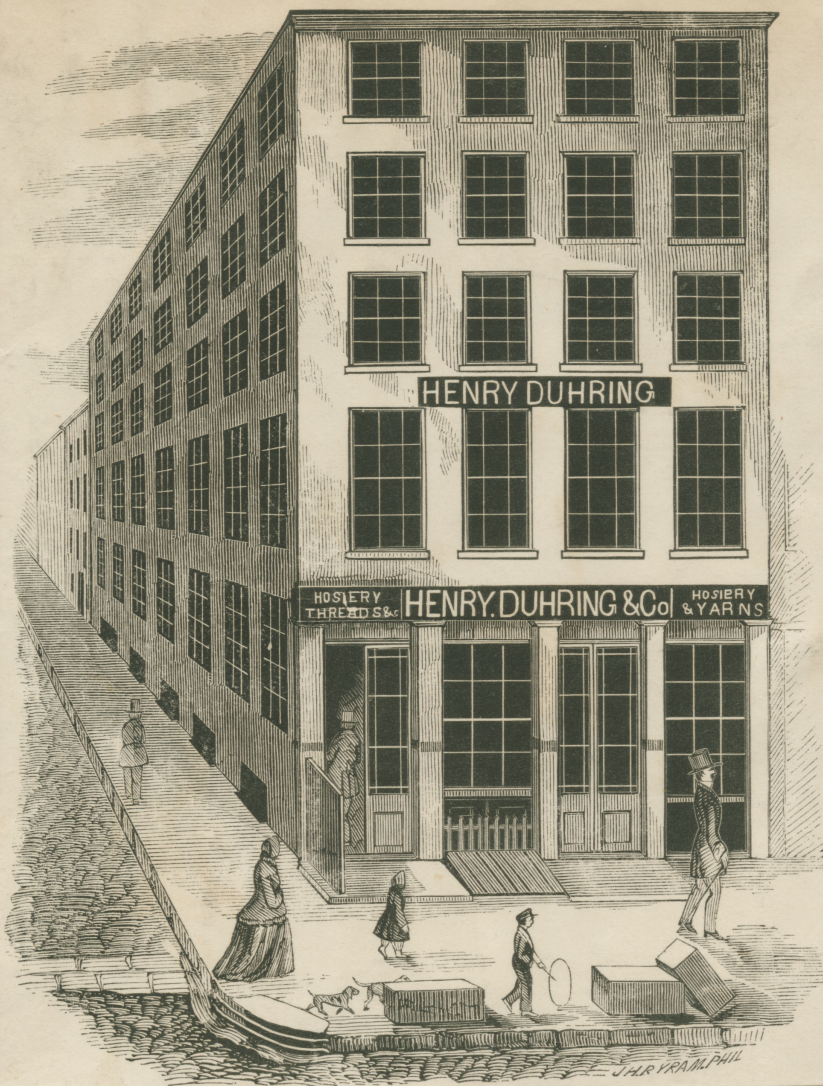


PHILADELPHIA MANUFACTURES AHEAD OF THE
 In most branches of industry, Philadelphia
 stood in the front rank of manufacturing cities.
 a very few departments of the industrial arts,
 manufacturers have been a little in the rear of some
 competitors. In fancy cassimeres the Eastern
 makers have hitherto taken the lead, and the
 need out of their factories have been generally
 to be the best of the kind manufactured either
 in the United States or in Europe. Mr. George P. Evans,
 as the proprietor of a woollen mill, at Cres-
 cent in the Twenty second Ward of Philadelphia,
 to contest the palm with the Eastern mills,
 accordingly manufactured for the recent Fair of the
 American Institute, at New York, several pieces of fancy
 cassimeres. These goods took the New Yorkers by sur-
 prise, and notwithstanding the fact that the Crystal
 contained choice goods of this description from the
 mills throughout New England, the judges were
 led to endorse the views of the dry goods people of
 Philadelphia, and to decide that for beauty of color, novelty
 distinctness of figure, fineness of texture and
 general excellence, the fancy cassimeres de-
 signed by Mr. Evans were superior to all others in the
 country, and that the manufacturer was entitled to
 the premium of a gold medal, which was according-
 ly given him.
 Premium goods have been brought to this city
 for the closing of the Institute, and they may now be
 seen in the store of Messrs. Slade, Pratt and Reed, the
 proprietors, at No. 36 South Front street. These
 goods are manufactured upon the Jacquard
 loom, which there are some forty in operation in the
 factory of Mr. Evans. The designs are all novel,
 and figures of strawberries, roses, butterflies, &c.
 are wrought out with remarkable beauty of outline and
 richness of color. Mr. Evans has put Philadelphia
 into competition with the best manufactories in
 the world, in respect to goods of this description, and he
 has carried off the palm of superiority. New England
 has been "beaten," and now Philadelphia has beaten
 England."

