THE DAILY EVENING TELEGRAPH-PHILADELPHIA FRIDAY, JUNE 18, 1869.

RAILROAD LINES.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington

Leave Phindelphia 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 interme-diate Stations

Leave Wilmington 6 3º and 8-10 A. M., 1 50, 4 15,

SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7 25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newar's, Stanton, Newport, Wilmington, Clay-mont, Linwood, and Chester.

Through tickets to all points West, South, and

DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket 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. Sieeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut 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,

TRAINS LEAVE DEPOT, VIZ .:--

liate Stations.

tral Railroad.

COURSE OF EMIGRATION TO AMERICA | its characteristic weakness, a want of indi-

From the London Saturday Review. *

We are frequently treated to speculations upon the probable future of the population of America. Will the United States break to pieces sooner or later under their own weight. or will they spread north and south till they include everything from the Polar regions to the 1stbmus of Panama? What will be the character and the political institutions of the vast population which in all probability will fill what is still known as the West, but will soon be the central region of North America? Prophecy on such matters is notoriously as unsati-factory as it is tempting. Everybody likes to have an opinion as to what will happen a century or so hence, because there is no chance of his being confuted at present, and very little chance that any one will take the trouble to confute him after he is dead. The future supplies an unlimited fund of consola tion for all who have stumbled in their calcu lations as to the present. We would by no means deter any one from so harmless an annusement, Americans derive infinite pleasure from calculating the numbers of the vast multitudes who for uncounted centuries are to listen to Fourth of July orations in the broad valley of the Mississippi, whilst their detractors may count up the many obstacles hat oppose the realization of such a dream. Others may be content with a humbler task, which is not without its pleasures-that, namey, of showing that nobody knows very much out the matter. When we can't blow bubbles for ourselves, it affords a gentle amuse-ment to puncture those raised by our friends, It is indeed easy to prove that many elements aust be taken into account in forming the horoscope of America, upon which it is impossible to arrive at any simply accurate judgment. One of these is he future of the emigration from Europe, No one can tell with any approach to certainty what will be its character or its influence. Will the Americans of the future descend chiefly from an English, an Irish, or a German parentage? Will the negro survive and multiply, or will he have to struggle, not only against the American, but against a Chinese population ? Can the na-tive population hold its own, and is there any, and what, truth in the allegations that have been made of its stationary or even declining powers of reproduction in comparison with the incoming races? Will the national type of the different constituents of the population e preserved or blended into one, and will they gravitate towards different centres or interpenetrate each other throughout the country ? To all these and many similar questions we can only answer, that nobody can speak with any confidence, and that a very arge experience will be necessary before any degree of certainty is reached.

Thus, for example, some curious results have been lately stated in regard to emigraelement of the nation is as unmistakably as tion. It is generally said that the New England population, up to the time of the Declaration of Independence, were almost as pure a race as the inhabitants of the mother Indeed Americans, who do not country. often fail on the side of moderation of statement, occasionally declare that they not only spoke better English, but were more genuine Englishmen. However this may have been, the tables have been strangely turned. Up to the time of the war the immigration was reckoned at about 5,000,000, half of which came from the British islands-the great majority of this half being Irishmen, and the larger proportion of the remainder from Germany. descendants, formed at least a quarter of the hitherto prevented any such disputes from whole white population. The war only acted | affecting politics; but it does not follow that as a very slight check upon the influx such antagonistic elements will not contrive foreigners, which has since continued with unabated energy. There is, however, a marked change in the character of the immigration. The year 1854 was the first in which the German immigrants exceeded the Irish, and they maintained their superiority for some years. During the war the Germans fell off and the Irish increased; since that time it seems that the German element has again taken the lead. Last year, according to the most recent statement we have seen. the Germans formed about half, and the Irish only a quarter of the whole; and, which is also worth noticing, the great majority came from Protestant districts. The Scandinavian races send a considerable contingent, and the English immigration has also increased. one who is acquainted accurately with al the statistics, and accurately with all ates the political, economical and social condition of the various European races. possesses the materials from which some esti mate may be made of the probable future of emigration. He will be able to say which of the rival constituents of the American population has the largest reserves to draw upon; whether Irishmen are likely to transport themselves, though not their island, some three thousand miles to the West; whether nglish artisans, as we might be disposed to nfer from some recent manifestations at reston and other manufacturing districts, re likely to follow the example of Irish asants; and whether Hans Breitmann is ikely to be reinforced by some millions of devotees of lager-bier and the Infinite; and, on the other hand, whether American principles of commerce and taxation may prove to exercise deterrent influence. It is remarkable, indeed, that these zealous protectionists are resolved, in the interest of the laboring classes, to protect everything except labor. In order, as they declare, to prevent the American laborer from sinking to the level of his depressed brother in Europe, they hamper their own power of production, and allow any amount of paupers to be imported. This intelligent policy may ultimately check emigration by diminishing the demand for labor; but it is scarcely possible that the most perverse ingenuity can permanently injure the attractions of their vast natural resources. In all probability a great immigration will continue, though it is more difficult to guess at its composition, or to determine its effect upon the American character. One or two points, however, may be worth noticing. In the first place, the rapidity with which Americans have developed a distinctive national type is a very remarkable phenomenon. If the New England population was really as homogeneons as is said-and it certainly appears, ontheir own showing, that every true Yankee had an ancester on board the Mayflower, who also left a piece of furniture to his descendants by way of ocular proof of the fact-this is far from holding good of the population of the other States. Dutch and Swedes and Germans and Huguenots have mixed with every variety of British subject to form the groundwork of the population. Yet, in spite of many minor differences, there is no more ronounced national type than the American. We recognize him at a glance in any European country with a certainty which is scarcely great in the case of any neople. If his outward appearother people. ance is not sufficiently distinctive, A few words are enough to betray him. It is singular, indeed, that a people drawn from such heterogeneous sources sources should have, as

