Internal Revenue. To the Editor of The Evening Telegraph;-

The Committee on Ways and Means has taken up the Internal Revenue bill reported to the House March 9, 1869. It has been rumored that a reduction of internal taxation to the extent of thirty million dollars will be made. That there should be a diminution of the number of objects of Internal Revenue taxation there can be no question. The people, at every stage of the war for the maintenance of the integrity of the Federal Government, gave the most unmistakable evidence of their determination to pay all the moneys assessed upon them, and of their love for the old flag by voluntary contributions in aid of every enterprise looking to the sustenance and comfort of the brave boys who faced danger and death that the Union should survive. And when hostile armies had been disbanded, the credit of the United States had so large a claim upon the honest sentiment of the masses, that burdens have been cheerfully borne that no distrust might arise against the nation's indebtedness. But there is no longer any necessity for the imposition of "heavy burdens;" and the policy of the Government must now be shaped in raising revenues to avoid pinching the industry of the country. Taxes levied upon distilled spirits. fermented liquors, tobacco and cigars, bank and railroad dividends, legacies and successions, by the use of stamps, and special taxes or licenses on a very few interests, should be the extent of Internal Revenue taxation. From these sources or objects a sufficient sum can be raised, which, together with customs duties, will meet every obligation of the Government in the way of interest on loans, and the ordinary and economical expenses of administration, while securing surplus enough to pay a portion of the principal of the debt every year. Some of our over-eareful and very prudent

members of the Senate and House will scarcely adopt this view. They are not unwise in their prudence, and not to be blamed for thinking it pre-eminently necessary to raise enough revenue. They are, however, asked to consider the business interests of the country; and to pay due regard to the question whether a scheme of internal taxation cannot be perfected which will, while securing ample revenue, be less exacting upon humble trades and professions, and further removed from every-day personal demands upon the million than is the present law. Every member of both houses should regard it as imperative upon him to give an earnest attention, at the earliest possible moment, to the question how best to devise internal taxes with least friction upon industrial pursuits. The people will remember those who so act with their favor. There is as much patriotism in measures which tend to ease the general burdens of taxation, as there is in devising the ways and means which support the administration of public affairs. Let those national legislators who desire to be informed consult the last official report of the Commissioner of Internal Revenue, and they will very easily discern the objects of taxation which may be dispensed with to the advantage of their constituency, and without embarrassment to the Treasury. Let us have such legislation as will put us alongside of the well-informed nations of the Old World in the framing of excise laws, drawing from luxury the bulk of the revenue. England and France do not glean from their labor to supply their exchequers, but drive straight at the luxuries of life for their largest demands. Income tax. it is true, is retained under the excise system of Great Britain-it has lords and princes to maintain-and it is only a mild form of tithes to aid in keep ing up the "livings" of hereditary caste. The United States of America has its "livings," but they do not require the pabulum of income tax, nor do they need that an inquisition should be made into the private affairs of every successful or unsuccessful merchant, mechanic, or laboring man, with a purpose to obtain the wherewithal to support official station. As a people we can much better afford to lessen the number of Government officials rather than not do away with the income tax. This Congress will make a good record when it does away with the income and other small internal revenue taxes. If it does not believe it, try it.

PHILADELPHIA, March 2, 1870.

## MEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, March 2, 1870.

Mr. Seward has been pestered by reporters, but he has conducted himself with that amiable impassibility which is often one of the characteristics of great public men who have travelled a long distance on lifes road. The metropolitan paterfamilia intend giving him a dinner next Monday, not to-morrow.

The Church Music Association gave its second concert last evening at Steinway Hall. These concerts are intended to be clegant specialties. They are under the direction of the flabby-eared Brown, the griffin of Grace Church, and the creator of fashionable law. This ecclesiastical Lycurgus decrees that the concerts of the Church Music Association shall be full-dress affairs. The usher at a London opera louse bestows upon you no more rigid inspection than Brown and his minions do when you present yourself for admission to one of these affairs. Your card of admission conspicuous v states that the occasion is an eveningdress one; the attache who brings it to you-if you are fortunate enough to be presented with one-lraws your attention with respectful firmness to that fact. If in the face of these waruings you have the temerity not to don your dress-suit, you are ignominously denied admission, the sovereign sexton smiling fat scorn upon you the while. Last night the concert communeed at half-past eight, one strange feature being that the doors were closed and not allowed to be opened during the actual performance of the music. At the end of each movement they were thrown open for a few moments and late comers allowed to find places. The music was not particularly good-scarcely worth putting on an evening suit for the purpose of "Punchinella."

