THE DAILY EVENING TELEGRAPH-PHILADELPHIA FRIDAY, JUNE 25, 1869.

D. H.

for Bristol.

PEMBER ROADS.

SECRET OF PERSONAL FASCINATION.

From the Pall Mall Gazette.

Could any one unravel the mystery of personal fascination, he would surely reveal stranger things than "what songs the sirens sang," or the symphony of the Abyssinian maid "playing on the dulcimer." Subtle as magnetism, inevitable as chemical attraction, problematic as the very nature of physical existence itself, this force surrounds us on every side, and goes far to make our social life the complex thing we find it. Who can tell why certain men and women exercise such influence over those around them? an influence often totally irrespective of the circumstances usually held accountable for personal attraction. We do not speak here directly of the passion of love. We speak the more complicated and hardly of less potent fascinations to which men and women are subject in their relations as social, moral, and intellectual beings. Happily for us, our life is many-sided, and if domestic affections prove but apples of Sodom, there are sympathies awaiting us in the world bevond the fireside as pure and lasting. Thought and action will pall at times, and the mere sense of existence becomes a weariness to the spirits. But the spell of personal fascination holds us fast through all. There are persons here and there who can no more become common or unlovely in our eyes than the flashing meteor or the one perfect rainbow of the summer. And why ?

It is little wonder that the mystery appears so inserntable, while the facts are so contradictory. That an individual extraordinarily rich in gifts and graces should have the power of attracting others seems natural enough. Beauty in a woman, for instance, holds as legitimate a sway over all hearts as a man's eloquence. An elevated moral tone and an intellect nobly exercised should surely bear weight with inferior minds. Wit and loveliness, grace and wisdom, must certainly bestow personal sovereignty on the possessor. But on looking at facts, we find that no rule can be applied at all. A man may be wiser than Seneca, a woman more beautiful than Clytie, without possessing any immediate power over others. There are persons into whose presence we enter awe struck as Æneas when crossing the threshold of the Sibyl's cave; but no divine afflatus breathes on our seer, his stature dwindles down instead of attaining greater majesty, and we go away unedified and unbelieving. On the other hand, the men and women at whose feet we sit spell-bound are frequently deficient in the very qualities that are supposed to hold the world in fee. What does ugliness count for in such a reckoning? or instability of character? or a rugged manner? or even fickleness? It often happens that of two brothers the one who commands friends and allies by hundreds is not only inferior to the first both morally and intellectually, but inferior to the mass of men and women he bends to his will without apparent effort. As often you will find that out of several sisters the one who rules the domestic kingdom with unlimited sway, attracting and bewitching all those who enter it, is the least lovely, and perhaps the least amiable. Nay, she may be downright ugly, and yet her subtle powers of fascination perplex and defy all the handsome women of her acquaintance.

If not in moral and physical perfections, then, where shall we look for the secret of this strange magnetism ? Doubtless, such attributes as a melodious voice, a graceful elocution, and a characteristic manner account for much superficial admiration; but they do not account for the more lasting homage of which we speak. Go into any ordinary drawingroom and say whether the likes and dislikes of stereotyped society are insipid or no. In every circle there is sure to be one man or one woman whose powers of fascination are too strong to be always harmless. Abnormal influence over others, moreover, is apt of itself to lead to caprice and cruelty on the part of the persons who exer-cise it. The very intensity of the allegiance yielded by their worshippers is a temptation to submit them to another and yet another ordeal. Or it may be-and here we touch upon one of the saddest and strangest riddles that perplex the thoughtful-some fatal instinct impels us to play with our best affections as recklessly as savages play with the life they have not learned to make lovely. The game is one of alternate loss and gain; as Heine expresses it .---

way. Beyond the isolated facts that intensa | power of throwing oneself into the interests

