THE DIGNITY OF LABOR.

From the London Spectator, It is very curious to notice the rapid decay of the old contempt for "mere riches" among the aristocracy. Their idea a hundred years ago was to look down on wealth as something any tradesman might obtain, to prefer pedigree and privilege to all things; but after these to exalt intellectual ability, or, still better, artistic power. An actor or a sculptor might be a gentleman, but a millionaire could not be, was necessarily a parvenu who relied on his contemptible money and called for "some more curricles." The old peer had rather a pride in contrasting his poverty with the nabob's or merchant's wealth, in showing how little his social position depended upon such an accidental circumstance as the amount of his rent-roll. Wealth, when it included a right to dispose of seats in the Lower House, was indeed important as a direct source of power; but wealth in itself was an attribute of vulgarity—a feeling still surviving, we believe, in the Faubourg St. Germain, where the freaks of a Duc de Doudeauville are tolerated, not because he is wealthy, but because he is also Larochejaquelin. Great nobles very often rejected wealth. Many of those who fought the railways as nasty levelling things saw quite clearly the wealth they would bring, and many more struggled hard against suffering cities to rise upon their lands. The Earl of Abergavenny, we have been told, regarded the rice of Tunbridge Wells, a rise which will bring them scores of thousands a year, with a bitter hostility, and, as far as they could, pro-hibited it; and mine after mine lay unopened ni the North because great landholders could ont endure the contact with the commercial world which would have resulted from openiog them. That tone has been changing slowly for more than thirty years. Kings are now eager for money, eager to a degree which wonderfully diminishes their divinity in popular estimation, and great peers do not hesitate to attribute to money in itself and by itself a sort of dignity. The Prince Consort was a man who fairly sympathized with intellectual power, and had a good insight into the way the world was drifting, yet he wrote to say that his household ought to consist exclusively of persons very high born, very distinguished, "or very rich," the latter being quite a novel idea among German princes, who up to 1815 liked wealth for themselves, though they managed their great estates most wretchedly, but did not respect it in their subjects. The Elector of Hesse's remark to a constitutional reformer was nearer their true feeling-"What are you?" "A brewer, your Highness." "Brewers shau't govern!" One would have expected that One would have expected that feeling to linger among the great nobles, but they are doing all they can to invest the possession of money with a sort of dignity-of social dignity, at all events-which is opposed to all the traditions of their order, as well as to their own real interests. Lord Salisbury, though head only of an Elizabethan family, is for many reasons a big feer, and only three weeks ago he said in his place that in his opinion great wealth accumulated in business gave a claim to a seat in the Upper House; that he wished the claim were allowed; that the lords ought to represent all kinds of property; thereby, in his own judgment at all events, doing all the honor he could to the possession of cash. Lord Granville this very week talked from his place of the money Lord Cairns had made in respect, and the Peers do not seem to have father appointed members of the Lower House, treated wealth as if it were in itself a greatness, something which not only gave dignity to its possessor, but which ought to give dignity. This "House," he said, "rests upon a foundation of sure and settled property;" it "ought to consist of men with large hereditary possessions"-ideas which, a hundred years ago, even if entertained, would searcely have been expressed, and would have seemed to the House, then very poor, almost revolutionary.

This reverence for money in masses is a new thing in the great, and one for which it is not easy to account. We usually explain its existence in the little as a form of the servility which is the bane of English middle-class character, but that theory—the correctness of which we should dispute, believing that sefishness has more to do with the matter than servility-will not account for its existence among long descended magnates. It must rather be due to an unconscious exaggeration of the truth that in the modern world money is power, that when great things have to be done it is only the sors of large masses of possestreasure who can do them, who can set multitudes in motion by their mere fiat. A man with a couple of millions, say, can do so much. We de not find, as a rule, that he does do it; in this country, at all events, the old spirit which induced men to expend wealth in public enterprises having apparently decayed, partly from a decline, it may be, of care for the State, partly from a feeling that great things have passed beyond the range of individual capacities. The very rich own cities, but do not build them, though the Grosvenors, in a curious, indirect way, are doing something like it; and we cannot recall an instance of an immense benefaction-say, full water-supply to a city, or a new university, or even a harborunless given with a notion of ultimate repayment. Still, the potentiality of doing is always there-Miss Burdett Coutts, for example, creates, as it were, by volition a market which is like a cathedral, and removes one grand trouble of a district-and the magnates, relieved by their own wealth, wealth which is in many cases quite as new as that of the parvenus, from the ancient feeling of jealous dislike and suspicion, recognize that potentiality to the full. Or rather, to put it still more plainly, they always recognized it, but not possessing it themselves, tried hard to deny its existence, and now that the necessity for expressing an unreal contempt has passed away, they once more permit themselves to be sincere and frank. do not know that the new tone will be very beneficial to society, rather fear that it tends to inflict a more lasting injury than the old one. The pride of birth was a more absurd feeling, because it had less of fact on which to rest-the royal caste of Europe. which, on the theory of pedigree, would be the noblest, consisting, on the whole, of a number of in-efficient and rather vulgar persons, who add little or nothing to human thought, and do not succeed in their hereditary business of governing; but still the pride of birth could not hurt any but those who displayed it. It was an incommunicable quality, and the aspiration for it could not increase the unrest or immorality of society. If there are Brahmins, there are Brahmins; let there be Brahmins, and Sudras are not hurt. But to