Mr. Stephens, the proprietor of the new comic paper, Punchinello, is very sangulae of success. hope it is true that he can afford to lose money. Rumor says that he is backed by sufficient to enable him to run the machine for two years in spite of obstacles that would swamp most other enterprises of the kind. I believe that it is the intention to make of Punchinello a Democratic organ. According to my notions wit and humor are of no pelitical creed, and a publication which affects politics com-mences by hampering itself with one of the first causes of failure.

The Theatres
are presenting a number of novelties this week. Wallack's in Lost at Sea has placed upon the stage a remarkable specimen of realism. One of the scenes represents a conflagration, and the audience is treated to "real fire." The ingenuous critic of the Daily Times gushes over this dangerous bit of daring in an eestacy that would irritate that rigid anti-realist, Richard Grant White. This gentleman insists, in the March number of the Galaxy, that Hamlel, as per-formed at Booth's, is a splendid blunder, because an attempt is made to give historical consistency to the furniture and costumes, while the play itself is full of anachronisms that could only be pardoned in a Shakespeare, and which prevent any fixed historical era being assigned to it.

Mr. and Mrs. Dominick Murray are at Wood's Museum playing in the Golden Bubble. Our country consins, by-the-by, have transferred most of their affection from Barnum's to Wood's. Immediately upon entering the corridor there, you are entranced by the alluring smell of live animals, and as a rule the curiositles upon the stage there are quite as remarkable as those scattered through the rest of the building.

Crime in Brooklyn. Brooklyn has just been discovered to be an immoral city-excessively so. It appears to have just come to light that its political system is a mixture of perjury and blackmailing, that its infants are poisoned by swill-milk, that its clerks and artisans are seduced by gambling hells and worse hells where more is staked although there is no gambling. These discoveries were made known to the public by the grand jury empanelled in the Kings County Court of Sessions. One of the most disgraceful facts is that the Raymond Street Jall is conducted upon much the same principles that Newgate used to be. Criminals of all grades and ages, and of both sexes, are mingled heterogeneously together, and those who enter novices in crime, come out greybeards in depravity. The Excise law is more scandalously violated there than in this city. Liquor is sold after midnight and during Sunday with scarcely a pretense of secrecy, and the swill-milk business has become an honored institution. Mr. Bergh saw there horrors which are too nauseous for me to transcribe. This speaks rather badly for the City of Churches. The outside of Brooklyn's cup and platter is so excessively clean that one is scarcely surprised to learn that the inside is so exceptionally full of extortion and rottenness. If Brooklyn really be as bad as she is represented, the longer she remains a separate city

from us the better.

Newspaper Story Writers find a wide field for their exertions in this city. There are a quantity of weekly papers devoted entirely to stories, and to these all the literary bummers, male and female, who cannot find permanent employment, resort. The stories pile in plentifully, and when accepted are sometimes very well paid for. There is always in New York a class of writers who prefer the uncertainties of Bohemianism-sometimes very brilliant, sometimes extremely abject-to the even, average wages of steady employment. They were not born to drudge, so they work spasmodically and achieve spasmodic results. Today they wear purple and fine linen, to-morrow they dispose of these articles at the nearest pawnbroker's. They prefer making five hundred dollars in a lump and wasting it away, to working regularly for the modest sum of \$25 or \$30 per week. I might mention several well-known writers (who are not, however, to be confused with this Bohemian rabble) who are paid some thousands of dollars a year for the mere use of their names, and without really writing a p e of foolscap in the course of the year. A certain well-known professor, who resides in a pretty villa up the Hudson, received no less than \$10,000 last year for writing a series of papers which had no more brains in them than many a school-boy's essays. He laughs as he takes in the money, acknowledges that the whole system is a humbug; "but what would you have me do?" he pertinently asks. The proprietors of the paper are satisfied. They pay him for writing just such articles-essays that are quite within reach of the average intellect. Is he to blame because it pays him better ALT BARA than his professorship?

