deed be considered and pronounced upon. We are not going to say here that the practice is ngly in its results. There is undoubtedly a certain strange sort of beauty in the performance. But is this unreality to be admired and encouraged? How can we be indifferent when every hour of every day men and women are forming opinions of each other which are to influence all future life? The subject is so suggestive that questions multiply under our pen. Who are the assisting powers in this great work of face decoration? Can it be true that a fine lady who refuses to acquiesce in the work of her Creator can trust her maid to color her into something else? We know how the thorough-paced lady's maid enjoys dressing "her lady"-if' it be not too

last are the really great questions that belong to our subject. Let ladies who contemplate painting stay their hands till they are honestly answered.

CHILDREN AND METAPHYSICS.

From the Pall Mall Gazette,

We could never quite understand why metaphysics, which so few people take to naturally, should be forced upon children. Except to a certain order of minds, the results of introspective psychological inquiry are barren enough, and the process itself is as little edifying for the time as it is lastingly beneficial. The lesson we are all forced to learn by different circumstances of life is not how to deal with ideas but with facts. Action must as a rule be the test of character. The laws of thought and the study of mind, pregnant and important though they are, of necessity only appeal to the tastes and intellectual capacities of the few. Civilization has become so complex that individual force and individual concentration are exacted to the utmost, leaving little time for what appears unprofitable or at least inappropriate speculation. The lighter kind of literature, moreover, especially fiction, gives ordinary readers as much introspective writing as they care to have. Novels of the highest class deal much more with the workings of character than the narrative of events, and the taste for sensational

ism is dying away. But is the change from an objective to a subjective style of fiction equally wholesome for our children? Any one intimately ac-quainted with the juvenile libraries of the day must be struck with the difference that has taken place in this department of literature during the last twenty years. The little boys and girls of story-books no longer act, think, and talk after childish fashion. Everyday facts no longer interest them, homely, healthy naturalism of childhood seems altogether banished from the atmosphere in which the children of fiction live and move and have their being. Naturally, the children of real life imitate their heroes and heroines. They imagine that it is their busi-ness to think about thinking, to puzzle themselves about ideas, to trace the origin of action to its hidden source, to study metaphysics, in fact, on a small scale. The skeptical in these matters have only to take up any of the new magazines or books catered so largely for the young by well-known writers. They will find various states of feeling described in a way to make grown-up people thoughtful. They will find a redun-dancy of sentiment and an elaboration of style wholly out of keeping with a healthy child's intellectual capacities. What is worse still, they will find the stupendous problems of life, death, and spiritual belief expatiated upon without the slightest compromise or sense of incongruity. To deal with the metaphysical element first. A child's mind, just like a child's body, may be trained to perform all kinds of feats, and at last perform them so easily that the juvenile reasoner excites no more compassion than the juvenile gymnast. But there can be no doubt as to the equal hardship of both processes. The child who speculates is really as much to be pitied as the child who dances on the tightrope. His dexterity in reasoning has been attained by a system of pressure as unjustifi-able in the one case as in the other. Preco-city of any kind is sure to turn out ill. Children whose minds are strained are no more likely to grow into healthy young men and women than those unfortunate little beings whose muscles are put to abnormal uses. Yet, with the best intentions in the world, writers of ability provide books for the young which no ordinary child can understand without an unhealthy straining of the mental powers, and parents, equally well intentioned, buy them and wonder at them, and read them, when the blase little readers in the nursery have turned to something new. The religious aspect of the question is even more serious. A short time since very horrifying descriptions of "children's revivals" were given in the newspapers. To many it was hard to believe that such sufferings could be inflicted on innocent little children by professors of religion in these days of enightenment; yet to readers of juvenile literature the statement came by no means as a revelation. Allowing religious instruction, when nicely adapted to the capacities of the roung, to be eminently instructive and deightful, we are obliged to admit that very little with which we are acquainted falls under this category. Questions, perplexing to the capable adult mind, and never dwelt upon too continuously without mischievous results, are propounded for the consideration of boys and girls in the nursery. For example, we lately took up by chance a little book forming the staple religious manual of four little scholars whose ages ranged from three and a half to seven. The first sentences on which our eyes glanced ran as follows:-"'Q. What will become of your body when you die? A. My body will be put in a box and buried in a hole in the ground." And this little book, according to its title page, has been circulated to the number of eighty thousand. We should like to destroy every one, and stop this iniquitous system of terrorism for once and for all. Children are by nature very logical. Except to the dullest, words convey just so much meaning as they are meant to convey, and no more. It is not to be supposed that when they are made to learn page after page of this sort of catechism, they forget it any more than they forget their hymns and story-books. The consequences are easy to conceive. The imaginative suffer the terrors of fear; the devout, the terrors of doubt; the thoughtful are made unhappy by the mysteries they cannot understand, and the cloud whose silver lining they do not see. We keep children as much as possible from the saddest realities of life, such as pain, insanity, and dissolution, but with a curious inconsistency familiarize them with riddles twice as hard to read and twice as painful in the reading. Is it likely that robust physique and strong characters are to be developed under such a system ? Childhood should be happy and unreflective-above all things, it should be fearless. To press upon weak young minds the problems before which the bravest men and women quail is, to say the least of it, as unjustifiable as it is mischievons. But there are yet other faults to be laid to the charge of juvenile literature. In the first place, there is a good deal too much of it. In the second, it is a good deal too elaborate. Let any one compare the children's books of the last hundred years exhibited in the South Kensington Museum with the display of Christmas gift-books on a bookseller's counter. What with gaudy bindings, costly illustrations, and variety of matter, children can no more help growing over-nice in the matter of reading than they can help losing their appetites if too daintily fed. Half a dozen books in our young days formed the nursery or schoolroom library, and were read and re-read with unflagging delight; but what child reads a story-book twice over now? What story book gets the