give dignity to mere money is to increase, and

in England to increase very rapidly, that thirst for its possession which of all the my-

riad tendencies of our time alarms observers

itself in its most extreme forms in the latter days of the Roman Republic, when capitalists like Crassus were openly recognized as powers in the State, and patricians of genius plunged into crime to repair their fortunes; out it is new in our day in this form, as part of the thirst for power and for distinction, and it may work frightful mischief. In the United States, where it rages unchecked, it is destroying the purity of the legislatures, of the judical bouch, and of many branches of the executive-au ambassador, for example, has just been convicted of selling his privilege of import in a way which must have destroyed his independence-and is directly impairing the power of the Union, which finds every step unbearably expensive. The great capitalists there are gaining with the position the power of nobles. The laws are openly defled by men strong enough in their command of capital to "secure" not only juries but judges, and not only juries and judges, but entire legislatures, who pass their decrees with at least as much readiness as the Parliaments used to pass entailing acts, such as the Newcastle, Shrewsbury, Pembroke, and other acts, at the dictation of potent nobles. We do not hesitate to say that Mr. Vanderbilt, or Mr. Drew, or Mr. Fisk, or Mr. Sprague could get things done by legislatures such as no English noble in the worst days of the oligarchy could have attempted; while as to their position, it is begivning to be that of the English county kings two hundred years ago. We have before us a number of the New York Tribune in which three columns of close type devoted to an elaborate are slightly admiring history of a grand feud which has been raging for years between two families of Rhode Island, Sprague and Brown, and which affects all the politics of the State, and is not unfelt even in the politics of the Union. The two families belong to the manufacturing aristocracy, count their property by millions, and their "hands" by the ten thousand, and fight like the Cavendishes and the Stanleys of old whenever they can get a chance. The antagonism between them was distinctly felt in the war, affecting the Rhode Island regiments, to which the Browns really appointed officers, who are now censured by Mr. Sprague, and is now affecting the financial policy of the Union, Senator Sprague denouncing inflation with immense effect, moved, as he half admitted in his speech, by antagonism to the rival house. As to the State offices, it seems clearly understood that the present representatives are nominees of Brown, and that Mr. Sprague, therefore, intends to turn them out-an end he will effect partly through his personal popularity, but chiefly through his position as a great employer of labor, he driving 250,000 spindles, employing 2000 men in one only of seven sets of mills, and being master of nine immense companies, chiefly engaged in iron, the control of any one of which "would make a first-class man." In this very account, which appears in a journal at variance with him, he being suspected of free trade proclivities, he and his rival are treated exactly as great nobles were a hundred years ago, their possessious are described with a sort of awe, the confidence of their ratainers in them is eulogized, and their family ramifications are shown to be matters of grave political importance. The positions of Mr. Brown and Mr. Sprague are in fact held up as ideals to be attained, and as they can be attained only by money, money in masses becomes the one thing sought, and its possession is held to extenuate almost any act, breaking open safes, buying judges, and bribing or "controlling" legislatures included. Such his profession as one of his highest titles to acts are regarded as the purchase of seats was once regarded in England, as theoretically thought the remark anything unusual. Even wrong, but still quasi-legitimate incidents Lord Derby, who is supposed to represent in the use of power; and we are not aristocratic feeling more closely than any Euglish statesman, and who for that reason car- not extend to those who take the ries the Lords in his pocket, and appoints the money. We declare, strong Northerners as Irish representative Peers as fully as his we are in sympathy, we begin to doubt if this thirst for wealth will not undermine the republic, and its first cause is the dignity which American opinion begins to give to cash, the legitimacy with which it begins to invest its political and even its violent use. It is this tone which our aristocracy, it seems to us, are openly ready to foster, and it is one which may yet produce mischiefs greater than that mercantile readiness to swindle which has in the past five years created such a terrible amount of suffering. If money ever gives dignity in England, we may rely upon it that the toleration always accorded in this country to the offenses of the great will be extended to those of the plutocracy, and then it will take a national bankruptcy to bring back our moral

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The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

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 less at No. 801 Chesnut street, or No. 116 Market street, will receive attention. will receive attention.

