SPIRIT OF THE PRESS.

ORIAL OPINIONS OF THE LEADING JOURNALS UPON CORRENT TOPICS-COMPILED EVERY DAY FOR THE EVENING TELEGRAPH.

THE NEW LABOR MOVEMENT.

n the N. Y. Herald. Progress is the watchword of the grand evenients which are nowspreading throughall ramifications of society in the Old orld and the New. In peace and war, in shine and storm, in the midst of physical, itical, and religious convulsions, progress he irresistible law of civilization. It is at ce the motive and the object of the strange tlessness which is agitating vast popula-ns in Europe and in Asia, and driving them seek in the two Americas, that now form new centre of the world, incalculable rerees of sustenance, wealth, and power for pat thirty-six hundred million inhabitants. e seem to have reached a period in many ects similar to those diverse epochs in the ory of the distribution of human races over surface of the globe, when great migrations e taken place and the inhabitants of one ate have been visited, if not overwhelmed, mysterious influx of inhabitants of some climate. As at the creation the spirit od moved over the face of the waters, these epochs the spirit of man has ed over the face of the earth. It has illed numerous tribes and whole nations s plains, mountains, rivers, and even ns, and deposited them in regions far from their original birthplace. We referred to the extraordinary statistics bean immigration to the United States the past fifty years, and particularly to ent startling increase of Swedish emi-

likely to be illustrated still more forcid on a grander scale by Chinese immia, which within a very few years has at to our shores at least two hundred and Mongolians. Notwithstanding the res to which it has been subjected-in st place by the Chinese Government, the next place by the absurd and cruel tion of California—this immigration is ncreasing. An intelligent writer in the imber of the Galaxy says that, with an ation from China standing in the ratio a home population that the drain from any holds to the population of that stry, we should have an influx of more one million Chinese yearly. "Ten years is rate would place upon our soil a preerance of male adults of Mongolian blood r those of all the other families of man ing us." This is surely an astounding

to this country, as forcibly illustrating

side from all other problems suggested by Chinese immigration is manifestly inaugua new labor movement of immense imce. The single fact that the Pacific road has been built by Asiatic labor is mant with significance. By this fact the nose have earned their title to recognition necessary element for the development re resources of the Far West. California ginning to repent of her suicidal policy ads them. As this policy is gradually ified, her material prosperity is advanced. Chinese, we are informed, are found now ollen, paper, and powder mills; in the works, in the hop plantations, fruit ards, and vineyards; following the reapmachines on farms and working the salt on the coast; doing almost universally the ing, and engaged in hundreds of branche stry that would be impossible without

teven if California should persistently me her inhuman laws against the Chiwhat would be her inevitable loss might a great gain to the rest of the country. ic labor might extend more rapidly along ne of the Pacific Railroad, until, by its passed perseverance, ingenuity, and it should irrigate and fertilize even our American desert, make our mountain es blossom like the rose, drain malasdistricts, build up such dykes to prevent werflow of the Mississippi as their est ancestors built to control their own unmanageable Yellow river; develop to ee now undreamed of the productiveof the entire valley of the Mississippi meir way into every branch of industry mde, even in our Middle and Northern and especially solve the problem of ing the Southern States to higher prosthan was ever attained before the war. Chinese alone retain their innate beneath tropical suns. Their ultimate ony be to reclaim all the vast areas of ands, insular and continental, which therto been, comparatively speaking, d world. Meanwhile plenty of land nty of work can be found for them in uthern States. We hail, therefore, atisfaction the welcome which the mmigrants. A convention has been to meet at Memphis on the 13th of for the special encouragement of immigration. It will be composed ites from all parts of the South, parly from Georgia, Alabama, Mississippi, ana, Arkansas, and Tennessee. It is ed, moreover, that Koopmanshaaf, one principal Chinese contractors at San sco, who has already brought fifty d of his countrymen to America, will ent at the convention, and will unfold as for organizing a mighty scheme of immigration to the South. We shall on the presence of Koopmanshaaf at convention as an event of historical ent. If Sambo will insist on turning oker, and will not work, the sooner

THE CAMDEN SECRETARY.

Chinaman takes his place the better.

ral Grant has taken hold of New Jerwrong end. If he had selected his ister of marine from Hoboken, or ty, or Perth Amboy, or Barnegat, or the Egg Harbors, there would have mething appropriate in the choice, the very least, at these ports sloops nooners are occasionally seen. But of all places on the habitable globe ! suburb of Philadelphia, with all oma's characteristics. It is flat; it is it is loyal; it is rectangular. It lies er "cut-off." It has a Union League ear, and in the autumn mosquitoes ous fever. The water in front of shoal that no craft larger than a at or an empty coal-barge can ven-ar it. The Navy Yard on the other the Delaware is dimly visible in more and League Island not visible It is beleagured by Smith's Island, or a wonderful work of engineering nal through which, when the tide forry-boats occasionally run. From may be seen the cheerful wharves of classics, illustrating, by a few brigs and is, the commercial benefits of "prothree-fourths of Philadelphia's forde being imports of Cuba sugar, with f four cents in gold and an additional