fer being looked at to being loved? These | chance of being read twice over when the

stock of story-books is superabundant? The fact is-and an able writer in the Spectator put the case admirably a few weeks ago-children are in danger of being spoiled by excessive worship. A simplification of their literary pleasures and religious instruction would be a step in the right direction, but we must not stop here. If we desire the next generation to be a robust one, we must do away with the sort of luxury that does not fall under these heads. Nursery toilettes, nursery recreations, and the nursery commissariat are equally to be charged with the sin

of extravagance and inappropriateness. RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD PENNSYLVANIA 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 be-fore its departure. The Chesnut and Walnut streets cars run within one square of the Depot. Bieeping-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 SPOT, VIZ.:-Mail Train. SOO A. M

20	Mail Train
61	Mail Train
3	Fast Line and Eric Express 11:50 A. M.
	Harrisburg Accommodation 2:30 P. M.
24	Lancaster Accommedation 4.10 P. M.
21	Parkesburg Train 5'30 P. M.
	Cincinnati Express
1	Eile Mail and Pittsburg Express 945 P. M.
3	Accommodation
	Pacific Express 12:00 night,
-	Erie Mail leaves daily, except Sunday, running on
0	Saturday night to Williamsport only. On Sunday
t	night passengers will leave Philadelphia at 8 o'clock' Pacific Express leaves daily. Cincinnati Express
	daily, except Saturday. All other trains daily, ex-
8	cept Sunday.
81	The Western Accommodation Train runs daily,
1	except Sunday. For this train tickets must be pro-
	cured and baggage delivered by 5 P. M., at No. 116
0	Market street.
1	TRAINS ABRIVE AT DEPOT, VIZ. :
	Cincinnati Express
	Philadelphia Express
1	Erie Mail
ê l	Paoli Accommodation, S'20 A. M., 3'40 and 6'25 P. M.

1	Parkesburg Train
	Fast Line
1	Lancaster Train12:55 P. M.
	Erie Express
1	Southern Express
	Lock Haven and Elmira Express
	Pacific Express
8	Harrisburg Accommodation
01	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 Rallroad 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 in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS, 429 General Superintendent, Althona, Fa.

4 29 General Superintendent, Althona, Fa. 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 \$ 50 A. M. (Sundays excepted) for Baltimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto for Cristicid and intermediate stations. Express Train at 12 M. (Sundays excepted), fo Baltimore 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 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. Might Express at 11:30 P. M. (daily), for Baltimore and Washington, Stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newyort, Sundor, Stopping, Statimore and Washington, Stopping at Chester, Thurlow, Lin-wood, Claymont, Wimington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. Passengers for Fortress Monroe and Norfolk will and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 12 00 M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and RAILROAD LINES.