Mall Train 8:00 A. M., Paoli Accommodat'n, 10:30 A. M., 1:10 and 9:30 P. M. Fast Line 11:50 A. M., 1:10 and 9:30 P. M. Fast Line 11:50 A. M., 1:10 and 9:30 P. M. Fast Line 11:50 A. M. Harrisburg Accommodation 2:30 P. M. Lancaster Accommodation 4:00 P. M. Parkesburg Train 5:30 P. M. Cincinnati Express 5:00 P. M. Erie Mail and Pittsburg Express 10:45 P. M. Philadelphia Express, 12 Night. Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

Philadelphia Express leaves daily. 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. 110 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:-Cincinnati Express 3:10 A. M.
Philadelphia Express 6:50 A. M.
Paoli Accommodat'n, 8:20 A. M., 3:40 and 7:20 P. M.
Eric Mail 9:35 A. M.
Fust Line 9:35 A. M. | Frie Mail | 9-35 A. M. | Parkesburg Train | 9-36 A. M. | Parkesburg Train | 9-10 A. 3L. | Lancaster Train | 12-30 P. M. | Lancaster Train | 12-30 P. M. | Day Express | 4-20 P. M. | Day Express | 4-20 P. M. | Southern Exprass | 0-40 P. M. | Harrishurg Accompandation | 9-40 P. M. | Parkesburg Accompandation | 9-40 P. M. |

Bay Express 4-29 P. M.
Southern Express 6-49 P. M.
Harrisburg Accommodation 9-40 P. M.
For further information apply to
JOHN F. VANLEER, Jr. Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,

SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not
assume any risk for Baggage, except for Wearing
Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding
that amount in value will be at the risk of the
owner, unless taken by special contract.

EDWARD H. WILLIAMS,
429 General Superintendent, Altoons, Pa. General Superintendent, Altoona, Pa.

1869. FOR NEW YORK,—THE CAMDEN AND TRENTON RAILROAD COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

PROM WALNUT STREET WHARF.
At 8:30 A. M., via Camden and Amboy Accom. \$2:25
At 8 A. M., via Cam, and Jersey City Ex. Mail 3:00
At 2 P. M., via Camden and Amboy Express... 3:00
At 6 P. M., for Amboy and intermediate stations.
At 6:30 and 8 A. M. and 2:00 P. M. for Freehold. At 2 P. M. for Long Branch and points on R. and

At 8 and 10 A. M., 2, 3:30, and 4:30 P.M. for Trenton. At 6:30, 8, and 10 A. M., 1, 2, 3:30, 4:30, 6, and 11:30 M. for Rordentown, Florence, Burlington, Beverly, and Delanco.
At 6-30 and 10 A. M., 1, 3-30, 4-30, 6, and 11-30 P.
M. for Edgewater, Riverside, Riverton, Paimyra, and Fish House, and 2 P. M. for Riverton.
The 1 and 11-30 P. M. Lines leave from Market Street Ferry (upper side).

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, 43. At 7:30 and 11 A. M., 230, 3:30 and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. and 6 P. M. At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morris-ville and Tullytown. ille and Tullytown. At 7:30 and 10:15 A. M., and 2:30, 5, and 5 P. M. for Schenck's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for
Cornwell's, Torresdale, Holmesburg, Tacozy, Wisstnoming, Bridesburg, and Frankford, and at 8 P.
M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway.

At 9:30 A. M., 1:20, 4, 6:15, and 12 F. M. New York

Express Lines, via Jersey City. Fare, \$3:25.

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

ton.
At 9:30 A. M., 4, 6:45, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Eddington, Cornwell's, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridesburg,
and Frankford.
The 9:30 A. M., 6:45 and 12 P. M. Mass will run
daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES, FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7:30 A. M. and 3:30 P. M. for Scranton, Strondsburg, Water Gap, 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. and 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS.

FROM MARKET STREET PERRY (UPPER SIDE).