of others constitutes sympathy, and sympathy attracts: that from this very reason health, without which it is almost impossible to exercise strong sympathy, is an invariable element of personal fascination; that contrast, whether of character, ontward appearance, or even circumstances, is often an allurement of the strongest kind; that eccentricity, or, to use a more exact word, bizarrerie, acts forcibly upon the imaginative, what do we know? How far is this power a gift and how far an acquirement? Why is the very fascination of some the repugnance of others? What accounts for the supreme pleasure of being led hither and thither as the potentate of our affections wills? These conclusions and inquiries lead into still wider fields of speculation. The question, for instance, whether personal fascination is wholly a natural gift or a studied acquirement de-serves an essay to itself. Of the men and women who enthrall and bewitch at pleasure, how many do it involuntarily and how many by the force of countless infinitesimal sacrifices on the altar of popularity? The analysis of a character coming under the last category would surely offer the strangest psychological phenomena. Brought within the focus of exact personal observation, submitted to the test of ordinary moral standards, compared with the results of every-day experience, without a doubt such a character would appear paradoxical, isolated, extravagant to the last degree. That any individual can so subordinate the manifold interests and the perplexing duties of life to an overwhelming passion for indiscriminate homage seems incredible; and yet such a passion, and the gratification of it, are by no means uncommon facts in social history. The most triffing looks, words, and actions of such persons have reference to the gratification of others; and as it is impossible to go on systematically gratifying several people at once, their triumphs, however splendid, are very dear-ly won. "Humanity is my game," Mr. Disraeli makes the motto of one of his heroes. It would be difficult to find one more mischievous, since the application of it is easy, and the result palpable. Make humanity your game, and whatever your moral and intellectual shortcomings may be, by dint of patience. self-devotion, and undeviating resolve, you are sure to run it down. Perhaps the attraction to be most safely affiliated to its proper source is that of contrast. Civilization has not so assimilated us but we may meet tomorrow some man or woman wholly unlike any one we have known, read of or imagined before; and the mind is more affected by such a discovery than by the most perfect realization of preconceived gifts and qualities, however exalted. A case in point is the way in which a woman of genius, who has emancipated herself from the trammels of conventional life, leads and impresses other women, if she likes-for there must be some voluntary exercise of this or any other power. Enthusiasm is seldom more fervid, devotion seldom more intense, than is felt by those of her sex who voluntarily sit at her feet, and as voluntarily they will give up the enticements of a fashionable life and other social advantages to retain the privilege. No more pathetic chapter could be written of a work on psychology than one which should treat of the infatuation of women for women, always delighted to begin with, but not unfrequently ending in a painful process of disenchantment. On all infatuation must disenchantment at some time or other wait. Few, nevertheless, would not rather woo the beautiful princess of the Norse tale, who lived on the glass hill as smooth and slipRAILROAD L NES.

R EAPING RAILROAD - GREAT TRUVE LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYI KILL, SUSQUEHANNA, CUMBER-LAND, AND WYOMING VALLEYS, NORTH, NORTH WEST, AND THE CANADAS.

SPRING ARRANGEMENT OF PASSENGER TRAINS, APRIL 12, 1840. I caving the Company's Depot at Thirteenth and Callowhill streets, Philadeiphia, at the following

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 Pathadelphis at \$*15 P. M.

MORNING EXPRESS. MORNING EXPRESS. At 815 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pit.egrove, Tamagua, Sunbury, Wil-lismsport, Eimira, Rochester, Ningara Falis, But-falo, Wilkesbarre, Pittston, York, Carlisie, Oham-bersburg, Hagerstown, etc. The 730 A. M. train connects at READING with Fast Pennsulvania Realized trains for Allantows.

The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentowa, etc., and the 8-16 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains fer Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Camber-iand Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chemberghurg, Unaverse, etc.

Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS. I caves Philadelphia at 830 r. M. for Reading, Pottsville, Harrieburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6 25 A. M., stopping at in-termediate stations; arrives in Philadelphia at 8 40 A. M. Returning, Jeaves Philadelphia at 4 30 P. M.; arrives in Pottstown at 6 40 P. M. BEADING ACCOMMODATION.

Leaves Reading st 7:30 A. M., stopping at all way stations; arrives in Fhiladelphia at 10-15 A. M.

way stations; arrives in Philadelphia at 10'15
A. M.
Returning, leaves Philadelphia at 5'15 P. M.;
arrives in Reading at 8'00 P. M.
Trains for Philadelphia leave Harrisburg at 8'10
A. M., and Fottsville at 8'45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leaves Harrisburg at 8'50 P. M., and Pottsville at 2'45 P.
M., arriving at Philadelphia at 5'45 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 6'30 P. M., arriving in Philadelphia at 9'15 P. M.
Market train, with a passenger car attached, leaves Philadelphia at 12'45 noon, for Pottsville and all way stations; leaves Pottsville at 7'30 A. M.
All the above trains run daily, Sundays ex-FROM REMSINGTON DEFOT. 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, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, 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.