READING RAILROAD. -GREAT TRUNK LINE from Philadelphia to the interior of Pennsyl-vania, the Schuylkill, Susquehanns, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadaa, WINTER ARRANGEMENT

WINTER ARRANGEMENT Of Passenger Trains, December 20, 1869. Leaving the Company's depot at Thirteenth and Callowhill streets, Philhodelphia, at the following hours:- MORNING ACCOMMODATION. At 730 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 635 P. M.; arrives in Philadelphia at 925 P.M. MORNING EXPRESS. At 845 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williams-port, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittaton, York, Carlisle, Chambersburg, Hagerstown, etc.

Wilkesbarre, Pittaton, York, Carlisle, Chambersburg, Hagerstown, etc. The 7:30 A. M. train connects at READING with East Pennsylvania Hallroad trains for Allentown, etc., and the S:15 A. M. train connects with the 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, Comberland Val-ley, and Schuylkill and Susquehanna trains for Nor-thumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

thumberland, Williamsport, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS, Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read Ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6:45 A. M., stopping at inter-mediate 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

Leaves Potsville at 540 A. M. and Reading at 730 A. M., stopping at all way stations; arrives in Phila-deiphia at 1020 A. M. Returning, leaves Philadelphia at 445 P. M.; ar-rives in Reading at 740 P. M., and at Potsville at 930 P. M.

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 2:05 P. M., and Pottsville at 2:45 P. M., arriving at Phila-delphia at 6:45 P. M. Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Readurg with Afternoon Accommodation sonth

T15 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 attacned, leaves Philadelphia at 12 20, noon, for Pottsville and all way stations; leaves Pottsville at 5 · 40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations. All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 5 A. M., and Philadelphia at 3 · 5 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4 · 20 F. M. CHESTER VALLEY RAILBOAD.

CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 750 A. M., 12:30 and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:35 and 5:15 P. M. PERKIOMEN RAILROAD. PERKIOMEN RAILROAD.

PERKLOMEN RAILROAD, Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at 8:08 A.M. and 12:45 M. Stage lines for the various points in Perklomen Valley con nect with trains at Collegeville and Schwenksville, COLEBROOK DALE RAILROAD.

Passengers for Mt. Pleasant and Intermediate points take the 7:50 A. M. and 4:00 P. M. trains from Philadel-phia, returning from Mt. Pleasant at 7:90 and 11:00

A. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 5.00 P. M., passing Reading at 145 and 10.05 P. M., and connecting at Harrisburg with Pennsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc.

Returning Express train leaves Harrisburg on ar-Returning Express train leaves Harrisburg on ar-rival of Pennsylvania Express from Pittsburg at 5°35 A. M., and 12°20 noon, passing Reading at 7°20 A. M., and 2°00 P. M., arriving at New York 12°05 noon, and 6°35 P. M. Sleeping cars accompany these trains through between Jersey City and Pitts-

12 05 BOOH, and 6 30 F.M. Sheeping cars accompany these trains through between Jersey City and Pitts-burg without ohange.
 A Mail train for New-York leaves Harrisburg at \$'10 A. M. and 2'05 P. M. Mail train for Harrisburg leaves New York at 12 M.
 SCHUYLKILL VALLEY RAHLROAD.
 Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 5:35 A. M., and 1:40 and 4:50 P. M.
 SCHUYLKILL AND SUSQUEHANNA RAHLROAD.
 Trains leave Auburn at 5:55 A. M. and 3:20 P. M.
 for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7:30 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.
 Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
 Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train.

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

RAILROAD LINES.