At 7 and 10 A. M., 1'30, 3'30, and 5'30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 A. M., 1'30 and 3'30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imiaystown, Sharon, and Highistown.

Hightstown. 11 10 WILLIAM H. GATZMER, Agent, NORTH PENNSYLVANIA RAILROAD.—
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND

WINTER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:—
At 7-45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkbarnock. 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston,

Alleftown, Mauch Chunk, Wilkesbarre, Fitteron, and Seranton.

At 1'45 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, and Seranton.

At 5'00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8'45 A. M., 2'45 and 4'15 P. M. For Fort Washington at 10 45 A. M. and 11 30

Yor Lansdale at 6-20 P. M. Fifth and Sixth Streets, Second and Third Streets, d Union City Passenger Railways run to the new

TRAINS ARRIVE IN PHILADELPHIA. From Bethichem at 9:10 A. M., 2:10, 5:25, and 8:30 From Doylestown at 8-25 A. M., 4-55 and 7 P. M. From Lansdale at 7-30 A. M. From Fort Washington at 10:45 A. M. and 3:10

P. M.
ON SUNDAYS.
Philadelphia for Bothichem at 9-30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7 A. M.
Hethichem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
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ELLIS CLARK, Agent. ELLIS CLARK, Agent,

W EST JERSEY RAILROADS,—SPRING AR RANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing THURSDAY, April 1, 1869.
TRAINS LEAVE AS FOLLOWS:—

For Cape May and stations below Millville, 3-15 P. M.
For Millville, Vineland, and intermediate stations, 8-00 A. M., 3-15 P. M.
For Bridgeton, Salem, and way stations, 8-00 A.
M. and 3-30 P. M. For Woodbury at 8:00 A. M., 8:15, 3:39, and 6:00 Freight train leaves Camden daily at 12 o'clock, Freight received at second covered wharf below Walnut street, daily.
Freight delivered No. 228 South Delaware ayenu WILLIAM J. SEWELL, Superintendent. RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD,—TIME TABLE,—Com-mencing MONEAY, May 10, 1809.—Trains will leave Depot corner Broad street and Washington avenue, as follows:— Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilming-

Connecting with belaware Railrond 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 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,

on, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Ferryville, Havre-le-Orace, Aberdeen, Ferryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run. Night Express at 11:30 P. M. (dally), for Balti-more and Washington, stopping at Chester, Thur-ley, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. Passengers for Fortress Monros and Norfolk will take the 12.00 M. train.

WILMINGTON TRAINS. Stopping at all Stations between Philadelphia and Wilmington.

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

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 Accommodation Trains Sundays excepted. From Baltimore to Philadelphia.—Leave Balti-more 7-25 A. M., Way Mail; 9-35 A. M., Express; 2-35 P. M., Express; 7-25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7.25 P. M., stopping at Magnolla, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL
RAILROAD TRAINS.
Stopping at all stations on Chester Creek and
Philadelphia and Baltimore Central Railroad.
Leave Philadelphia for Port Deposit (Sundays
excepted) at 7-00 A. M. and 4-30 P. M.
The 7 A. M. train will stop at all stations between Philadelphia and Lamokin.
A Freight Train, with Passenger Car attached,
will leave Philadelphia daily (except Sundays) at
1-00 P. M., running to Oxford.
Leave Port Deposit for Philadelphia (Sundays
excepted) at 5-40 A. M., 9-25 A. M., and 4-20 P. M.
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 4-30 P. M. trains for Baltimore Cen-

700 A. M. and 430 P. M. trains for Baltimore Central Railroad.
Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer

H. F. KENNEY, Superintendent. LUMBER. SPRUCE JOIST. 18691869

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YELLOW AND SAP PINE FLOORINGS, 1M and
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PLASTERING LATH A SPECIALTY.
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ether with a general assortment of Building Lambe to low for cash. T. W. SMALTZ, 8m FIFTEENTH and STILES Streets

COVERNMENT SALES. STEAM SAW-MILL, HORSES MULES, ETC.

DEPOT QUARTERMASTER'S OFFICE, WASHINGTON, D. C., May 12, 1869.

Will be sold at public auction, under the direction of Captain D. G. Thomas, M. S. K., at Lincoln Depot, on MONDAY, 24th inst., commencing at 10 A. M., a lot of Horses, Mules, and Quartermaster Stores, consisting in part of 1 Portable Steam Saw-mill, with 12 circular saws; Turning Lathe and Tools, Pulleys, Shafting, Belting, etc., complete; 1 double-acting Steam Pump and Boller.