viduality, and a too close resemblance among the different units of the mass. It seems to imply that the circumstances in which a people is placed may have more influence than their hereditary peculiarities. Some eccentric theorists have imagined that the imported population derives a certain local olor from the soil, and that the Americans show certain symptoms of comforming to the Red Indian type. It may be said with more lausibility that the climate has a great inluence in producing that peculiar variety of lanky and sallow humanity which our caricaturists delight in picturing. Undoubtedly the ruddy and succulent Englishman or German is rapidly parched into a different being by the extremes of American climate. Many moral causes, however, conspire in the same direction. Many of the Western States have received, if not the mass of their population, at least the most intelligent and active part of it, from New England. The infusion has leavened the whole mass, and the descendants of the Puritans have acted as the schoolmasters and political teachers of the rising generation. The enormous emigration of the last twenty years has, however, altered the conditions. In such towns as New York and Philadelphia there are huge lumps of a foreiga population which has not as yet been melted down. Rural districts are to be found where the inhabitants are exclusively German or Swedish or Welsh. In many of the Western towns the German traveller may walk down whole streets, and fancy himself back in Fatherland. Is the assimilating power of the native population sufficient to absorb these foreign ele ments without being materially altered in the process? The better part of the German emigration consists of a singularly tenacious and plodding race, who take a very firm root in the land. Is it not possible that they may act upon the more vivacious and volatile Yan kee at least as forcibly as he acts upon them ? To add a strong infusion of the Teutonic ele ment would remind one of pouring beer into a gin cocktail. The result of such an experiment is being tried on a large scale; and to all appearance it is likely to be continued for some time to come. When the emigrants were scattered widely over a large surface, they would easily conform to the manners and customs of the natives. Now that they form large isolated masses, it is scarcely possible that they should not produce a more marked influence. At the same time, the population of the States is now so large, and has assumed so marked a character, that a much greater immigration than formerly would be required to produce an equal effect. The inflowing stream bears a constantly decreasing proportion to the reservoir into which it is poured. Some of the large towns are to a great extent swamped by the Irish population; but the predominant

ever the native American. Another curious influence of the emigration is upon the religions of the country. The city government of New York is so exclusively under Irish and Roman Catholic control that it gives away land to Roman Catholic churches, and favors the attempts of the priests to interfere with the system of education. It has even been asserted, with some appearance of truth, that the next great difficulty ahead will be a religious quarrel; and that the parties, instead of being freetrade and protectionist, or divided by their views of slavery, will be distinguished by their sympathies with different religious sects The immigrants, together with their The separation of Church and State has to find some battle-ground for their animosities. The recent change in the character of the emigration, if it continues, would deprive the Roman Catholics of the principal source from which they have hitherto drawn fresh recruits, and would tend postpone the anticipated difficulty. Germans, for the most part, take such matters pretty easily; and it is said that there are whole districts in the West, inhabited by Germans, where the population is respectable, quiet, and well educated, but which have simply no churches or clergy of any description whatever. To pronounce any distinct opinion upon the probable religious future of the United States would be to claim the gift of prophecy: but any one would write a singularly interesting book who should do what Mr. Hepworth Dixon failed to do, and, instead of giving us the eccentricities of a few isolated communities, give us some real information as to the growth and relative influence of the great religious bodies amongst which America is divided. The influence of emigration upon these and other questions opens many curious subjects of speculation, at which we cannot even hint. Meanwhile it may serve to remind us how many important changes are going on, as it were, surreptitiously, to which our atten-tion is seldom called, and whose real influence it is almost impossible to unravel. We hear a great deal about the ups and downs of party struggles, and the rival merits of successive Presidents; but the silent action of the great movements of the population may be producing changes in comparison with which the temporary ascendancy of Republicans or Democrats is a matter of little importance. Tomention only one other circumstance, there is much to be said of the possible influence of the new Pacific Railway. The Chinese, it is said, are so frugal and hardworking as to cut out all rival populations. China contains, as we constantly say in figures whose significance we seldom realize, a third of the population of the globe. It is now brought close to the greatest field for labor in the world. Who can say what the consequences may be ?