All the above trains run daily, Sundays ex-

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 815 P. M. Leaves Philadelphia for Reading at 8 A. M.; returning from Reading at 4'26 P. M. OHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.
 CHESTER VALLEY RAILROAD.
 Passengers for Downingtown and intermediate points take the 730 A. M., 1245 and 430 P. M., trains from Polladelphia. Returning from Bowningtown at 649 A. M., 100 and 545 P. M., PERKIOMEN RAILROAD.
 Passengers for Skippack take 730 A. M. and 430 P. M., trains for Philadelphia, returning from Skippack at 845 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 8 P. M., passing Reading at 105 A. M., and 150 and 1010 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

trains for Pittsburg, Chicago, Williamsport, El-mira, Baltimore, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3:00 and 5:00 A. M., and 10:00 P. M., passing Read-ing at 5:44 and 7:31 A. M., and 12:00 P. M., ard arriving at New York at 11 A. M. and 12:30 and 5:00 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

change. A Mail Train for New York leaves Harrisburg at \$10 A. M. and 205 P. M. Mail Train for Harris-burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:45 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:35 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 7:55 A. M. for Pinegrove and Harrisburg, and at 12:15 noon for Pinegrove and Harrisburg, and at 12:15 noon for Pinegrove and Harrisburg, and at 12:15 noon for Pinegrove and from Tremont at 7:40 A. M. and 5:35 P. M. TICKETS.

TICKETS.

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

At 2 P. M. for Long Branch and points on R. and

At 7:30 and 10 10 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, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations. FROM WEST PHILADELPHIA DEPOT, Via Connecting Radiusar,

Via Connecting Reilway. At 9:30 A. M., 1:20, 4, 6:16, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:25, At 11:30 P. M., Emigrant Line. Fare, \$2. At 0:30 A. M., 1:20, 4, 6:45, and 12 P. M., for Tren-

CAMBER AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

Hightstown. HI 10 WILLIAM H. GATZMER, Agent.

not stop on the Germantown Branch.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

ON SUNDAYS. Leave Philadelphia at 915 A. M., 2, 405, 7, and

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, 3%, 53%, 7, 9, and 11 P. M. Leave Chesnut Hⁱll at 7:10, 8, 9:40, 11:40 A. M.,

Leave Chesnut Hill at 710, 5, 940, 1140 A. M., ON SUNDAYS. Leave Philadelphia at 915 A. M., 2 and 7 P. M. Leave Chesnut Hill at 750 A. M., 1240, 540, and

9-25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN.

PHILADELPHIA, WILMINGTON, BALTIMORE RAILEDAD -TIME BLE -Communencing MONDAY, May 10, 1869.-Trains will leave Depot, corner Broad strest and

At 22 March 200 A March 200 A

D. H. R. R. 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 P. M. for Bordentown, Florence, Burlington, Be-verly, and Delanco. At 6:30 and 10 A. M., 1, 3:30, 4:30, 6, and 11:30 P. M. for Fdgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton. The 1 and 11:30 P. M. Lines leave from Market Street Ferry (unpar side).

Night Express at 11 39 P. M (daily), for Balti-The I and 11:30 P. M. Lines leave from Market Street Ferry (upper side). FROM EXENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2:30, 3:50 and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. and 6 P. M. for Bristol. more and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wiimington, Newark, Eikton, North-East, Perryville, Havre-le-Grace,

Perryman's, and Magnolia. Passengers for Fortress Moncoe and Norfolk will take the 12:00 M. train. 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 5 P. M. for

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington Leave Philadelphia at 11 00 A M., 2 30, 5:00, and

00 P. M. The 5 00 P M. Train connects with ciaware Railroad for Harrington and interme-00 P. M. Leave Wilmington 6 39 and 8:10 A. M., 1 30, 4 15,

Leave Wilmington 6 39 and 510 A. M., 1 30, 4 15, and 7:00 P. M. The S:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington 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; 2:36 P. M., Express; 7:25 P. M., Express.

ton. At 9.50 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. Lines will run daily. All others, Sundays excepted. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 725 P.M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Graes, Perryville, Charlestown, North-East, Eikton, Newark, Stanfon, Newport, Wilmington, Clay-mont, Linwood, and Chester BELVIDERE DELAWARE RAILROAD LINES, FROM MENSINGTON DEPOT.

PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD TRAINS. Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad Leave Philadelphia for Port Deposit (Sundays excepted) at 700 Å. M, and 4 30 P. M. The 7 00 Å M Train will stop at all stations be-tween Philadelphia and Lamokin. A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1 00 P. M, running to Oxford.