10000 feet Hard Lumber—Oak, Highers, and Adv.

Steam rump and Bouler.

1000 feet Hard Lumber—Oak, Hickory, and Ash.

12 Horses,
10 Army Wagons,
2 2h. Wagons,
2 2h. Wagons Parts or Timbers—Hubs, Spokes,

Gates, etc.: Gates, etc.; seg Ambulance do.—Spokes, Tongues, Felloes,

tooo H. and M. Shoes (new),
(12400 lbs, Scrap Iron,
1000 lbs, Iron for Brakes,
115 sets Harness, assented.

1 60-gal, Boller,
200 Table-legs, new,
200 It. Cast-iron Pipe,
125 ft. Water Pipe,
125 ft. Leather Hose,
150 lbs, Lead,
240 lbs, Zine,

sorted,
2800 Iron Boits,
1500 Carriage, etc., Boits,
2 Boil-cutting Machines,
1 Pipe-cutting Machine,
1 Anchor and Chain,

With Tools, Mailets, Sash, Trucks, etc., etc., Attention is especially called to the Saw-mill, Horses, and Mules to be offered. Terms-Cash in Government funds. By authority of the Quartermaster-General, J. C. Nof-Elittan, Deputy Quartermaster-General, 5 13 9t Byt. Brig.-Gen., U. S. A.

AGRIOULTURAL. PHILADELPHIA RASPBERRY, JUCUN-DA, Agriculturist, and other Strawberry; Lawton Blackberry Plants; Hartford, Concord, and other Grape Vines. For sale by T. S. & C. E. FLETCHER, 521f Delanco, N. J.

DR. F. GIRARD, VETERINARY SUR-and all surgical operations, with afficient accommodations for horses, at his Infirmary No. 890 MARSHALL Street, here Poplar.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN HAILROAD.

TIME TABLE.
On and after MONDAY, May 3, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9 05, 10, 11, 12 A. M., 2, 334, 334, 4, 4 05, 8 06, 534, 6, 634, 7, 8, 9, 10, 11, 12

P. M.
Leave Germantown at 6, 7, 71/4, 8, 8-20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 43/4, 5, 51/4, 6, 61/4, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 31/4 and 51/4 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. 10% P. M. Leave Germantown at 8-15 A. M., 1, 3, 6, and 9%

P. M. CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 5%, 5%, 7, 9, and 11 P. Al.
Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-50, 3-40, 5-40, 6-40, 8-40, and 10-40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9-10 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7-50 A. M., 12-40, 6-40, and 0-23 P. M.

9.25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia at 6, 7.5, 9, and 11.05 A. M.,
134, 3, 45, 5, 54, 65, 8.05, 10.05, and 11.4 P. M.
Leave Norristown at 5.40, 65, 7, 734, 9, and 11 A.
M., 134, 3, 434, 65, 8, and 9 P. M.
The 754 A. M. train from Norristown will not stop Mogee's, Potts' Landing, Domino, or Schur's ne. The 5 P. M. train from Philadelphia will stop

only at School lane, Manayunk, and Conshohocken. ON SUNDAYS. Leave Philadelphia at 9 A. M., 24, 4, and 74 Leave Norristown at 7 A. M., 1, 51/4 and 9 P. M. FOR MANAYUNK.

FOR MANAYUNK.
Leave Philadelphia at 0, 71%, 9, and 11:05 A. M.,
11%, 3, 41%, 5, 51%, 04%, 8:05, 10:05, and 11:16 P. M.
Leave Manayunk at 6:10, 7, 71%, 8:10, 91%, and 11)4
A. M., 2, 31%, 5, 63%, 8:30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only
at School lane and Manayunk.

ON SUNDAYS.
Leave Philadelphia at 9 A. M., 214, 4, and 714 P. M.
Leave Manayunk at 714 A. M., 114, 6, and 914 P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

SHIPPING.

CHARLESTON, S. C.

THE SOUTH AND SOUTHWEST FAST FREIGHT LINE,

EVERY THURSDAY.

The Steamships PROMETHEUS, Captain Gray, J. W. EVERMAN, Captain Vance, WILL FORM A REGULAR WEEKLY LINE. The steamship J. W. EVERMAN will sail on THURSDAY, May 20, at 4 P. M. Through bills of hading given in connection with S. C. R. L. to posity in the South and Southwest. C. R. E. to points in the South and Southwest.
Insurance at lowest rates. Rates of freight as low
as by any other route. For freight, apply to
E. A. SOUDER & CO.,
2 22 tf DOCH STREET WHARF.