<text><text><text><text><text><text><text><text> starch has increased during the same period from 10,000 to 32,000 boxes. Kerosene lamps have multiplied in proportion to the increase in petroleum, no fewer than 1300 boxes of them having been received last year. In sewing machines there has i cen an extraordinary increase, the number having swelled from 165 in 1862 to 2000 in 1868. Tea, which used formerly to be imported from the United States, is now brought to the Plate direct from China.

Trade is brisk. Money continues to be abundant at from 9 to 12 per cent. per annum interest. Exchange operations have been less active, the rate ruling at 494 on England and 5'20 to 5'25 on France.

-New York has now twenty cities.

-Texas promises a great grape crop.

- -Indianapolis has a mad-stone quarry.
- -Oregon has had a rain of white worms. -Twenty thousand men work on the Suez Canal.

-Spain wants to hold an international exhibition. -Marseilles has been "sverpowered" at 86 degrees

-Next New Year the English copper coinage gives place to bronze.

-Railroad fares in the East Indies amount to about 4-7 cents a mile.

-The Children's Hospital of London last year relieved 15,861 patiexts.

-The net yield of the Victoria Gold Mines during 1868 was 474,187 ounces.

-It is estimated that forty-five thousand Americans visited Germany in 1868.

--California has raised a fifty-seven pound sunlower.

-Fire has destroyed \$17,000,000 of property since January 1.

-Cholera bombshells is a late synonym for watermelons. -A serpent twenty-five feet long threatens to sur-

round Muntle, II. -New Orleans boasts but three \$33,000 incomes, the

PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD TRAINS. highest being \$33,621.

RAILROAD L NES.

PHILADELPHIA AND BALTIMORE CENTRALER. TRAL RAILROAD TRAINS.
Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad Leave Philadelphia for Port Deposit (Sandays excepted) at 700 Å. M. and 4 80 P. M.
The 7 00 Å M Train will stop at all stations between Philadelphia and Lamokin.
A Freight Train, with Passenger Car attached, will leave Philadelphia dally (except Sundays) at 1 60 P. M., running to Oxford.
Leave Port Deposit for Philadelphia (Sundays excepted) at 540 Å M., 9 25 Å. M., and 4 20 P. M.
Trains leaving Wilmington at 6 30 Å. M. and 4 15 P. M. will connect at Lamokin Junction with the 700 Å. M. and 30 P. M. trains for Baltimore Central Railroad. REAPING RAILROAD - GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA. CUMBER-LAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS.

SPRING ARRANGEMENT OF PASSENGER TRAINS, APRIL 12, 1899. Leaving the Company's Depot at Thirteen'th and Callowhill streets, Philadelphia, at the following

MORNING ACCOMMODATION.

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 it e day. Persons pur-chasing tickets at this office can have biggage checked at their residence by the Union Transfer Company. MORNING ACCOMMODATION. At 7 30 A. M. for Reading and all intermediate stations and Allentown. Returning, leaves Read-ing at 6:30 P. M.; arrives in Palladelphia at 9:15 P. M. Company. H. F. KENNEY, Superintendent.

P. M. MORNING EXPRESS, At 8.15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Subbury, Wil-liamsport, Elmira, Rochester, Niagara Falis, Buf-falo, Wilkesbarre, Pitzton, York, Carlisie, Oham-

bersburg, Hagerstown, etc. The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentowa, etc., and the \$15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Rallroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBUIG with Northern Central, Oumber-land Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambershorz Strees etc.