## HARDING'S EDITIONS

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advantage to examine these new lines of goods before making up their orders for stock. Also, a large and splendid assortment of new styles

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RAILROAD LINES.

RADING RAILROAD.—GREAT THUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the WINTER ARRANGEMENT

Of Passenger Trains, December 20, 1869,
Leaving the Company's depot at Thiresenth and
Callowhill streets, Philadelphia, at the following
hours:— MORNING ACCOMMODATION,
At 780 A. M. for Reading and all intermediate
stations, and Allentown. Heturaing, leaves Reading at 6-35 P. M.; arrives in Philadelphia at 9-26 P.M.
MORNING EXPRESS.
At 8-15 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinessove, Tamaqua, Sunbury, Williamsport, Eimira, Rochester, Niagara Falis, Bumio,
Wilkesbarre, Pittston, York, Carlisie, Chambersburg,
Hagerstown, etc.

Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7-20 A. M. train connects at RRADING with Rast Pennsylvania Railroad trains for Allentown, etc., and the 6-15 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 HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 850 P. M. for Reading, Pottaville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6.45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9.10 A. M. Returning, leaves Philadelphia at 4.00 P. M.; arrives in Pottstown at 6.15 P. M., accommodation, Leaves Pottsville at 5.40 A. M. and Reading at 7.30 A. M., stopping at all way stations; arrives in Philadelphia at 10.20 A. M., Returning, leaves Philadelphia at 4.45 P. M.; arrives in Reading at 7.40 P. M., and at Pottsville at 9.30 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 9:05
P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 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 Reading with Afternoon Accommodation sou at 635 P. M., arriving in Philadelphia at 9-25 P. M. Market train, with a passenger car attached, 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 S. A. M., and Philadelphia at 8°45 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4°45 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.

PERKIOMEN RAHLROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at 8:05 A. M., 12:35 Noon, and 4:15 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for M. Plassent and intermediate points. Passengers for Mt. Pleasant and intermediate points take the 730 A. M. and 400 P. M. trains from Philadelphia, returning from Mt. Pleasant at 700 and 1100

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 1:45 and 10:05 P. M.,
and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains
for Pittsburg, Chicago, Williamsport, Elmira, Balti-

for Pittaburg, Chicago, Williamspore, Edilica, Battermore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:35 A. M., and 12:20 noon, passing Reading at 7:23 A. M., and 2:05 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-

these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8·10 A. M. and 2·05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6·30 and 11·30 A. M., and 6·50 P. M., returning from Tamaqua at 8·35 A. M., and 1 № 0 and 4·50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8·55 A. M. for Pinegrove and Harrisburg, and at 12·10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3·40 P. M., from Brookside at 4·00 P. M., and from Tremont at 7·15 A. M. and 5·05 P. M.

TICKETS.

Through first class tickets and emigrant tickets to

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 c day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

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 tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, 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-MILEAGE TICKETS.—Good for families and tween all points, at \$52.50 each, for families

firms.

SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at retwelve months, for holders only, to all points, at reduced 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 Phaadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

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

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

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

points beyond.