ONLY DIRECT LINE TO FRANCE THE GENERAL TRANSATIANTIO BREST.
The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50 North river, as fol-

PRICE OF PASSAGE in gold (including wine).
TO BREST OR HAVRE.

Att noon, from FIRST WHARF above MARKET Street.
THROUGH RATES to all points in North and South Carolina, via Scaboard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.
No charge for commission, drayage, or any expense of transfer.

ensfer. Steamships insured at the lowest rates. Freight received daily.

No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk.

LORILLARD'S STEAMSHIP
LINE FOR

Sailing Tuesdays, Thursdays, and Saturdays. REDUCTION OF RATES.

Spring rates, commencing March 15.

Safling Tuesdays, Thursdays, and Saturdays. On and after 15th of March freight by this line will be taken at 12 cents per 100 pounds, 4 cents per foot, or 1 cent per gallon, ship's option. Advance charges cashed at office on Pier. Freight received at all times on covered wharf. times on covered wharf.

Pier 19 North Wharves. N. B. Extra rates on small packages iron, metals, etc. NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with meetions at Alexandria from the most direct route for puchburg, Bristol, Knoxville, Nashville, Dalton, and the arthwest. ent. ners leave regularly every Saturday at noon from the erf above Market street.

Freight received daily. WILLIAM P. CLYDE & CO.,
No. 14 North and South Wharves.
HYDE & TYLER, Agents, at Georgetown; A
ELDRIDGE & CO., Agents at Alexandria. 615

FOR LIVERPOOL AND QUEENSTOWN. Inman Line of Mail Steamers are appointed to sail as follows:

City of Brooklyn, Saturday, May 25, at 1 P. M. City of Antwerp, Saturday, May 25, at 1 A. M. And each succeeding Saturday and alternate Tuesday, from Pier 45, North River.

RATES OF PASSAGE.

BY THE MAIL STEAMER SALING SYERY SATURDAY.

From Pier 45, North River.

RATES OF PASSAGE.

BY THE MAIL STRAMER SAILING EYERY SATURDAY.

Payable in Gold.

FIRST CABIN.

\$100 STEFRIA GE.

\$35
To London.

105 To London.

105 To London.

105 To Paris.

115 To Pari

NOTICE.—FOR NEW YORK, VIA

NOTICE.—FOR NEW YORK, VIA

DELAWARE AND RARITAN OANAL,
EXPRESS STEAMBOAT COMPANY,
The CHEAPES' and QUIDKEST water communication between Philadelphia and New York.
Steamers leave daily from first wharf below Market
street, Philadelphia and foot of Wall street, New York.
Goods forwarded by all the lines running out of New
York, North, East, and West, free of communicating terms.

WILLIAM P. ULYDE & OO. Agents,
No. 12 S. DELLAWARE Avenue, Philadelphia.
JAMES HAND, Agent,
No. 119 WALL Street, New York.

NOTICE.—FOR NEW YORK, via Delaware and Raritan Canal, SWIFT-SURE TRANSPORTATION COMPANY, The business by these lines will be resumed on and after the 8th of March. For Freights, which will be taken on accommodating terms, apply to

W. M. BAIRD & CO.,

No. 132 South Wharres.

COTTON SAIL DUCK AND CANVAS, OF all numbers and brands, Tent, Awning, and Wagon-cover Duck.

Also, Paper Manufacturers' Drier Felts, from thirty inches to seventy-six inches wide, Panliu, Belting, Sail Twine, etc.

No. 103 CHURCH Street, City Stores.

DEAFNESS.—EVERY INSTRUMENT THAT science and skill have invented to assist the hearing in every degree of deafness; also, Respirators; also, Grandall's Patent Crutches, superior to any others in use, at P. MADEIRA'S. No. 110 S. TENTH Street, below Cheesut.

AUDITION SALES.

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
OHESNUT Street; rear entrance No. 1107 Sanson St.

Sale No. 1110 Chespot street.

LARGE STOCK OF ELEGANT CABINET FURNILTURE, FINE CARPISTS, FRENCH-PI,ATE, MIRHORS, CABINET ORGANS, MELODEDNS, CHINA,
GLASSWARE, PAINTINAS, ETC.
On Friday Morning.