Chambersburg, Pinegrove, etc. AFTERNOUN EXPRESS. I caves Philsdelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Colum-

bia, etc. POTTSTOWN ACCOMMODATION. POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6 25 A. M., stopping at in-termediate stations; arrives in Philadelphia at 8 40 A. M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 0:40 P. M. EADING ACCOMMODATION. Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M. Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8:06 P. M. Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1 P. M., Afternoon trains leave Harrisburg at 8:05 P. M., and Pottsville at 2:45 P. M.

Harrieburg at 805 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M. Harrieburg Accommodation leaves Reading at 8716 A. M., and Harrieburg at 410 P. M. Connecting ing at Reading with Afternoon Accommodation athout 0 s0P. M., arriving in Philadelphia at 915

 TRAINS LEAVE DEPOT, VIZ.:

 Mail Train
 8:00 A. M.,

 Paoli Accommodat'ın, 10:30 A. M., 1:30 and 7:00 P. M.,

 Fast Line
 11:50 A. M.,

 Eric Express
 11:50 A. M.,

 Harrisburg Accommodation
 2:30 P. M.,

 Parkesburg Train
 6:37 P. M.,

 Cincinnati Express
 8:00 P. M.,

 Erie Mail and Pittsburg Express
 10:30 P. M.,

 Erie Mail and Pittsburg Express
 10:30 P. M.,

 Thiladelphia Express, 12 night.
 10:30 P. M.,

 Trie Mail leaves daily, except Sunday, running
 on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

 o'clock. Thiladelphia Express leaves daily. All other

will receive attention.

RAILROAD LINES.

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

At 630 A. M. J. VIA CES. FROM WALNUT STREET WHARF. At 630 A. M., via Camden and Amboy Accom.4235 At 8 A. M., via Camden and Amboy Express... 300 At 2 P. M., via Camden and Amboy Express... 300 At 6 P. M., for Amboy and intermediate stations. At 630 and 8 A. M. and 200 P. M. for Freehold. At 2 P. M. for Long Branch and points on R. and D. B. R. R. At 83 and 10 A. M. account

D. B. R. R. At sand 10 A. M., 2, 2:30, 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 P. M. for Bordentown, Florence, Burlington, Be-verly, and Belanco. At 6:30 and 10 A. M., 1, 3:20, 4:30, 6, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmayra, 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, \$3. At 730 and 11 A. M., 230, 539 and 5 P. M. for Trenton and Bristol. And at 10.15 A. M. and 6 P. M. for Bristol.

At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morris-ville and Tullytown. At 7:30 and 10:15 A. M., and 2:30, 5, and 6 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, Tacoxy, Wis-sinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations. FROM WEST PHILADELPHIA DEPOT, Via Connection Fallwar.

Via Connecting Railway. At 0.30 A. M., 1.20, 4, 616, and 12 P. M. New York Express Lines, via Jersey City. Fare, 53-25. At 11-30 P. M., Emigrant Line. Fare, 52. At 0.30 A. M., 1.20, 4, 645, and 12 P. M., for Tren-

Leave Wilmington 6 3° and 8'10 A. M., 1'50, 4'10, and 7'60 P. M. The 8'10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmisgton runs daily; all other Ac-commodation 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. ton. At 9°30 A. M., 4, 6°45, and 12 P. M., for Bristol. At 12 P. M. (Night), for Morrisville, Tallytown, Schenck's, Eddington, Cornwell's, Torrosdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9°30 A. M., 6°45 and 12 P. M. Lines will run dally. All others Sundays excended

daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD

BELVIDERE DELAWARE RAILROAD LINES, FROM EENSINGTON DEPOT. At 7:30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroutsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train loaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

Mauch Chunk, Allentown, Bothlehem, etc. At 11 A. M. and 5 P. M. for Lambertville and intermediate Stations. OAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS.

ROADS. PROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2'15, 3'30, 5, and 6'30 P. M., for Merchantville, Meorestown, Hattford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 7 A. M., 1, and 3'30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hightstown. 11 10 WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD. TIME TABLE. On and after MONDAY, May 3, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9-05, 10, 11, 12 A. M., 1, 2, 3%, 3%, 4, 435, 506, 5%, 0, 0½, 7, 8, 9, 10, 11, 12 P. M.

P. M. Leave Germantown at 6, 7, 7)4, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 434, 5, 514, 6, 614, 7, 8, 9, 10, 71 P. M. The 8 20 down train and 334 and 54 up trains will not stop on the Germantown Branch. ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2, 4 05, 7, and

Leave Germantown at 8-15 A. M., 1. 3, 6, and 9% P. M.