Will leave Philadelphia daily (except Sundays) at 100 P. M., running to Oxford. Leave Port Deposit for Philadelphia (Sundays excepted) at 540 Å M., 925 A. M., and 420 P. M. Trains leaving Wilmington at 630 Å. M. and 415 P. M. will connect at Lamokin Junction with the 700 Å M. and 430 P. M. trains for Baltimore Cen-tral Railroad tral Railroad.

ROADS. **FROM MARKET STREET FERRY (UPPRR SIDE).** At 7 and 10 A. M., 1, 215, 3:30, 5, and 6:30 P. M., for Merchantville, Meorestown, Hartford, 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. 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 tie day. Persons pur-chasing tickets at this office can have baggage checked at their residence by the Union Transfer Compared to the secured during the State Stat Company.

H. F. KENNEY, Superintendent

DENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME.

TIME TA BLE. On and after MONDAY, May 3, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9.05, 10, 11, 12 A. M., 2, 31, 334, 4, 435, 506, 534, 6, 614, 7, 8, 9, 10, 11, 12 M. The trains of the Pennsylvania Central Rallroad leave the Depot, at THIRTY-FIRST and MAR-KET 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 Denot P. al.
 Leave Germantown at 6, 7, 714, 8, 8 20, 9, 10, 11, 12
 A. M., 1, 2, 3, 4, 474, 5, 516, 6, 614, 7, 8, 9, 10, 11 P. M.
 The 8 20 down train and 374 and 514 up trains will

Depot. Sleeping-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, will receive attention.

TRAINS LEAVE DEPOT, VIZ .:-
 TRAINS LEAVE DEPOT, VIZ.: 8:00 A. M.

 Mail Train
 8:00 A. M.

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

 Fast Line
 11:50 A. M.

 Frie Express
 11:50 A. M.

 Harrisburg Accommodation
 2:30 P. M.

Leave Philadelphia at 6, 714, 9, and 11 05 A. M., 114, 3, 414, 5, 516, 614, 805, 10 05, and 1149 P. M. Leave Norristown at 540, 614, 7, 714, 9, and 11 A. M., 114, 3, 414, 614, 8, and 914 P. M. The 734 A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane. Filadelphia Express, 12 night. Erie Mall leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sun-day night passengers will leave Philadelphia at 12

delphia Express leaves dally. All other The Western Accommodation Train runs daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered, by 5 P. M., at No. 116 Market street. Market street.

RAILROAD LINES.

M. THOMAS & SONS, NOS. 139 AND 141 AND TA-

AUD FION SALES.

Superficiency of the second state of the secon

Executor's Sala No. 1343 Coates Street. Executor's Sala No. 1343 Coates Street. NEAT HOUSEHOLD FUENTURE, MIRRORS, VELVET AND BRUSSHIS CARPET, ETC. On Tuesday Morning. Junis 29, at 10 o'clock, at No. 1343 Coates Street, by cata-logue, the entire Furnitare, including Walnut Parlor furniture, Walnut Centres and Bouquat Tables, Mirrors, Walnut Dining and Setting Room Furniture, Odins and Gless Ware, Extension Dining Table, First Vonsitan Blinds, Walnut and Mahogany Chambor Furniture, Ward-robes, Suring and Hair Mattresses, Bolster and Pillows, Velvet, Brussols, and other Carpeta, Kitchen Furniture, Refrigerator, etc., etc.

BALE OF REAL ESTATE AND STOCKS. On Tuesday, June 25. at 12 o'clock, noon, at the Exchange --WESTMINSTER AVENUE and MARKOE STREET, southeast cornor-Large and Valuable Lot, 318 by 100 feat. GHOUND RENTS - 5720, 507, 533, 551, 537 a year. SECOND (South), No. 370 -- Store and Dwelling. SOUTH and THIRD, southeast corner -- Four-atory Brick Store.

rick Store, ELEVENTH, above Tioga-Building Lot. SIXTH (North), No. 1746-Genteel Dwelling, RICHMOND, southwast of Otis-Brick and Stone Dwall-

CATHARINE Nos. 908, 910, 912, 914, and 616. GIRARD AVENUE, between Franklin and Eighth -

arge LoL SPRING GARDEN, No. 1917-Madern Residence. THIRTY SIXTH and HAVERFORD, Bortheast cor

Desirable Residence.
 EAST DAUPHIN, No. 417-Brick Dwelling.
 SFCOND (North), No. 1648-Brick Dwelling.
 WOOD, No. 615 Brick Dwelling.
 WFST WALNUT LANE, Germantown - Handsome Residence.