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

PHILADELPHIA AND ERIE RAILROAD,-

- 1	WINTER TIME ANDIAS
- 1	On and after MONDAY, Nov. 15, 1869, the Trains
- 1	on the Philadelphia and Eric Railroad will run as
-1	follows from Pennsylvania Railroad Depot, West
. 1	Tollows Hold Fellisylvania Immittad Depot West
	Philadelphia:- WESTWARD.
9	MAIL TRAIN leaves Philadelphia 9-25 P. M.
	" Williamsport 740 A. M.
- 1	arrives at Erie 8-20 P. M.
	ERIE EXPRESS leaves Philadelphia 11 40 A. M.
-11	" Williamsport 9 00 P. M.
-0	" arrives at Erie10 00 A. M.
	ELMIRA MAIL leaves Philadelphia 7 50 A. M.
-1	BLIMITEA MAIL ICAYON / Illiamonort COO D ST
- 1	" Williamsport 6 00 P. M.
	" arrives at Lock Haven 7-20 P. M.
- 1	KASTWARD,
- 1	MAIL TRAIN leaves Erie 8. 40A. M.
ш	" Williamsport 9-25 P. M.
_0	arrives at Philadelphia 6.20 A. M.
- 1	ER'R EXPRESS leaves Erie 400 P. M.
7	" Williamsport 8 30 A. M.
	arrives at Philadelphia, 124K P. M.
220	ELMIRA MAIL leaves Lock Haven 800 A. M.
	" Williamsport 945 A. M.
ŧ	" arrives at Philadelphia 6 to P. M.
	BUFFALO EXP. leaves Williamsport12-25 A. M.
	BUFFALO BAF, leaves williamsport 1976 A. M.
1	" Harrisburg 5-20 A. M.
-	" arrives at Philadelphia 9 25 A. M.
	Express East connects at Corry, Mail East at Corry
	Express East connects at Corry, Mail East at Cerry and Irvineton, Express West at Irvineton, with
	trains of Oh Creek and Allegheny River Raffroad.
	trains of Oli Creek and Allegheny River Railroad, ALFRED L. TYLER, General Superintendent.

WEST CHESTER AND PHILADELPHIA
RAILROAD.
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7.55 A. M., 11.00 A. M.,
9.50 P. M., 4.15 P. M., 4.40 P. M., 6.15 and 11.30 P. M.
Leave West Chester from Depot, on East Market
street, at 6.25 A. M., 8.00 A. M., 7.45 A. M., 10.45 A.
M., 1.55 P. M., 4.50 P. M., and 6.55 P. M.
Train leaving West Chester at 8.00 A. M., will stop
at B. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphia at 4.40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester
and B. C. Junction going East will take train leaving
West Chester at 7.45 A. M., and change cars at
B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving
Philadelphia at 4.40 P. M., and will change cars at
B. C. Junction.
The Depot in Philadelphia is reached directly by
the Chesnut and Walnut streets cars. Those of the
Market street line run within one square. The
cars of both lines connect with each train upon its
arrival.
ON SUNDAYS.

Leave Philadelphia for West Chester at 8-30 A. M. Leave West Chester for Philadelphia at 7-55 A. M. and 4-50 P. M. WILLIAM C. WHESLER, 4 100

HAILROAD LINES.

1869. FOR NEW TORK.—THE CAMDEN and Amboy and Philadelphia and Tronton Railroad Companies' lines from Philadelphia to New York and Way Pinces.

PROM WALNUT STREET WHARP.

At 630 A. M., via Camden and Amboy Accom... \$2.25
At 8 A. M., via Camden and Amboy Express... 300
At 2 P. M., via Camden and Amboy Express... 300
At 2 P. M., for Amboy and intermediate stations.
At 6.38 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Long Branch and points on R. and 30. B. R. R.

At 8 and 10 A. M., 12 M., 9, 3.30, and 4.50 P. M., for Trenton. Trenton.
At 6:30, 8, and 10 A. M., 19 M., 9, 8:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delianco.
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 9 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry, (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 7:30 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.

Tullytown.
At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for At 730 and 10 45 A. M., and 2 30, 5, and 6 P. M. for Schenck's and Eddington.

At 730 and 10 45 A. M., 2 30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 30 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADRIPHIA DRPOT.

Via Connecting Railway.

At 7, 9-90 and 11 A. M., 1-90, 4, 6-45, and 12 P. M. New York Express Lines, via Jersey City. Fare, 83-95. At 11:30 P. M., Emigrant Line. Pare, \$2. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 19 P. M. At 7, 9:30, and 11 A. M., 4, 6:45, and 12 P. M., for Bristol.