P. M. CHESNUT HILL RAHROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 33(, 53(, 7, 9, and 11 P. M. Eave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, and 10:40 P. M. ON SUNDAYS. Leave Philadelphia at 9:15 A. M., 2 and 7 P. M. Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 0:25 P. M.

BY LIPPINCOTT, SON & CO., AUCTION-KETS, ASHHURST BUILDING, No. 240 MAR. KEENAN, SON & CO., AUCTIONEERS, NO 9-25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 1%, 3, 4%, 5, 5%, 6%, 805, 1005, and 11% P. M. Leave Norristown at 540, 6%, 7, 7%, 9, and 11 A. M., 1%, 8, 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 5 P. M. train from Philadelphia will stop only

AUD FION SALES. M. THOMAS & SONS, NOS. 139 AND 141

SALE OF REAL ESTATE AND STOOKS. On Tuesday.

June 29. at hi e'clock, neon, at the Exchange -A RCH STREET, No. 731-Four story Brick Residence,

DE HUfeet. GERMANTOWN TURNPIKE, Twenty eightlis ward-

GERMAN TOWN TORNPIKE, Twenty eightly ward-aluable Clay Lot, 21 across MARRIOT STREET-Lot. BARLEY STREET-Lot. BARLEY STREET IN a 1000-Brick Dweiling THIRTEENTH STREET (North) Nos. 451 and 451-we Stores and Dweilings and five Court Houses VINE STREET, No. 102 Brick Dweilings. GREEN STREET, No. 102 Hotel Bendence. SANSOM STREET, NO. 023-Hotel, Watharill House." TRIRTEENTH AND JEFFERSON STREETS-Ten

uilding Lots. CBESNUT HILL-Desirable Building Lots. TOLBERT STREET, No. 1814-Brick Dwelling. NINTH STREET (South), Nos. 930 and 931-

SIXTEENTH STREET (South), Nos. 918 arri 927 Brick

GIRARD AVENUE AND PALETHORP STRRET. Northwest corner-Business Stand, CATHARINE STREET, Nos. 805 and 808-Brick

CATHARINE STREET, Nos. 895 and 898-Brick Dwellings. ESSEX STREET, No. 893-Brick Dwalling. WISTIER STREET (Germantown), No. 49-Dwelling. GROUND KENT, 821 STOCKS, EFC. 1 shares Point Breeze Park. 30 shares Park STOCKS, EFC. 1 shares Philadolphia Fire Insurance Co. 5 shares Philadolphia Fire Insurance Co. 5 shares Girard National Bank. 812 800 City & old. 15 shares Jefferson Fire Insurance Co. 5 shares Fame Insurance Co. 5 shares Fame Insurance Co. 5 shares Fame Insurance Co. 5 shares Jefferson Fire Insurance Co. 8 shares Jefferson Fire Insurance Co. 8 share Catavissa Raitroad 7 per cent. ALSO, LEASE OF CITY WHARVES. Will be lessed at public sale for a form of one or three years, to the highest and beat bidder, the following names! where street waarf, on the river Delaware. Poplar

	61830	By order	J. H. PUGH.		Commissioner.
	Palmer	.68	.41		
4	Hanover		- 14	46	
	Poplar				

BUNTING, DURBOROW & CO., AUCTION-FERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Subcemers to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EURO-PRAN DRY GOODS.
June 21, at 10 o'clock, on four months' credit. 6 15 5t ALSO, ALSO, 6 15 5t
400 cartons St. Etienne and Basle Ribbons. 1000 pieces white goods.
55 pieces black silks.
200 dozen Paris kid gloves. [6 13 2t Nottingham curtains, real Llama lace shawls, crepes, etc.

SALE OF 1560 CASES BOOTS, SHOES, HATS, CAPS, STRAW GOODS, ETC., On Tuesday Morning, June 22, at 10 o'clock, on four months' credit. 616 5t

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, June 24, at 10 o'clock, on four months' credit. 618 5t

HENRY P. WOLBERT, AUCTIONEER, No. 202 MARKET Street.

Sale at No. 59 N. Second Street. SPECIAL PEREMPTORY SALE OF THE ENTIRE STOCK OF A CARPET STORE On Thursday Morning. June 24, at 10% o'clock, will be sold, without reserve, by order of Measts. Townsend & Co., No. 59 N. Second

street, to close business, their entire stock, comprising a general as orthont of carpety, matting, mats, window slades, etc., sold in lots to suit purchasers. Open for ex-amination day previous to sale. Store to rent. 617 ft

C. D. MCCLEES & CO., AUCTIONEERS, No. 506 MARKET Street.

SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC. ETC. On Monday Morning, June 21, at 10 o'clock, including a large line of city-made goods.

oods. N. B.—Sale every Monday and Thursday. 6 17 34

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street : rear entrance No. 1107 Sanson St

MARTIN BROTHERS, AUCTIONEERS.-

1 (Lately Salesmen for M. Thomas & Sons.) No. 529 OHESNUT Street, rear entrance from Minor

BSCOTTS ART GALLERY, No. 1020 CRESNUT

STOVES, RANGES, ETC.