Residence." BROWN, No. 1117-Modern Dwelling. FIFTH (North), No. 145-Modern Residence and Fac-

FLEVENTH and WOOD, southwest corner-Modern

PLEVENTH and WOOD, southwest corner-Modern Dwelling. PASSYUNK ROAD, No. 918-Store and Dwelling. COATES, No. 1134-Modern Dwelling. TWENTIETH (North), No. 551-Modern Residence, STOCKS, ETC. 100 shares Empire Transportation Co. 2 shares Empire Transportation Co. 2 shares Southwark Bank. 10 shares Third National Bank. 20 shares Junction Canal Co., par \$100, 2 shares Point Breeze Park Association. 9 shares Washington Manufacturing Co., Gloncester, N.J.

1 share Philadelphia and Southern Mail Steamship Co. 850,000 Pennsylvania Canal Co. 6 per cent. coupon

onds. 34000 McKean and Elk Land and Im'p Co. 1625 3t

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

CLOSING SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning, June 28, at 10 o'clock, on four months' credit. 6 23 4t

CLOSING SALF OF 1500 CASES BOOTS, SHOES, HATS, CAPS, STRAW GOODS, ETC. On Theseday Morning, June 29, at 10 o'clock, on four months' credit. 8 23 M

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 CHESNITT Street: rear entrance No. 1107 Samson St

BSCOTT'S ART GALLERY, No. 1020 CHESNUT

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

SALE OF 1500 CASES BOOTS, SHOES, AND BRO-GANN. On Monday Morning, June 29, at 10 o'clock, including a large line of city-made

N. E.-Sale every Monday and Thursday. 6 24 3t

MARTIN BROTHERS, AUCTIONEERS.--M (Lately Salesmen for M. Thomas & Sons.) No. 529 OHESNUT Street, rear entrance from Minor

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

L IPPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street.

K EENAN, SON & CO., AUCTIONEERS, NO 112 N. FRONT Street. (19)

ENGINES, MACHINERY, ETO. FINN STEAM ENGINE AND HOLLER WORKS - NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER, ARKENS, BLACKSMITHS, and FOUNDERS, having or how of the state of the state of the state to the public as being fully propared to contract for or how of the state, the state of the state of the state of the public as being fully propared to contract for or patterns, Machine River, and Stationary; having or patterns of different sizes, are propared to execute or how of all sizes, Marine, River, and Stationary; having to and Brass Castings of all descriptions. Roll Turaing, state of the state shortest notice. High and Low-pres-ment of the state shortest notice and the best Penn-wings and Brass Castings of all descriptions. Roll Turaing, state and Brass Castings of all descriptions. Roll Turaing, state and Brass Castings of all sizes and finds to an d Brass Castings of all descriptions. Roll Turaing, state and Brass Castings of all descriptions. Roll Turaing, state and Brass Castings of all descriptions. Roll Turaing, state and Brass being have and work gurantes. The absorbers have male when dock conno for orp him to base, where they can lie in perfect safety, and are pro-tion and Brass. The state and contract for an and brass. The absorber have male when the order to safety, and are pro-tion and brass. Marine and Brass Casting of all Sizes and state pro-tion and Brass. The absorber have and be work to an at the safety and a state pro-tion and Brass. The state weights: Marine and Brass. Marine and ENGINES, MACHINERY, ETO.

MERRICK & SONS

SOUTHWARK FOUNDRY,

No. 450 WASHINGTON AVENUE, Philadelphia.

WILLIAM WRIGHT'S PATENT VARIABLE

MERRICK'S SAFETY HOISTING MACHINE,

PATENT VALVELESS STEAM HAMMER.

D. M. WESTON'S PATENT SELF-CENTRING, SELF-BALANCIN CENTRIFUGAL SUGAR-DRAINING MACHINE

HYDRO EXTRACTOR.

For Cotton or Woollen Manufacturers. 7 10 mwi

J. VAUGHN MERBICK. WILLIAM H. MERBICK. JOHN E. COPE.

JOHN E. COPE. SOUTHWARK FOUNDRY, FIFTH ANI WASHINGTON Streets. PHILADELFHIA. RNGINEERS AND MACHUNISTS. ENGINEERS AND MACHUNISTS. manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service. Boilers, Gasometers, Tanks, Iron Boats, etc. Castings of all kinds, either Iron or Brass. Iron Frame Roots for Gas Works, Workshops, and Rail road Stations, site.

oad Stations, etc. Retorts and Gas Machinery of the latest and most im

Reforts and this Machinery of the latest and most im proved construction. Every description of Plantation Machinery, also, Sugar. Saw, and Grist Mills, Vacuum Pana, Oil Steam Trains, De-focators, Filters, Pumping Eugines, etc. Sole Agents for N. Billoux's Patent Sugar Boiling Appa-ratus, Nesmyth's Patent Steam Hanmer, and Aspinwall & Woolaey's Patent Contrifugal Sugar Draining Ma-chines.