Trenton,

Trenton. At 6'30, 9, and 10 A. M., 12 M., 2, 3'30, 4'30, 6, 7, and 11'30 P. M. for Bordentown, Florence, Burlington, Beveriz, and Delanco. At 6'30 and 10 A. M., 12 M., 3'30, 4'30, 6, 7, and 11'30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 8 A. M. and 2 P. M. for Riverton. The 11'30 P. M. Line leaves Market Street Ferry, (upper side).

and Fish House, S.A. M. and Y.F. M. for Riverton. The 11 20 P. M. Ene leaves Market Street Ferry, (upper side). FROM EENSINGTON DEPOT. At 7-30 A. M., 250, 580, and 5 P. M. for Trenton and Bristel, and 10-45 A. M. and 6 P. M. for Bristol. At 7-30 and 10-45 A. M., and 2-30, 5, and 6 P. M. for Schenck's and Edington. At 7-30 and 10-45 A. M., 2-30, 4, 5, and 6 P. M. for Schenck's and Edington. At 7-30 and 10-45 A. M., 2-30, 4, 5, and 6 P. M. for Schenck's and Edington. At 7-30 and 10-45 A. M., 2-30, 4, 5, and 6 P. M. for Schenck's and Edington. At 7-30 and 10-45 A. M., 2-30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Bridesburg and Frankford, and at 8-30 P. M. for Holmesburg and Intermediate stations. FROM WEST PHILADELPHIA DEPOT. Via Connecting Railway. At 7, 9-30 and 11 A. M., 1-20, 4, 6-45, and 12 P. M., for Trenton. At 7, 9-30, and 11 A. M., 1-20, 4, 6-45, and 19 P. M., for Trenton. At 7, 9-30, and 11 A. M., 1-20, 4, 6-45, and 19 P. M., for Trenton. At 7, 9-30, and 11 A. M. 4, 6-45, and 19 P. M., for Trenton.

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

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At 13 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frank for Frankford.

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. At 7:30 A. M. for Ningara Falls, Buifalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-tain art.

A. 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.

Sale at No. 1017 Shippen streat. HOUSEHOLD FURNITURE, INGRAIN AND VENETIAN CARPETS, MATTRESSES, BED CLOTH-ING, ETC. On Wednesday Morning. Jan 12, at 10 o'clock, at No. 1017 Shippen street, by catalogue, will be sold, the heusehold furniture of a family declining houselceeping, comprising: walnut chamber and cottage furniture; ingrain and Venetian carpets; mat-treases and bed clothing 3 china, glassware, cooking utensils, etc. Intermediate stations, CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-DOADBRTON AND HIGHTSTOWN RAIL-

ROADS.

trenses and bed clothing; j china, glassware, cooking utensils, etc. The furniture is nearly new, purchased within the last sixty days. 1 1024 C ON CERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street. T. A. MCCLELLAND, Auctioneer. ROADS. FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2 15, 3 30, 5, and 6 30 P. M., and on Thursday and Saturday nights at 11 30 P. M., for Merchantville, Moorestown, Hartford, Masonville,

SCOIT'S ART GALLERY AND AUCTION Street, Girard Row. Particular attention paid to out-door sales at moderate rates. Metronantville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 7 A. M., 2°15 and 6°30 P. M. for Lamberton and Mediord. At 7 and 10 A. M., 1, 3°30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Bambarton

At 10 A. M., for Lewistown, Wrightstown, Cooks-

At 10 A. M., 107 Lewistown, Wrightstown, Cocks-town, New Egypt, and Hornerstown. At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cockstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hights-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, 245, 19, 11, 12 A. M., 1, 2, 34, 34, 405, 425, 5, 5%, 6, 6%, 7, 8, 920, 10, 11, 12 F. M. P. M. Leave Germantown at 6, 6:55, 75, 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.

11 P. M. The S20 down train and 2% 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%

P. M. Leave Germantown at 815 A. M., 1, 3, 6, and 9% P. M.

PHOFOSALS FOR TIMBER. OFFICE OF PAYMASTER U. S. NAVY, No. 425 CHESNUT STREET, ' PHILADELPHIA, JAR. 1, 1870.] Sealed Proposals, indorsed "Proposals for Tim-ber," will be received at this office until 19 o'clock M., on the 13th of January, for furnishing the United States Navy Department with the following TIMBER, to be of the best quality, and subject to inspection by the Inspecting Officer in the Philadel-phia Navy Yard, where it is to be delivered within thirty days after acceptance of bid, free of expense to the Government, for which security must be given. P. M. CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 33, 53, 7, 920, and 11 F. M. Leave Chesnut Hill at 710, 5, 940, 1140 A. M., 140, 33, 540, 649, 840, and 1040 P. M. Leave Philadelphia at 915 A. M., 2 and 7 P. M. Leave Chesnut Hill at 750 A. M., 1240, 540, and 925 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Fhiladelphia at 6, 73, 9, and 1195 A. M., 126