NOTICE .- THE UNDERSIGNED

COUNTRY OF THE PLATE.

fts Trade with the United States.

The Buenos Ayres Tribuna has just published some interesting statistics on the commerce of the United States with the countries of the Plate. It appears from the Tribunu's figures that the trade in flour, which was at one time very considerable, is now almost extinct. Thus in 1839 the United States sent us 27,000 barrels, and in 1854 the importation reached 54,000 barrels, while in 1868 it was not more than 200 barrels. This decline is attributable to the extension of wheat cultivation in the Plate, nearly all the flour now consumed in these regions being obtained from indigenous sources. The trade in the article of refined sugar is in nearly the same position, with this difference, however, that it is the product of the French refineries which has superseded that of the United States. The imports of this article from the States have fallen from 14,000 barrels in 1860 to 1200 barrels in 1868. Petroleum figures very high in the list, the importation being about 750,000 gallons a year. Lumber shows a large increase, the figures having risen from 14,000,000 feet in 1859 to 35,000,000 feet in 1868. For the last six years the importation of Carolina rice has ceased altogether; but corn !

P. M. Market train, with a passenger car attached, leaves Philadelphia at 12:45 noon, for Pottaville and all way stations; leaves Pottaville at 7:80 A.M. for Philadelphia and all way stations

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8 15 P. M. Leaves Philadelphia for Reading at 8 A. M.; returning from Reading at 4-25 P. M. OHESTER VALLEY RAILROAD.

426 P. M.
OHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 730 A. M., 1245 and 430 P. M. trains from Philadelphia. Returning from Eowningtown at 646 A. M., 100 and 546 P. M. PERKIOMEN RAILROAD.
Passengers for Skippack take 730 A. M. and 430 P. M. trains for Philadelphia, returning from Skippack at \$15 A. M. and 100 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leaves New York at 9 A. M. and 5 and 5 P. M., passing Reading at 105 A. M., and 150 and 1019 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Eimira, Baltimore, etc.

mira, Baltimore, etc.

mira, Baltimore, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 350 and 550 A. M., and 1050 P. M., passing Read-ing at 544 and 731 A. M., and 12:00 P. M., and arriving at New York at 11 A. M. and 12:30 and 500 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without observe

change. A Mail Train for New York leaves Harrisburg at 840 A. M. and 205 P. M. Mail Train for Harris-burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.

Traips leave Pottsville at 6:45 and 11:30 A. and 640 P. M., returning from Tamaqua at 8:85 A. M., and 2.15 and 4.35 P. M. SUHUYLKIIL AND SUSQUEHANNA RAIL-

ROAD. Trains leave Auburn at 7 55 A. M. for Pinegrove and Harrisburg, and at 1245 noon for Pinegrove and Tremont, returning from Harrisburg at 3-30

M., and from Tremont at 7:40 A. M. and 5:35

TICKETS.

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, are sold by Morning Accommodation Market Train,

are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and Intermediate stations by Reading and Pottstown Accommoda-tion Trains, at reduced rates. The following tickets are obtainable only at the omee of S. Bradtord, Treasurer, No. 427 S. Fourth street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading.

Superintendent

Superintendent, Reading. COMMUTATION TICKETS. At 25 per cent discount, between any points de-sired, for families and firms. MILEAGE TICKETS. Good for 2000 miles, between all points, at \$52 60 each, for families and firms. EFASON TICKETS.

each, for families and firms. SEASON TICKETS. For three, six, nine, or twelve months, for hold-ers 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.

tickets at half fare. EXCURSION TICKETS From Philadel his to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth ord (Callorich) thereis and Callowhill streets.

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

MAILS MAILS Olose 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 215 P. M. FREIGHT TRAINS. Leave Philadelphia daily at 435 A. M., 1245 noon, 5 and 6 P. M., for Reading, Lebanon, Har-risburg, Pottsville, Port Clinton, and all points beyond.

BAGGAGE. Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirtcenth and Callow hill streets.