At 9 o'clock, at the Auction Store, No. 1110 Chesput
street, will be sold a portion of the stock of a cabinstmaker declining business, comprising several sets of firstclass wainut chamber suits; also, autique parter suits in
plush and reps.

FURNITURE FROM PRIVATE FAMILIES. FURNITUES FROM Pilet VATE, a a straint, alegant, alegant, esewood, closey, and wainut parlor suits in pinels and spe: Brusens, velvet, and ingrain carpets; clumber suits; dining-riem furniture; wardrobes; bookcassa; thrary suits; Canton china; cut glass; silver-plated ware; french-plate mantel and pur glasses; spring and hair will research of the control of the co attresses, etc.
PARLOR ORGANS.—Also, four parlor organs, made
y Estey & Co., Prince and others. Also, one melo-

Sale at Frankford.

MACHINERY AND TOOLS OF THE COOPER FIRE-ARMS AND MANUFACTURING COMPANY.

On Friday Morning.

May 21, at 10 o'clock, at the Copper Pire-Arms and Manufacturing Company's, on Frankford road, at the creek, will be sold, the machinery, tools, etc., consisting of the control of

Hand and Slide Rest Latines.

Trip Hammers.
Cone Machines.

Kiffing Machines.

Kiffing Machines.
Large Circular Saw,
Frame and Saws.
Large Slitting Machines.
Large Slitting Machines.
Large Slitting Machines.
Large Sida Water Kottle,
with cold of steam pipe.

Drill Presens.
Also, over 200 feet main shafting, pulleys, hangers,
couplings, over 2000 feet bolking, 500 feet oak pritable benehing, machinists' and blacksmiths' tools of
every description, portable forges, furnaces, platform
scales, etc.

Also, a lot of special machines and tools used in manufacturing fire arms. facturing fire arms.
Also, over ENO feet gas pipe, 26 double-point brackets, 103 swinging brackets, 70 plain brackets, etc.
Also, 2 pattern makers' benches, large tool chest and

cols.
Also, large shed and fencing.
OFFICE FURNITURE, FIRE-PROOF SAFE, ETC.—
Also, large Farrel & Horring fire-proof safe, oak high
lesk, oak pedestal office table, 12 oak arm-chairs, matting.

toves, etc.

LEASE OF THE PREMISES.—At the communent of the sale will be sold the lease of premise saven years.
Sale peremptory.
Cathlogues ready at the auction store on Tuesday, 19th,
Access can be had by the Second and Third Streets and
Fifth and Sixth. Streets. Passenger Cars, by stopping at
the lane leading to Paxton, Flemming. & Lloyd's coal and
buther yard.

M. THOMAS & SONS, NOS. 139 AND 141

MISCELLANEOUS BOOKS FROM LIBRARIES, On Friday Afternoon, May 2L at 4 o'clock.

MARTIN BROTHERS, AUCTIONEERS.— (Lately Selemen for M. Thomas & Sons.) No. 529 CHESNUT Street, rest entrance from Minor. Sale at No. 207 South Tenth street,
HANDSOME WALNUT HOUSEHOLD FURNITURE,
ELEGANT CHAMBER SUIF, FINE BRUSSELS
AND OTHER CARPETS, FINE OIL PAINTINGS,
ETC. ETC.

KTC. ETC.

On Theretay morning.

May 25, at 16 o'clock, at No. 297 South Tenth street, by catalogue, the handsome walnut parlor furniture, suits of handsome oiled walnut chamber furniture; fine oil paintings, "St. Peter at the Gate of the Temple," Washington, Landscape, etc.; fine Brussels and other carpets, gas con-

uming stoves, etc.
May be examined early on morning of sale. 5 18 6t. Sale at No. 1705 Wallace street.

HANDSOME WALNUT FURNITURE, HARDWARE, WILTON AND BRUSSELS, CARPETS, ETC.

27th inst., at 10 o'clock, at No. 1705 Wallace street, by catalogue, the entire Household Furniture, handsome walnut and hair-cloth parlor furniture, oak dining-room furniture, handsome walnut chamber furniture, fine hair mattresses, feather beds, handsome Wilton and Brussels carpots, handsome secretary and bookcase, large library table, china and glassware, kitchen furniture, etc. etc.

May be examined on morning of sale.

1 51886

BUNTING, DURBUROW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF CARPETINGS, CANTON MATTINGS, OIL-CLOTHS, ETC.