Leave Fhiladelphia at 6, 7%, 9, and 1105 A. M., 1%, 5, 4, 4%, 5%, 6%, 805, 10065, 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 Morace Potter 1 and im Doming or Schurck Leap

inches square-mast. 8 pieces Yellow Pine, 54 to 51 feet long, 19 inches

AUDTION BALES.

M. THOMAS & SONS, NOS. 189 AND 141 S. S. FOURTH STREET.

ASSIGN REST SALE. ASSIGN REST SALE. By order of U. S. Dustring Control New Jersey. THOMAS A BONS. ARCHINGERY, TOOLS, PERSONAL FROPERTY OF THE NATIONAL IRON ARMOR AND SHIPBUILDING COMPANY. Kaighn's Point, New Jersey. Dan 11, 1970, at the o'clock, will be sold at public sale, on the premises, in the South ward of Oamden, N. J., by order of the U.S. District Court for the district of New Jersey. All the real estate, wharves, marine railway, buildings, proceeding Company, baskrupt. MI the real estate, wharves, marine railway, buildings, proceeding Company, baskrupt. MAL APTIN BROTHERS AUCTIONERDS

Salo at the Auction Rooms. HANDSOME WALNUT HOUSEHOLD FURNITURW, Elegant Mirrors, Fireproof Safes, China and Glass-ware, Fine Engravings, Elegant Parlor and Chambar Suits, Brussels and Ingrain Carpets, Show-cases, Deskw and Office Furniture, very fine Buggy, Elegant Side Boards, Extension Tables, etc. On Wednesday Morning, January 12, at 19 o'clock, at the auction rooms, by data-logue, a large and very excellent assortment of new and second hand household furniture, etc. VERY FINE BUGGY Also, a very fine top buggy, entirely new, with guar-antee. HISTORICAL ENGRAVINGS

Antee. HISTORICAL ENGRAVENGS. Also, a set of six old and ince engravings, illustrative of the wars of Alexander the Great, very raro. 110 26

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear entrance No. 1107 Sansom street.

Sale at No. 1140 Chemut street. Sale at No. 1140 Chemut street. FINE SHEFFIFLD PLATED WARE, BRONZE AND GLAS VASES, PEARL AND IVORY HANDLE TABLE CUTLERY, ETU. On Tuesday Morning and Evening. Jan. 11, at 11 o'clock A. M. and 7% o'clock F. M., at the auction store, No. 1140 Chesnut street, will be sold, a larger ansortment of the above ware, comprising to a and coffee sets, with urns and trays to match; dinner and breakfast castores, butter dishes, spoon-holders, ladles, spoons, forks, etc. Also, a complete assortment of pearl and ivory-handle cutlery. Goods open on Monday afternoon. 1824

BY BARRITT & CO., AUCTIONEERS. CASH AUCTION HOUSE, [11 24 5 No. 200 MARKET Street, corner of Bank street. Cash advanced on consignments without extra charge.

BUNTING, DURBOROW & CO., AUCTION-BEERS, Nos. 202 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

C. D. MCCLEES & CO., AUCTIONEERS

LIPPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street.

PROPOSALS.

DROPOSALS FOR TIMBER.

curious an inquiry, Who paints her ? Up to this period it has been supposed that one part of women's rights is to be worshipped. Are the ladies going to exchange worship for wonder? Are they going to preLeave Philadelphia at 11 00 A. M., 230, 500, and 700 P. M. The 500 P. M. Train connects with Delaware Railroad for Harrington and intermediate

stations. Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accom-modation Trains Sundays excepted. Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:39 P. M. trains for Baltimore Central Paultoned.

Railroad. From Baltimore to Philadelphia—Leave Baltimore 725 A. M., ay Mall; 925 A. M., Express; 235 P. M., Express; 725 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 725 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chestor.

and Chester. H. F. KENNEY, Superintendent.