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 .:-

8.10 A. M Paoli Accommodat'n, 8'20 A. M., 3'40 and 6'20 P. M. Eric Mail 9'35 A. M. Fast Line 9'35 A. M. Parkesburg Train 9'10 A. M. Lancaster Train 9'10 A. M. Eric Express 9'10 A. M. Eric Express 9'10 A. M. Day Express 9'10 A. M. Day Express 9'10 A. M. Day Express 9'10 A. M. Bouthern Express 9'10 A. M. Bouthern Express 9'10 A. M. Bouthern Express 9'10 A. M. Harrisburg Accommodation 9'40 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, Ticket Agent at the Depot.

The Pennsylvania Kallroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner unlast taken by smetcial contrast owner, unless taken by special contract. EDWARD H. WILLIAMS,

4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD.-For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

SUMMER ARRANGEMENTS.

Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays At 745 A.M. (Express) for Bethlehem, Allen-town, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-

hannock

hannock. At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Bailroads. At 145 P. M. (Express) for Bethlehem, Mauch

Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

At 5:00 P M. for Bethlehem, Easton, Allentown,

nd Mauch Chunk. For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M. For Fort Washington at 0:45 and 10:45 A. M., and

1 30 P. M. For Abington at 1:15, 3:15, 5:20, and 8 P. M. For Lansdale at 0:20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Enion City Passenger Mallways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9000 A. M., 2010, 4045, and 8025 M.

From Doylestown at 8.25 A. M., 4.55 and 7.05 P. M. From I ansdale at 7.30 A. M. From Fort Washington at 9.20, 10.35 A. M., and

10 P. M From Abington at 2.35, 4.35, 6.45, and 9.35 P. M.

ON SUNDAYS. ON SUNDAYS. Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Doylestown at 2 P. M. For Abington at 7 P. M. Doylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4 P. M. Abington for Philadelphia at 3 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. ELLIS CLARK, Agent.

FOR CAPE MAY, VIA WEST JERSEY RAILEOAD.-Comprending MONDAY, June 14, 1869. LEAVE PHILADELPHIA, foot of Market street. 8:00 A. M., morning mail, due at 12:13 M. 3:16 P. M., passenger, due at 7 20 P. M. LEAVE CAPE MAY. 6 00A. M., merning mail, due at 10:07 A. M. 1:00 P. M., passenger, due at 6:37 P. M. Commutation Tickets good for three or twelve months, can be procured of the Treasurer at Cam-den. N. J.

den, N. J. Coupon and Excursion Tickets for sale at Ticket Offices, No. 828 Obeanut street, and foot of Market

Leaves Philadelphia at 745 A. M., returning leave Cape May at 540 P. M. Fare for excursion, street.

at School lane, Manayunk, and Constonocken. ON SUNDAYS Leave Philadelphia at 9 A. M., 2%, 4, and 754

P. M.
Icave Norristown at 7 A. M., 1, 5%, and 9 P. M.
Icave Norristown at 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Icave Philadelphia at 6, 7%, 9, and 11% A. M., 1%, 3, 4%, 5, 5%, 6%, 805, 1005, and 11% P. M.
Icave Manayunk at 610, 7, 7%, 810, 9%, and 11% A. M., 2 8%, 5, 6%, 820, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.
ON SUNDAYS.
Icave Manayunk at 7% A. M., 1%, 6, and 9% P. M.

P. M.

W. S. WILSON, General Superintendent, Depet, NINTH and GREEN Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD,-SUMMER ARRANGEMENT.-On and after MONDAY, April 12, 1869, Trains will

leave as follows:--Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7:25 A. M., 9:30 A. M., 2:30 P. M., 4:15 P. M., 4:35 P. M., 7:15 and 11:80

Leave West Chester from Depot, on East Mar.

P. M. Leave West Chester from Depot, on East Mar, ket street, at 6·25 A. M., 7·25 A. M., 7·40 A. M., 10·10 A. M., 1·55 P. M., 4·50 P. M., and 6·45 P.M. Leave Philadelphia for B. C. Junction and inter-mediate points at 12·30 P. M. and 5·45 P. M. Leave B. C. Junction for Philadelphia at 5·30 A. M. and 1·45 P. M. Trains leaving West Chester at 7·40 A. M. will stop at B. C. Junction, Lenni, Gien Riddle, and Media; leaving Philadelphia at 4·35 P. M. will stop at B. C. Junction and Media only. Passen-gers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7·20. A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take irain leaving Philadelphia at 4·35 P. M., and car will be attached to Local train at Media. The Depot in Philadelphia is reached directly by the Chesnut and Wainut street cars. Those of the Market street line run within one square. The ears of both lines connect with each train upon its

both lines connect with each train upon its cars o arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8:00 A. M. and 2:30 P. M. Leave Philadelphia for B. O. Junction at 7:16

Leave West Chester for Philadelphia at 748 A. M. and 445 P. M.