May 21, at 11 o'clock, on four months' credit, about 200 pleces of ingrain. Venetian, list, hemp, cottage, and rag carpetings, 500 rolls mattings, oil-cloths, etc. 5 15 54

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS, ETC., On Monday Morning, May 24, at 10 o'clock, on four months' credit. 5 18 5t

SALE OF 1500 CASES BOOTS, SHOES, HATS, CAPS, STRAW GOODS, ETC. On Tuesday Morning,
May 25, at 10 o'clock, on four months' cradit, 5 19 5t BSCOTT'S ART GALLERT, No. 1026 CHESNUT

SPECIAL SALE OF BEST QUALITY TRIPLE SILVER
PLATED WARE, GILT CLOCKS, ETC.
On Eriday Morning.
May 21, at lote o'clock, at Scoti's Art Gallery, No. 1020
Chesnut street, will be sold, without reserve, a full and general assortment of best quality triple silverplated ware.
FRENCH CLOCKS.
Also, an invoice of French ormulu gilt eight and twentyone-day clocks.
PARIAN AND OTHER VASES.
Also, an invoice of Parian and other vases.
5 19 2t

CONTRIBUTORS' SALE OF PAINTINGS.

We intend making a sale of Paintings during the coming week at our Art Gallery, No. 1929 Chesnut street. Persons desirous of contributing should do so at once. C. D. MCCLEES & CO., AUCTIONEERS,

SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC., On Monday Morning, May 24, at 10 o'clock, including a large line of city made N. B.—Sale every Monday and Thursday. BY LIPPINCOTT, SON & CO., AUCTION-EERS, ASHHURST BUILDING, No. 240 MAR.

BY PANCOAST & LARGE, AUCTIONEERS,

CONSIGNMENTS of American and Imported Dry Goods, Notions, Millinery Goods, and Stocks of Goods solicited. 18 27 tf KEENAN, SON & CO., AUCTIONEERS, NO

ROOFING. R E A D Y R O O F I N G.—

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

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.

No. 711 N. NINTH Street, above Coates, and

No. 711 N. NINTH Street, above Coates, and No. 818 WALNUT Street. TO OWNERS. ARCHITECTS, BUILDERS AND ROOFERS.—Roofs! Yes, yes. Every size and kind, old or new. At No. 540 N. THIRD Street, the AMERICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid complex roof covering, the best ever offered to the public, with brushes, cans, buckets, otc., for the work. Anti-vermin, Fire, and Water-proof, Light. Tight, Durable. No cracking, pealing, or shrinking. Ne paper, gravel, or heat, Good for all climates. Directions given for work, or good workmen supplied. Care, premptness, certainty! One price! Agents wanted for interior counties.

Agents wanted for interior counties.
424f JOSEPH LEEDS, Principal. TO BUILDERS AND CONTRACTORS.—
We are prepared to furnish English imported
ASPHALTIC ROOFING FELT
In quantities to suit. This rooting was used to cover the
Paris Exhibition in 1887.

MERCHANT & CO.

Nos. 517 and 519 MINOR Street POOFING.—LITTLE & CO., "THE LIVE ROOFERS." No. 1298 MARKET Street. Every description of Old and Locky Roofs made tight and warranted to keep in repair for five years. Old Tin Roofs made equal to new. A trial only required to insure sails-faction. Orders promptly attended to.

OLD GRAVEL ROOFS COVERED OVER with Mestic State, and warranted for ten years.

HAMILTON & COORFER,
No. 46 S. TENTH Street. STOVES, RANGES, ETC.

NOTICE.—THE UNDERSIGNED
would call the attention of the public to his
NEW GOLDEN EAGLE FURNACE.
This is an entirely new heater. It is so constructed
as to once commend inself to general favor, being a combination of wrought and cast iron. It is very simple in its
construction, and is perfectly air tight; self-cleaning, having no pipes or drums to be taken out and cleaned. It is
no arranged with upright flues as to produce a larger
so arranged with upright flues as to produce a larger
amount of heat from the same weight of coal than any furamount of heat from the same weight of coal than any furamount of heat from the same weight of coal than any furamount of heat from the same weight of each than any
produced by my new arrangement of exportation will at
once demonstrate that it is the only Hot Air Furnace that
will produce a perfectly healthy atmosphere.

Those in want of a complete Heating Apparatus would
do well to call and examine the Golden Rage.

CHARLES WILLIAMS,
Nex 1132 and 1134 MARKET Street.

A large assortment of Cooking Ranges, Fire-Board
Stoves, Low Down Grates, Ventilistors, etc., always on
hand.
N. B.—Jobbing of all kinds promptly done.

5 105