L November 29, 1855



AVENUES TO AND FROM WASH'TON.

Every reader in the nation is more or less interested in knowing the different routes of travel to and from its capital city. We do not propose on this occasion to present them all, but there are certain leading ones with which it is for the interest of travellers to be acquainted.

Beginning at New York, there are three trains of cars a day extending to Washington. They leave from the foot of Courtland street, in that city, at 8 and 10 o'clock in the morning, and at 6 in the evening. All these pass through Philadelphia, connecting at the depot on Broad street, so as to leave that city at 12.46, 3 and 11 o'clock p. m., reaching Baltimore at 4.35, 7.36 p. m., and 3.30 a. m. They then connect at Baltimore so as to leave that city at 5 and 8 o'clock p. m., and 4.15 a. m., and arrive in Washington at 7 and 9.30 p. m. and 6 a. m.

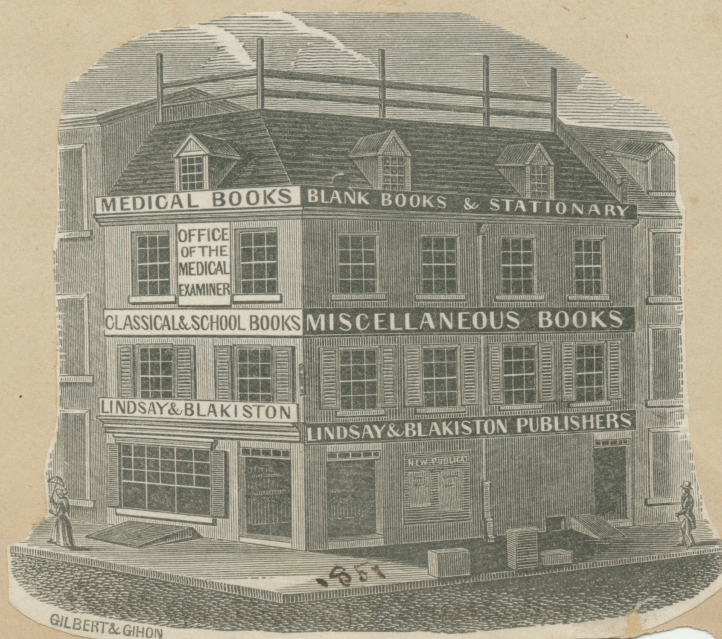
By a very judicious arrangement, (which owes its origin to J. M. Felton, Esq., the energetic President of the Philadelphia, Wilmington and Baltimore Company,) passengers from New York and Philadelphia for Washington, Richmond, Norfolk, Weldon, N. C., and other places farther South, can have their baggage "checked through" to their points of destination without extra charge, and at the risk of the companies forming the combination. The trains for all these Southern points connect regularly at Washington. The distance between New York and the capital can now be travelled in *eleven hours*. The time will be lessened when the massive bridge, now in the course of construction, shall be thrown across the Susquehanna river at Havre de Grace. Some arrangement will probably be made, by which the Delaware river will be crossed more rapidly, at Philadelphia, and the long omnibus rides avoided in the said city of Philadelphia, so as to save the traveller at least *an hour* between New York and Washington.

If, in addition to this, the 5 o'clock train from Baltimore to Washington should be run as an express train, another *half hour* might be saved; and thus the whole distance of 236 miles, between Washington and New York, would be accomplished in a little over *nine hours*!

In the formation of the trains to Washington are the following lines—the New Jersey, from New York to New Brunswick; the Camden and Amboy from New Brunswick to Philadelphia; the Philadelphia, Wilmington and Baltimore, from Philadelphia to Baltimore; the Baltimore and Ohio, from Baltimore to Washington. All these different roads form connecting links to and from the National metropolis. They are among the best managed roads in the country.

The Baltimore and Ohio Railroad, connecting passengers to and from Washington, with the West at the Relay Station near Baltimore, is the last we can notice in this article. This road was completed to Wheeling, Virginia, in 1853. It has been extensively employed in the transportation of freight to and from the great West, in connection with lines of steamers in the western waters; and recently the tide of travel has begun to flow upon it in connection with Washington. This is owing, in part, to the completion at Wheeling of several important lines connected with the entire system of western roads. The routes are full of picturesque scenery. Some of them cross and re-cross the Allegheny mountains, while the landscape of the valley, chequered with the beautiful rivers of our country, give the charm a constant variety.

There are other pleasing matters referring to the avenues to and from Washington, upon which we should be glad to touch; but want of room forbids. We cannot close this article without acknowledging our indebtedness to Myson Finch, Esq., editor of the "Pittsburgh Loom and Anvil," (now in the service of the Philadelphia, Wilmington and Baltimore Railroad) and to the enterprising conductor of the Washington Evening Star. Other interesting particulars will be inserted on some early future occasion.



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