GIRARD TUBE WORKS.

JOHN H. MURPHY & BROS.

Manufactorers of Wrought Iron Pipe, Etc.

PHILADELPHIA, PA. WORKS,

TWENTY-THIRD and FILBERT Streets.

OFFICE, No. 42 North FIFTH Street.

STOVES, RANGES, ETO.

NOTICE.—THE UNDERSIGNED MOTICE.—THE UNDERSIGNED MUSICAL HEALT OF ALL AND ALL

A large assortment of Cooking Ranges, Fire-Board Stores, Low Down Grates, Ventilators, sto., always on hand. N. R.-Jobbing of all kinds promptly done. \$105

N. B.-Jobbing of all kinds promptly done. 5105 THOMSON'S LONDON KITCHENER or EUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERENT SIZES, Also, Philadelphia Ranges, Hoi-Air Fur-naces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath-Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retal, by the manufacturers, Stoves, etc., wholesale and retal, by the manufacturers, Staves, etc., wholesa

DR. KINKELIN CAN BE CONSULTED ON all diseases of a certain specialty. Office hours, 8 to 8. No. 23 S. ELEVENTH Street.

CUT-OFF STEAM ENGINE,

Regulated by the Governor.

Patented June, 1868. DAVID JOY'S

8 15

JACOB C. NEAFIE, JOHN P. LEVY, BEACH and PALMER Streets.

"Heute muss ich dafur leiden Dass ich gestern glucklich war."

To-day we suffer for having been happy yes-terday; and to-morrow we shall long for the same happiness or misery, no matter which. Life is many faceted as a diamond. Fresh interests crowd upon us from day to day till we are in danger of being helplessly swamped by them; but none usurp the sovereignty of the person who by sheer force of affinity, idiosyncrasy, call it what you will, seems to stand nearer to us than all the rest of the world. The domestic tie has evidently nothing to do with the question. Neither has sex, since one woman will often sway masses of women in a degree wholly marvellous. Nor can age be taken into account; men, and even women, far advanced in years are not unfrequently "the cynosure of all eyes" in a brilliant crowd. Still less must the allurements of outer circumstance presuppose an excessive influence over others. A duke may quite possibly prove a bore, and you turn from him to some shabby, apparently insignificant person, whose words hold you by magic force, whose presence seems magnified as he speaks, whose eyes flash inspiration upon you. The theory that moral supremacy and personal fascination go hand in hand is not tenable for a moment. Lamentably enough, experience teaches that the very person whose will acts upon others like a charm may be a Comus or a Vivien. If we take less extreme cases, we must allow elevation of character to have very little share in the influence exercised by one human being over many others, meaning by influence that direct unbounded personal sway which creates enthusiasm after enthusiasm and impression after impression, which sends us away hungering and thirsting for more, which keeps

us in love with life to the end. And what is the spell? Who shall analyze the elements of this moral potion of which we all drink and are intoxicated? Mr. Lecky, in the introductory chapter to his last work, has a suggestive remark on the possibility of raising moral pathology to ascience, predicting the greatest results from the study of the rela-tions between our physical and moral natures. Not only does he think that were we ac-quainted with these, we might treat systematically by medicine the many varieties of mental, as we now treat bodily, disease; but that such knowledge would have a great philosophical value in throwing light upon what he calls "the filiation of our moral qualities." Perhaps advanced psychological inquiry would enable us to attribute the blind subjugation of one mind by another to its proper cause, and disclose the subtle laws acting upon different dispositions as unerringly as the force of chemical attraction upon molecules. Till then we must rest content with such inductions as experience enables us to make, and they earry us but a very little

is easy for those to sneer at the so-called victims of personal fascination whose very passions are subordinated to routine, but if they do not know the bitterness of reaction, nei ther do they comprehend those mysterious and unexpected raptures with which are heralded the kindred soul and the spirit that so welcomely dominates our own.

pery as ice, even at the risk of falls and

bruises, than never enter fairy-land at all. It

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA. Estate of JANE HERMANN (known as) JANE REED,

Estate of JANE HERMANN (known as) JANE REED, deceased. The Auditor appointed by the Court to andit, settle, and adjust the account of GEORGIANA REED, Administra-trix of JANE HERMANN (known as) Jane Reed, de-ceased, and to report distribution of the balance in the bands of the accountant, will meet the partice interested, for the purpose of his appointment, on TUESDAY, July 6, A. D. 1858, at elevon (11) o'clock A. M., at his office, NO. 406 WALAUT Street, in the city of Fulladelphia. 625 fmw5t^{*} CHARLES S. BAKER, Auditor.