At 19 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 19 P. M. bines will run

daily. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD LINES. At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Emira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

Scratton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

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.

CAMDEN AND BURLINGTON COUNTY AND
PEMBERTON AND HIGHTSTOWN RAILROADS.

ROADS,
FROM MARRET STREET PERRY (UPPER SIDE),
At 7 and 10 A. M., 1, 2-15, 3-50, 5, and 6-30 P. M., and
on Thursday and Saturday nights at 11-30 P. M., for
Merchantville, Moorestown, Hartford, Masouville,
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 Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 330 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imiaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD, TIME TABLE,

TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-95, 10, 11, 12 A. M., 2, 3 %, 3 %, 4 05, 4 35, 5, 5 %, 6, 6 %, 7, 8, 9-20, 10, 11, 12 P. M. Leave Germantown at 6, 655, 7%, 8, 820, 9, 10, 1050, 12 A. M., 1, 2, 3, 350, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M.

11 P. M.
The 8-20 down train and 3% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10% P. M. Leave Germantown at 8-15 A. M., 1, 3, 6, and 9% P. M.

P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 990, and 11 F. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3%, 5:40, 6:40, 8:40, and 10:40 P. M.

Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:49, and 5 P. M.

OR CONSHOHOCKEN AND NORRISTOWN.

ave Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%.

OR CONSHOHOCKEN AND NORRISTOWN.

ave Philadelphia at 6, 7%, 9, and 11.05 A. M., 1%,

5, 4, 4%, 5%, 6%, 8.05, 10.05, and 11% P. M.

Leave Norristown at 5.40, 6.25, 7, 7%, 8.50, 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's, Potts' Landing, Domino, or Schur's lane.

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

ON SUNDAYS.

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

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7½ P. M.
Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 9, and 11.05 A. M., 1%,
3, 4, 4%, 5%, 6%, 8.06, 10.05, and 11% P. M.

Leave Manayunk at 6.10, 6.55, 7%, 8.10, 9.20, and
11% A. M., 2, 3%, 5, 6%, 8.30, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 3 A. M., 2%, 4, and 7½ P. M.
Leave Manayunk at 7½ A. M., 1%, 6, and 9½ P. M.
PLYMOUTH RAILROAD.

Leave Philadelphia at 7% A. M., 4% P. M.

Leave Philadelphia at 7% A. M., 4% P. M.
Leave Plymouth, 6% A. M., 4% P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streeta

NORTH PENNSYLVANIA RAILROAD.—THE WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA. CANADA. WINTER ARRANGEMENT.

Takes effect November 22, 1869.
Fourteen daily trains leave Passenger Depot, corner
BERKS and AMERICAN Streets, (Sundays ex-BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 8-00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wikesbarre, 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 Bethlehem, Raston, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads.
At 1-45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

Hazleton.
At 5 00 P. M. fer Bethlehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 845 A. M., 245 and 415 P. M. For Fort Washington at 730 and 1045 A. M., a

For Fort Washington at 1°30 and 10°45 A. M., and 11°30 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 Depot.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9 A. M., 2°15, 4°40, and 8°25 P.M.
From Lansdale at 7°30 A. M., 4°30 and 7°05 P. M.
From Fort Washington at 9°25, 10°35 A. M., and 8°10 P. M.

S 10 P. M.
From Abington at 235, 645, and 940 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 940 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 740 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

W EST JERSEY RAILROADS,
FALL AND WINTER ARRANGEMENT.
COMMENCING TUESDAY, SEPTEMBER 21, 1868.
Leave Philadelphia, foot of Market street (Upper Ferry), at Silver Bridgeton, Salem, Miliville, Silver A. M., Mail, for Bridgeton, Salem, Miliville, Vineland, Swedesboro, and all intermediate stations.

3-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.

3-30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.

5-36 P. M., Woodbury, Glassboro, and Clayton accessive and stations. commodation.
Freight train for all stations leaves Camden daily,
t 12 O'clock, noon. Freight received in Philadelhia at second covered wharf below Walnut street.
Freight delivery at No. 225 South DELAWARE

Commutation tickets at reduced rates between Commutation tickets at reduced rates betwee Philadelphia and all stations.