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 Railroads:-Railroads Leave PHILADELPHIA for PORT DEPOSIT from

Depot of Philadelphia, Wilmington, and Baltimore Rainoad 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 5:40 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.

Passengers are allowed to take wearing apparel

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

111 President and General Superintendent.

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND BOILER WORKS.-NEAFIE & LEVY PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and YOUNDERS, having for many years been in successful counders, having MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been ex-clusively engaged in building and repairing Marine and River Engines, high and low pressure, from Boilers, Water Tanks, Propallers, etc. etc., respectfully offer their ser-vices to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary ; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low pres-sure Fine Tubular and Cylinder Boilers of the best Fenn-sylvania. Charcoal Iron. Forgings of all sizes and kinds, Iron and Brass Castings of all descriptions. Roil Turning Serew Cutting, and all other work connected with the above business.

above business. Drawings and specifications for all work done at the establishment free of charge, and work guaranteed. The subscribers have ample wharf dock room for repairs of boats, where they can lie in perfect safety, and are pro-rided with shears, blocks, falls, etc. etc., for raising heavy or light weights. TACOR O NEADIE

815	BEACH and PALMER Streets.		
S WASHINGTON		FIFTH	AND

D WASHINGTON Streets, PHILADELPHIA. MERRICK & SONS, ENGINEERS AND MACHINISTS, manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service. Boliers, Gasometers, Tanks, Iron Boats, etc. Castings of all kinds, either Iron or Brass. Iron Frame Roofs for Gaa Works, Workshops, and Railroad Stations, etc.

Railroad Stations, etc. Retorts and Gas Machinery of the latest and most improved construction. Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping Eu-

gines, etc. Sole Agents for N. Billeux's Sugar Bolling Appa-ratus, Neshnyth's Patent Steam Hammer, and Aspin-wall & Woolsey's Patent Centrifugal Sugar Drain-ting Machines. ing Machines.

CIRARD TUBE WORKS. JOHN H. MURPHY & BROS.

Binnumeturers of Wrought Irou Pipe, Etc. PHILADELPHIA, PA. WORKS. TWENTY-THIRD and FILBERT Strents. OFFICE.

No. 43 North FIFTH Street.

Reading and Pottstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediste sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 221 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 and firms.

MILEAGE TICKETS .- Good for 2000 miles, be tween all points, at \$52.50 each, for families and

Brms. SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at re-

twelve months, for holders only, to all points, at re-duced rates. 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 PhMadelphia 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

MAILS close at the Hits branches at 5 A. M., and for the principal stations only at 2'15 P. M. FREIGHT TRAINS leave Philadelphia daily at

435 A. M., 1230 noon, 5 and 715 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and

points beyond. BAGGAGE -- Dungan's Express will collect bag-gage 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

WEST CHESTER AND PHILADELPHIA RAILROAD. Leave Philadelphia from New Depot, THIRTY-FIRS T and CHESNUT Streets, 745 A. M., 1100 A. M., 230 P. M., 415 P. M., 440 P. M., 615 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 800 A. M. will stop at B. C. Junction, Lenni, Gien Riddle, and Media; leaving Philadelphia at 440 P. M. will stop at Media; leaving Philadelphia at 440 P. M. will stop at Media; dia, Glem Riddle, Lenni, and B. C. Junction. Pas-sengers to or from stations between West Chester and, Gren Findine, Lemin, and R. C. Sunction. Pass-sengers to or from stations between Weest 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, and your philotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilotophilo

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.

Leave Philadelphia for West Chester at 8.30 A. M. and 2 00 P. M. Leave West Chester for Philadelphia at 755 A. M.