INVECTOR OF A CONTRACT SET OF A CONTRACT OF A CONTRACT

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA. Estate of GEORGE WILSON, deceased.

Estate of GEORGE WILSON, deceased. The Auditor spointed by the Court to audit, sottle, and adjust the account of EMELINE WILSON, Administra-trix of estate of GEORGE WILSON, doceased, and to re-port distribution of the balance in the hands of the ac-countant, will meet the parties interested, for the priprose of his appointment, on WEDNESDAY, July 7, A. D. 1869, at eleven (11) o'clock A. M., at the office of EDWARD SHIPPEN, Eau, No. 582 WALNUT Street, in the city of Philadelphia. 6 25 fmwöt*

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE RASTERN DIS-TRICT OF PENNSYLVANIA. In Bankruptoy. At Philadelphis, June 9, 1889. The undersigned hereby gives notice of his appointment as Assignce of DAVID P. N. NICHOLS, of Philadelphis, in the county of Philadelphia and State of Poinsylvania, within said district, who has been adjudged bankrupt upon his own petition by the District Court of said Dis-trict. JOHN W. PATTON, Assignce, No. 15 South THIRD Street. To the Creditors of said Bankrupt. 611 fdt*

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA. MARY E. FOX, by her next friend, vs. ADAM FOX. December Torm, 1868, No. 8. In Divorce. To ADAM FOX, Respondent: Sir. Take notice that a rule kas been granted on you in the above case to show cause why a divorce a vincento matrixmit should not be de-creed therein. Returnable on SATURDAY, July 3, 1888, at 11 o'clock A. M. Personal service having failed on ac-count of your absence. 6 24 25 27 1° Attorney pro Labellant.

CENT.'S FURNISHING GOODS.

PATENT SHOULDER-SEAM

SHIRT MANUFACTORY,

11 2

AND GENTLEMEN, FURNISHING STORE. PERFECT FITTING SHIRTS AND DRAWER! made from measurement at very short notice. All other articles of GENTLEMEN'S DRESS GOOD! in full variety.

WINCHESTER & CO., No. 706 CHESNUT Street.

H. S. K. G. Harris' Seamless Kid Gloves. EVERY PAIR WARRANTED. EXCLUSIVE AGENTS FOR GENTS' GLOVES.

J. W. SCOTT & CO., 5 275rp NO. 814 CHESNUT STREET.

NORNY'S TASTELESS Fruit Preserving Powder, Is warranted to keep Strawberries superior to any known process, as well as other fruit, without being air-tight, "rice, bi cents a package. Sold by the grooers." ZANE, NORNY & CO., Proprietora. Price, 50 cents a par

No. 136 North SECOND St., Philada.

Through first-class tickets and emigrant tickets 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, Reading and Pottstown Accommodation Frains, at

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 office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nichols, General Superintendent. Reading.

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 50 each, for families and firms. SEASON TICKETS.

For three, six, nine, or twolve 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

with cards entiting themselves and wives to tickets at half fare. EXCURSION TICKETS From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhil streets. FREIGHT. Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets

Broad and Willow streets MAILS

MAILS Close at the Philadelphia Fost 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, 3 and 6 P. M., for Reading, Lebinon, Har-risburg, Pottsville, Fort Clinton, and all points beyond.

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, I hirteenth and Callow hill streets.

NORTH PENNSYLVANIA RAILROAD. For BETHLEHEM, DOYLESTOWN MAUCH CHUNK, EASTON, WILLIAMSPORT WILKESBARRE, MAHANOY CITY, MOUN PITTSTON, TUNKHANNOCK, AND

SCRANTON.

SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays

BERRS and American Stretts, unit (change excepted), as follows:-At 7:45 A.M. (Express) for Betklehem, Allen-town, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-

hannock. At 0.45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railronds. At 1.45 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Ha-zleton.

zleten. 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 6:45 and 10:45 A. M., and

For Fort Washington at 0.15, 3.15, 5.20, and 8 P. M. For Abington at 1.15, 3.15, 5.20, and 8 P. M. For Lansdale at 6.20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:25

From Doylestown at 8-25 A. M., 4-55 and 7-05 P. M. From Lansdale 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. Philadelphia for Bethlehem at 9:50 A. M. Philadelphia for Deviestown 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 8 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. ELLIS CLARK, Agent.

lane. The 5 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. 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%, 8, 4%, 5, 5%, 6%, 805, 1005, and 11% P. M. 1 eave Manayunk at 610, 7, 7%, 810, 9%, and 11% A. M., 2 8%, 5, 6%, 830, and 10 P. M. The 5 P. M. train frem Philadelphia will stop only at School lane and Manayunk. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave 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

IRST and CHESNUT Streets, 7 25 A. M., 9 30 A. d., 2 30 P. M., 4 15 P. M., 4 35 P. M., 7 15 and 11 50

P. M. Leave West Chester from Depot, on East Mar. ket street, at 625 A. M., 725 A. M., 740 A. M., 1010 A. M., 155 P. M., 450 P. M., and 645 P.M. Leave Philadelphia for B. C. Junction and inter-mediate points at 1230 P. M. and 545 P. M. Leave B. C. Junction for Philadelphia at 530 A. M.

and 1:45 P. M.

and 145 P. M. Trains leaving West Chester at 740 A. M. will stop at B. C. Junction, Lenni, Gien Riddle, and Media; leaving Philadelphia at 435 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 726 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 435 P. M., and car will be attached to Local train at Media. The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

Inval. ON SUNDAYS. Leave Philadelphia for West Chester at 8.00 A. M. and 2:30 P. M.

Leave Philadelphia for B. C. Junction at 7/15 P. M.

Leave West Chester for Philadelphia at 7.45 A. M. and 4.45 P. M. d. and 445 P. M.
 Leave B. C. Junction for Philadelphia at 600
 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 PENNSYL-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

follows:-MAIL TRAIN leaves Philadelphia. . 1045 P. M. "Williamsport 815 A. M.

ERIFE EXPRESS is aves Philadelphia 1000 A. M. "arrives at Erie 1000 A. M. "arrives at Erie 1000 A. M. "arrives at Lockhaven 600 P. M. "arrives at Lockhaven 600 P. M. "arrives at Lockhaven 745 P. M. "arrives at Lockhaven 745 P. M. "arrives at Lockhaven 745 P. M. "arrives at Philadelphia 9220 A. M. "arrives at Philadelphia	
	THE ADAMS EXPRESS COMPANY, OFFICE No. 200 CHESNUT Street, forwards Parcels, Pack- ages, Merchandise, Bank Notes, and Speels, either by its own lines or in commercion with other Express Companies, to all the principal town, and cities in the United States. JOHN BINGHAM, 201 Superintendent.
	WODDIANDS CEMETERY COMPANY The following Managers and Officers have been el. cted forithe yray bed el. cted forithe yray bed william H. Moore, Samuel S. Moon, Gillies Ballett, Edwin Greble, Secretary and Trensurer, JOSEPH B. TownSEND. The Managers have passed a resolution requiring both Lotholders and Visitors to present tickots at the onfrance for admission to the Cemetery, Tickets may be had at the office of the Company, No. SIS ARCH Street, or of any f the Managers. 122
For Woodbury and Glassboro, at \$ 60 A. M., 8 30 and 6 P M. Freight train leaves Camden daily at 12 noon. Freight received at first covored wharf below Walnut street. Freight delivered to No. 228 S. Delaware avenue. 6 11 WM J. SEWELL, Superintendent.	DEALER IN BAGS AND BAGGING

TRAINS ARRIVE AT DEPOT, VIZ .:-

owner, unless taken by special contract. EDWARD H. WILLIAMS. 4 29 General Superintendent, Altoona, Pa.

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

onths, can be procured of the Treasurer at Cam

Coupon and Excursion Tickets for sale at Ticket Offices, No. 828 Chesnut street, and foot of Market street,

SUNDAY MAIL TRAIN. Leaves Philadelphia at 716 A. M., returning leave Cape May at 540 P. M. Fare for excursion, \$3 00.

CAMDEN AND ATLANTIC

RAILROAD.

SUNDAY TRAINS FOR THE SEASHORE. On and after SUNDAY next, June 6, the Mail Train for

EXPRESS TO LONG BRANCH.

THE NEW JERSEY EXPRESS COMPANY,

OFFICE, NO. 320 CHESNUT STREET,

Express closes at 1 o'clock P. M. 6 il mwflm H. GORMAN, Agent.

s prepared to receive and forward goods and money to LONG BRANCH, N. J., DIREOF,