RATHA 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, 1869

LEXANDER G. CATTELL & CO PRODUCE COMMISSION MERCHANTS. No. 306 ROETH WHARVES No. 27 HORTH WATER STREET, PHILADELPHIA.

RAILROAD LINES

DENNEYLVANIA CENTRAL RAILROAD AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1889.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Wainut 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

for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will TRAINS LEAVE SPOT, VIE :--Mail Train 6:00 A. M. Paoli Accommodat's 10:30 A. M., 1:10 and 6:50 P. M. Past Line and Eric Express 11:50 A. M. Harrisburg Accommodation 2:30 P. M. Lancaster Accommodation 4:10 P. M. Lancaster Accommodation 5:30 P. M.

Harrisburg Accommodation 9:30 P. M.
Lancaster Accommodation 4:10 P. M.
Parkesburg Train 5:30 P. M.
Cincinnati Express 8:00 P. M.
Elle Mail and Pittaburg Express 9:45 P. M.
Accommodation 12:11 A. M.
Pacific Express 12:00 night.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Palladelphia at 8 o'clock
Pacific Express leaves daily. Cincinnati Express daily, except Sunday. All other trains daily, except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116
Market street.
TRAINS ARRIVE AT DEPOT, VIZ.:
Cincinnati Express 6:30 A. M.
Philadelphia Express 6:30 A. M.
Panil Accommodation, 8:20 A. M., 3:40 and 6:25 P. M.
Parkesburg Train 9:10 A. M.
Fast Line 9:40 A. M.
Lancaster Train 12:55 P. M.
Southern Express 7:00 P. M.
Southern Express 7:00 P. M.
Lock Haven and Elmira Express 7:00 P. M.
Pacific Express 7:00 P. M.
Harrisburg Accommodation 9:50 P. M.
Harrisburg Accommodation 9:50 P. M.

in value will be at the risk of the owner, unless take by special contract.

EDWARD H. WILLIAMS, 459 General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD,—TIME TABLE—Trains
will leave Depot corner Broad street and Washing
ton avenue as follows:—
Way Mail Train at 8-30 A. M. (Sundays excepted Way Mail Train at \$30 A. M. (Sundays excepted for Baltimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

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

Express Train at 4-00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Cheeter, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

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

and Magnolia.

Pussengers for Fortress Monroe and Norfolk will take the 19 00 M. train.

WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:30 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 Wilnington at 630 A. M. and 4:15

M. will connect at Lamokin Junction with the 7:00 M. and 430 P. M. trains for Baltimore Central

A. M. and 430 P. M. trains for Baltimore Central Railroad,
From Baltimore to Philadelphia—Leave Baltimore
725 A. M., Way Mail; 935 A. M., Express; 235 P.
M., Express; 725 P. M., Express,
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 725 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. and Chester. H. F. KENNRY, Superintendent.

DHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.
WINTER ARRANGEMENT.
On and after MONDAY, November 1, 1969, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek

Railroads:—
Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 430 P. M.
A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 230 P. M.
Leave PORT DEPOSIT for PHILADELPHIA at 540 A. M., 925 A. M., and 225 P. M.
On Saturday the 225 P. M. train will leave at 430 P. M.
Passengers are allowed to the contraction.

P. M.

Passengers are allowed to take wearing apparel
only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars,
unless special contract is made for the same. 111 President and General Superintendent

GREAT SOUTHERN MAIL ROUTE.

ONLY ALL RAIL LINE TO

NEW ORLEANS, MEMPHIS, NASHVILLE, ATLANTA, AUGUSTA, MONTGOMERY, MOBILE,
MACON, RICHMOND, WELDON, WILMINGTON,
CHARLESTON, SAVANNAH, and all principal points
SOUTH and SOUTHWEST. Tickets for sale, baggage
checked through to destination, and all information
furnished at

721 OHESNUT Street, Masonic Hall, G. RENTON THOMPSON, Gen. Agent for Philadelphi 1 21 tf

HARDING'S EDITIONS

THE HOLY BIBLE.