and 4 00 P. M. WILLIAM C. WHEELER,

4 105 General 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:-- WESTWARD, MAIL TRAIN leaves Philadelphia... 9 35 P. M. MAIL TRAIN leaves Philadelphia... 9 40 A. M. " " Williamsport 1 40 A. M. " arrives at Erie... 8 20 P. M. " " Williamsport 1 40 A. M. " arrives at Erie... 10 00 A. M. ELMIRA MAIL leaves Philadelphia... 7 60 A. M. " arrives at Lock Haven... 7 20 P. M. " arrives at Lock Haven... 7 20 P. M. " arrives at Lock Haven... 7 20 P. M. " arrives at Lock Haven... 7 20 P. M. " arrives at Lock Haven... 7 20 P. M. " arrives at Philadelphia... 6 40 A. M. " arrives at Philadelphia... 6 20 A. M. " " Williamsport... 9 25 P. M. " arrives at Philadelphia... 6 20 A. M. " " " " Williamsport... 9 25 P. M. " arrives at Philadelphia... 6 20 A. M. " " " " Williamsport... 9 25 P. M. " " " " Williamsport... 9 25 P. M. " " " " Williamsport... 9 25 P. M. " " " " Williamsport... 9 25 P. M. " " " " " Williamsport... 9 25 P. M. " " " " " Williamsport... 9 25 P. M. " " " " " Williamsport... 9 25 P. M. " " " " Williamsport... 9 25 P. M. " " " " Williamsport... 9 25 P. M. " " " " Williamsport... 9 26 A. M. " " " " Ilarrisburg... 5 20 A. M. " " " Harrisburg... 5 20 A. M. 4 105 General Superintendent.

Express East connects at Corry, Mail East at Corry and Irvineton, Express West at Irvineton, with trains of Ou Creek and Allegheny River Railroad. ALFRED L. TYLER, General Superintendent.

Mogee's, Potts' Landing, Domino, or Schur's lane. The 4 P. M. train from Philadelphia will stop only

at School lane, Manayunk, and Conshohooken. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Norristown at 7 A. M., 1, 5%, and 9 F. M. FOR MANAYUNK.

FOR MANAYUNK.
Leave Philadelphia at 6, 7½, 9, and 11°05 A. M., 1½,
3, 4, 4½, 5½, 6½, 8°05, 10°05, and 11°4 P. M.
Leave Manayunk at 6°10, 6°55, 7½, 8°10, 9°20, and
11½ A. M., 2, 8½, 5, 6½, 8°00, and 10 P. M.
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 Plymouth, 6½ A. M., 4½ P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

Depot, NINTH and GREEN Streets.

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

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 9:45 A. M. (Express) for Hethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads. At 1:45 F. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Mauch Chunk, Wilkesbarre, Pittston, Scranton, and

Mazicton, At 5:00 P. M. for Bethlehem, Easton, Atlentown, and Mauch Chunk.

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 11-S0 P. M.

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 Rallways run to the new Denot.

Depot. TRAINS ARRIVE IN PHILADELPHIA. From Bethichem at 9 A. M., 2 15, 4 19, and 8 25 P.M. From Doylestown at 8 25 A. M., 4 30 and 7 05 P. M. From Lansdaic at 7 30 A. M. From Fort Washington at 9 25, 10 35 A. M., and 200 P. M.

From Abington at 2.35, 6.45, and 9.20 P. M.

ON SUNDAYS. Philadelphia for Bethlehem at 930 A. M. Philadelphia for Devinement at 950 A. M. Philadelphia for Doviestown at 2 P. M. Doviestown 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. 105 S. FIFTH Street. 11 1 ELLIS CLARK, Agent.

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

Ferry), at
Ferry), at
S'15 A. M., Mail, for Bridgeton, Salem, Millville,
Vineland, Swedesboro, and all intermediate stations.
S'15 F. M., Mail, for Cape May, Millville, Vineland, and way stations below Giassboro.
S'20 F. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.
S'20 P. M., Woodbury and Giassboro accommodation.

tion. Freight train for all stations leaves Camden dal y, at 12 o'clock, noon. Freight received in Philade-phila at second covered wharf below Walnut street. Freight delivery at No. 225 South DELAWARE Avenue.

Commutation Electers at restaurant Philadeiphia and all stations. EATRA TRAIN FOR CAPE MAY. (SATURDAYS ONLY.) Leave Philadelphia, 845 A. M. Leave Cape May, 140 P. M. & Leave Cape May, 140 P. M. & 200 9 20 Commutation tickets at reduced rates between

A LEXANDER G. CATTELL& CO PRODUCE COMMISSION MERCHANTS, No. 50 AORTH WHARVES

No. 17 NOBTH WATER STREET, 5 500 APRILADELPHIA. 5 500 AFEXANDER G CATTELL. ELDAH CATTELL.

square-topmast. 1 piece Yellow Pine, 38 feet long, 16 inches s

FOR BUREAU OF CONSTRUCTION, ETC. 10 pieces Yellow Pine, 36 to 48 feet long, 16% inches square_mast.