A. M. B. C. Junction for Philadelphia at 600 A. M. WILLIAM C. WHEELER, 4105 General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.-SUMMER TIME TABLE.-THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF FENNSYL AND TH VANIA.

VANIA. Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 20, 1869, the trains on the Philadelphia and Eric Railroad will run as followsfollows:-

MAIL TRAIN leaves Philadelphia. , 10:45 P. M.

MALL TRAIN IGNING LATING OF BUILDED A
" " Williamsport 8:15 A. M.
" arrives at Erie 9'30 P. M.
CDTE EXPERSS leaves Philadelphia . 11 50 A. M.
Williamsport , 8:50 P. M.
arrives at Erie 10.00 A. M.
ELMIRA MAIL leaves Philadelphia . 8'00 A. M.
Williams, ort , 6'80 P. M.
WITTENP, OF . OOO A. MA
arrives at Lookhaven . 7.45 P. M.
EASTWARD.
MAIL TRAIN leaver Erie 11-15 A. M.
Williamsport . 12.20 A. M.
o arrives at Philadelphia . 9.26 A. M.
PUTT EXPRESS leaves Eris 025 P. M.
EE15 EXPRESS leaves Eris
arrives at Philadelphia 4'10 P. M.
IN TIVES SEU I ILLESSAUCTIESS M AN A - ARAS

Mail and Express connect with Oil Creek and Allegheny River Indirond. Baggage weeked through. ALFRED L. TYLER,

General Superintendent. WEST JERSEY BAILROAD LINES .-11

For Cape May, Millville, Vineland, and inter-mediate stations below Glassboro, at 8 00 A. M. and

For Bridgeton. Salem, and all way stations, at For Bridgeton. Salem, and all way stations, at Stor A. M. and 3'30 P. M. For Woodbury and Glassboro, at 8 00 A. M., 3 30 and 6 P. M.

and 6 P. M. Freight train leaves Camden daily at 12 noon. Freight received at first covered wharf below Wainut street. Freight delivered to No. 228 S. Delaware avenue. 6 11 WM J. SEWELL, Superintendent.

NOTICE.—THE UNDERSIGNED would call the attention of the public to his NEW GOLDIEN KACLE FURNACE. This is an entirely new heater. It is so constructed as to once commend itself to general favor, being a combi-nation of wrought and cast iron. It is very simple in its construction, and is perfectly alr-tight; self-cleaning, har-ing no pipes or drums to be taken out and cleaned. It is not proved with unright flues as to produce a larger ing no pipes or drums to be taken out and cloaned. It is so arranged with upright flues as to produce a lare er mount of heat from the same weight of coal than any fur-mace now in mse. The hygrometric condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere. These in what of a complete Heating Apparatus would do well to call and examine the Golden Fagle. UHARLES WILLIAMS, Nos. 1132 and 1134 MARKET Street, Philadelphia. A large assortment of Cooking Ranges, Fire-Board Stoves, Low Down Grates, Ventilators, etc., always on hand.

N. B.-Jobbing of all kinds promptly dona. 5105

THOMSON'S LONDON KITCHENER or FUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Fur-Stoves, Bath Boilers, Iow hole Plates, Boilers, Cooling Stoves, etc., wholesale and retal, by the manufacturers, SHARPE & THOMSON, 15 STwimem No. 209 N. SECOND Street.

LEXANDER G. CATTELL& CO., PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES

No. 27 NORTH WATER STREET, 2 225 PHILADELPHIA, 2 225 CATTELL, ELJAR CATTELL. ALEXANDER G. CATTELL.

THE ADAMS EXPRESS COMPANY, OFFICE No. 320 CHESNUT Street, forwards Parcels, Pack-ages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States. JOHN BINGHAM, 9.25 Superinter

R ODGERS' AND WOSTENHOLM'S POCKET KNIVES, Pearl and Stag Handles, of beautiful finish, RODGERS' and WADE & BUTCHER'S RAZORS, and the celebrated LECOLTRE RAZOR SOISSORS of the incest quality. Razors, Knives, Soissors, and Table Cutlery Ground and Polinked at P. MADEIRA'S, No. 115 S. TENTH Street, below Chesnut.

ARZELERE & BUCHEY. Custom House Brokers and Notaries Public.

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commissioner of Internal Revenue cheerfully and

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