FAMILY, PULPIT, AND PHOTOGRAPH BIBLES

WEDDING AND BIRTHDAY PRESENTS.

ALSO, PRESENTATION BIBLES FOR CHURCHES,

CLERGYMEN, SOCIETIES AND

half their prices.

TEACHERS, ETC. New and superb assortment, bound in Rich Levant Turkey Morocco, Paneled and Ornamental Designs, equal to the London and Oxford editions, at less than

No. 326 CHESNUT Street.

STEENGTH, BEAUTY, CHEAPNESS COMBINED! HARDING'S PATENT CHAIN-BACK PHOTOGRAPH ALBUMS.

For Wedding, Holiday, or Birthday Presents, these Albums are particularly adapted.

The book trade and dealers in fancy articles will find the most extensive assortment of Photograph Albums in the country, and superior to any heretofore made. For great strength, durability, and cheapness, Harding's Patent Chain-back Albums are unrivaled. Purchasers will find it greatly to their advantage to examine these new lines of goods before making up their orders for stock. Also, a large and splendid assortment of new styles

of Photograph Albums made in the usual manner. No. 296 CHESNUT Street,

Philadelphia.

AUG TION SALES.

M. THOMAS & SONS, NOS. 139 AND 194 BUNTING, DURBOROW & CO., AUCTION-EERS, Nos. 33 and 234 MARKET Street, corner of Eark street. Successors to John B. Myers & Co.

LARGE SALE OF CARPETINGS, ETC.

Un Friday Morning,

March 4, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetiau, list, hemp, cottage, and rag carpetings.

LARGE SALE OF FRENCH AND OTHER RU-ROPEAN DRY GOODS, ETC., On Monday Morning, March 7, at 10 o'clock, on four months' credit. 31 St. SALE OF 2000 CASES BOOTS, SHOES, HATS, ETC. On Tuesday Morning, March 8, at 10 o'clock, on four months' credit. 3 2 56 SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

B. SCOTT, Jr., Auctioneer, No. 1111 CHEANUT Street, (Girard Row).

Particular attention paid to Out-door Sales at moderate rates.

VERY SUPMRIOR HOUSEHOLD FURNITURE, ELEGANT PARLOR SUIT, Rich-toned 7% Octave Planoforte, Handsome Etagore, Hardsome Brussels and other Carpets, China and Glassware, etc.

March 7, at 10 o'clock, at No. 1018 Spring Garden atreet, by catalogue, the entire superior household farniure, including olerant walnut parlor suit, covered with fine green plush; rich tone 7% octave piano-forte, made by Hammar, in elegant rosswood case; elegant walnut etagere; handsome medallion Brussels carpet; chamber furniture; cottage suit; beds and bedding; china and glassware; carpets; cil-cloth; altchen utensils, etc.

May be exemined at 8 o'clock on the morning of sile.

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

Saic at No. 1110 Cheanut street.

Superior New And Second-Hand House.

HOLD FURNITURE; Rolls of New Brussels Carpets; Axminster, Brussels, and other Carpets; Second hand Rosewood Plane Fortes and Parlor Organs large and small Mantel and Pier Mirrors; Spring and Hair Mattresses; Office Tables; Counters; Show-cases; Silver Plated Ware aid Cultery; Oil Paintings and Engravings; large Marble Clock, with carved figures; Stoves; Chira; Glassware, etc., On Friday Morning.

At 9 o'clock, at the auction store, No. 1110 Chesnut street, will be sold, a large assortment of superior new and second hand furniture, carpets, mirrors, etc., of every description.

FURNITURE OF A DWELLING.

escription.

FURNITURE OF A DWELLING.

Also, the entire furniture of a dwelling house, removed

case parlor organs; large marble clock; 2 u\_right alivermeunted show-cases, etc.

S22t

Sale at No 1536 North Broad street.