10 pieces Yellow Pine, 38 to 54 feet long, 17% inches square-mast. 10 pieces Yellow Pine, 47 to 30 feet long, 14%

2 pieces Yellow Pine, 57 feet long, 21 inches square -yards, to taper at ends to 12 inches. 3 pieces Yellow Pine, 60 feet long, 22 inches square yards, to taper at ends to 13 inches. 6 pieces Yellow Pine, 45 to 48 feet long, 17 inches

souare-vards, to taper at ends to 9 inches

1 piece Yellow Pine, 55 feet long, 18 inches square 100m.

The eleven pieces for yards, tapering, to have the

To be of the best quality, fine-grained Southern Yellow Fine, which has not been tapped. No more sapwood than one-cighth of the face will be received on each corner. Deductions will be marks and importer sources for all sapwood, axe

marks, and improper squaring. To be free from cross-grains, shakes, large knots, or other defects. The butts and tops to be cut off

to sound wood. The actual length and size of each peice required can be obtained on application to the Naval Con-structor, Navy Yard.

Blank forms for proposals at this office ROBERT PETTIT, Paymaster United States Navy.

1 3 9t PROPOSALS FOR PURCHASE OF RIFLED.

BUREAU OF ORDNANCE,

BUREAU OF ORDNANCE, NAVY DEPARTMENT, WASHINGTON CITY, JANUATY 4, 1570. Scaled Proposals for the purchase of 30-pounder and 20-pounder Parrott Rifles, with Carriages, Im-plements, and Projectiles, now on hand in the Navy Yards at Portsmouth, N. H.; Boston, New York, Philadelphia, Washington, and Norfolk, will be re-ceived at this Bureau until 12 o'clock noon, January 31, 1870.

In the aggregate there are about 390 Guns, 354 Car-inges, and 96,157 Projectiles. Schedules in detail of the articles at each yard will be furnished on application to this Bureau.

cation to this Bureau. Bidders will state the number of guns, carriages, implements, and projectiles they desire to purchase at each yard separately, specifying the calibro of gun, kind of carriage, whether broadside or pivot, and the kind of projectiles. The guns, etc., will be delivered at the respec-tive navy yards, and must be removed by the pur-chaser or purchasers within ten days after the ac-ceptance of his or their bid. But no deliveries will be made of any article until the parties purchasing shall have deposited with the paymaster of the navy yard the full amount of the purchase money in each case.

Many of the guns are new, and all are service-able. Bidders will therefore offer accordingly. No offer for these articles as old iron or wood will be

considered. The Bureau reserves the right to reject any or all hids which it may not consider to the interest of the Government to accept. Proposals should be endorsed on the envelope

Proposale for Purchase of Rifled Cannon, etc." A. LUDLOW CASE, I.S w57t Chief of Bureau.

GALVANIZED and Painted WIRE GUARDS,

windows, for churches and cellar windows.

store fronts and windows, for factory and warehous

IRON and WIRE RAILINGS, for balconies, offices

Liberal allowance made to Contractors, Builder

and Carpenters. All orders filled with promptaes

COTTON SAIL DUCK AND CANVAS, of all numbers/and brands. Tant, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Falts, from thirty to seventy six inches, with Paulins, Belling, Sail Twine, ato, Dohn W. EVEBMAN, No. 103 CHURCH Street (City Stores).

C O R N E X C H A N G E BAG MANUFACTORY, JOHN T. BAILLEY, N. E. corner of MARKET and WATER Streets,

Philadelphia. DEALEE IN HAGS AND BAGGING Of every description, for Grain. Floor, Salt, Soper-Phesphate of Lime, Bon Dust, Ric. Large and small GUNNY BAGS constantly ou hand. 222 Also, WOOL SAUKS.

WO

ROBERT WOOD & CO.,

No. 1186 RIDGE Avenue Phila.

R K.

WIRE

cemetery and garden fences.

and work guaranteed.

stathena