HANDSOME WALNUT PARLOR, CHAMBER,
LIBRARY, AND DINING ROUM FURNITURE;
PARLOR ORGAN, BY MASON & HAMLIN; BRUSSEES AND INGRAIN CARPETS, PAINTINGS AND
ENGRAVINGS, ETC.

On Saturday Morning,
At 10 o'clock; at No. 1536 North Broad street, will be
sold, the furniture of a family removing, comprising
crimeon and gold brocatelle parlor suit; handsome etagers, mirror back; green reps sitting-room suit; suits of
wa nut chamber furniture; walnut case parlor organ, by
Mason & Hamlin; walnut dining-room furniture; Brussels and ingrain carpets; china; glassware, etc.

Catalogues ready on Friday, and the furniture can be
examined after 8 o'clock on the morning of sale. [332t]

A. McCLELLAND, AUCTIONEER,

No. 1219 CHESNUT STREET. Personal attention given to sales of Household Fored ture at dwellings.

Public sales of Furniture at the Auction Rooms, No.
1219 CHESNUT Street, every Monday and Thursday.

For particulars see Public Ledger.

N. B.—A superior class of Furniture at private sale.

C. D. McCLEES & CO., AUCTIONEERS

LARGE AND ATTRACTIVE SALE OF BOOTS,
SHORS, BROGANS, ETC.
On Monday morning, March 7,
At 10 o'clock, including a large line of ladies', misses',
and children's city-made goods, to which we invite the
attention of the trace.
N. B.—Sale every Monday and Thursday.

3334 L PPINCOTT, SON & CO., AUCTIONEERS,

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [11245]
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

HOSIERY, ETO.

## NOW OPEN AT HOFMANN'S HOSIERY STORE.

No. 9 NORTH EIGHTH STREET. GENTS' WHITE WOOL SHIRTS, GENTS' WHITE WOOL DRAWERS, GENTS' SCARLET WOOL SHIRTS, GENTS' SCARLET WOOL DRAWERS GENTS' MERINO SHIRTS AND DRAWERS. LADIES' MERINO VESTS. LADIES' MERINO BRAWERS, LADIES' CASHMERE VESTS, CHILDREN'S MERINO UNDERWEAR, GENTS' COTTON SHIRTS AND DRAWERS,

Also, a very large assortment of COTTON WOOL, AND MERINO HOSIERY.

LADIES' COTTON VESTS AND DRAWERS.

IAMES & HUBER. Successors to JAMES & LEE,

OLOTHS, OASSIMERES, ETO.

No. 11 North SECOND Street, Sign of the Gelden Lamb,

Are now closing out their entire stock of

Winter Goods.

Consisting of CLOTHS, CASSIMERES, VEST-INGS, etc., of the best makes and finest texture, which they are selling far below importers' prices, preparatory to the reception of their SPRING STOCK

D' EING AND SCOURING.

JOSEPH MOTTET,
FRENCH STEAM DYEING AND SCOURING,
On any kind of Wearing Apparel, for Ladies, Gents, and
Children. Patent apparatus for Stretching Pants from
one to five inches.

No. 200 S. NINTH Street. No. 209 S. NINTH Street, 95

ROOFING. R E A D Y R O O F I N G.—

applied to

STEEP OR FLAT ROOFS

at one-half the expense of tin. It is readily put on old
Shingle Roofs without removing the shingles, thus avoiding the damaging of cellings and furniture while undergoing repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'S
ELASTIC PAINT.

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

9 175 No. 711 N. NINTH Street, above Coates.

TO OWNERS, ARCHITECTS, BUILDERS, ARCHITECTS, ARCHITECTS, BUILDERS, ARCHITECTS, ARCHITECTS, BUILDERS, ARCHITECTS, A

WINES.

ITIZ CURRANT WINE.

ALBERT C. ROBERTS.

Dealer in every Description of Fine Groceries,

Corner ELEVENTH and VINE Street SAMUEL SMITH & CO., No. 4 S. SEVENTH Street, STEAM AND GAS FUTTERS AND FLUMBERS, Tube, Fittings, and BraseWork constantly

All work promptly attended to. Galvanized Tube for Cametery Lots furnished.