bounty to the refiners, who grow rich at the ! poor man's cost. Such are the local associations which cluster around the new Secretary of the Navy, of whom all that can be said is that he is a jolly young lawyer, temperate, sound in his morals, an educated and agreeable gentleman, and an Attorney-General. The eminent radicals of New Jersey, such as ex-Senator Frelinghuysen, must be sorely tried by this preference to the Philadelphia suburb, the truth being that Mr. Robeson's appointment is actually made by Mr. Borie and the convivial coterie of which he is the centre. Robeson is altogether Philadelphian. No pent-np Utica confines his powers. He is of Camden, but above it. He practises law, so says the radical press, in Philadelphia, and is an active member of the Broad street League. He is a capital diner-out. Of his services, civil or military, during the Rebellion, we have no very distinct memory, and can find no record. Scovel, of Camden, we have heard of, but never of Robeson. It may be, however, that he had some agency in the only picturesque incident of the war with which Camden is associated. It was this. Camden is associated. It was this. Before 1861, there was a certain steamboat plying across the Delaware, bearing the pestilent name of "State Rights." It was owned by what is called the "monopoly," who had and have especial reasons of their own for cherishing the ancient dogma. The Rebellion broke out. Camden and Robeson became inflamed. The floating, steaming heresy irritated them, and its suppression or modification was demanded. At last, the matter was compromised by the prefix of the word "United;" so that, in violation of all grammar, but in consonance with loyalty, it has floated, and, for aught we know, still floats, "The United State Rights," and Camden is at peace. If this great result—the paddle-box assertion of Union principle be due to Robeson, he deserves to be Secretary of the Navy. It is more marine service than ever Borie did.

But what says Pennsylvania; what say Governor Curtin's friends, to this new shuffle of the pack? In a party point of view, New Jersey has no claim on a radical administration, and Pennsylvania the strongest. New Jersey is in open, hopeless revolt, having just elected a Democratic Senator, and rejected the fifteenth amendment. Pennsylvania made Grant President, and has grovelled at his feet ever since. Governor Curtin's friends wanted him to be a Cabinet minister, for reasons of their own, and he was contemptuously passed by to make room for one of Grant's boon companions, a dilettante, fancy partisan from the very fringe of the commonwealth. Borie was a mere tassel on the edge of Pennsylvania radicalism, and Robeson is a tag of the tassel of Borie. Of course all this was understood, and arranged before Curtin was sent into exile, and the cable will give him the news of the insult when he puts his foot on the shores of the North Sea. Nor will the more rugged antagonisms of the Keystone State—the Cameron and Geary factions—be propitiated by the New Jersey promotion. Dark must have been the visage of Cameron, bristling the beard of Geary, dumb-struck the tongue of Kelley, black the brow of Galusha, whom men call Grow, when the news was flashed abroad that Grant had gone to the Jerseys, and that Robeson, of Camden, was his man. Really, the Republican party of Pennsylvania needs, if it deserves not; our sympathy; and, if there be in that neighborhood a society for the mitigation of the sufferings of the animal creation, we invoke its intervention in behalf of the great radical Issachar stooping now between his two score burdens.

GETTYSBURG. From the N. Y. Tribune.

Six years ago the soldiers of the Union, on the heights of Gettysburg, beat off the Confederate host, in its last desperate effort to invade the North, and won the critical victory of the war. On Thursday the survivors of the desperate struggle, with thousands of the who recognize in that heroic battle the triumph of American liberty, met to dedicate a monument to the men whose blood purchased our victory—the heroes whose names will live for generations in the pages of our history, and the nine hundred undistinguished dead whose memories are cherished only by the tears of the widow and the fatherless. No solemnity can be too impressive to befit this anniversary. At Gettysburg we fought for nothing less than our country's existence. Had the gallant dead whose graves we have just honored wavered in their patriotic devotion, the Union would have been irremedia-bly destroyed, and our future history a record of continual subdivision and secession. Freedom, overthrown in America, would have felt the disaster in every country in the world. So, for many a year to come, we trust the first days of this month, which witnessed the beginning of American Independence, and its final triumph after eighty-seven years' trial, will be piously remembered wherever political freedom is appreciated. It will be long, however, before July recurs

without bringing back the remembrance of those few eloquent words which Abraham Lincoln spoke on this historic field only a few months after the battle, and which orator and poet alike accepted on Thursday as their text and inspiration: - "We cannot consecrate, we cannot hallow this ground. The brave men living and dead who struggled here have consecrated it far above our power to add or detract. It is for us, the living, rather to be dedicated here to the unfinished work that they have thus far so nobly carried on. It is rather for us to be here dedicated to the great task remaining before us-that from these honored dead we take increased devotion to the cause for which they here gave the last full measure of devotion—that here highly resolve that the dead shall not have died in vain, that the nation shall, under God, have a new birth of freedom, and that the government of the people, by the people, and for the people, shall not perish from the earth." Thank God! we have thus far been faithful to this high resolve. Thousands more were to fall for it upon the field: Lincoln was to give his life for it; the nation was to fight and struggle for it with open enemies and false friends; but the new freedom has steadily advanced; and the dead so far have not died in vain. 'Having chosen our course, withou' guile and with pure purpose, let us renew our trust in God, and go forward without fear and with manly hearts." There is something yet to do, and from celevrations like that of Thursday we may gather courage for the onward march, and resolution to take no step backwards. From the lowly graves, too, of the Confederate dead, who sleep in the valley before our lines, victims of an honest faith in a bad cause, shall there not come up, on our an-niversaries of mingled sadness and triumph, a reminder of that Christian counsel which bids

THE TUNE CHANGED. From the N. Y. Times.

Since the last capture of Cuban filibusters, the World "sings small." Three days ago it demanded of the Times to "inform us of a single enterprise or expedition in favor o Cespedes and against Spain which the administration has effectually prevented." The in view not only of the general "raids" of the Government officers, in the way of "arrests, upon the operations of the various Cubas rendezvous in Houston street, and Mott street, and upper and lower Broadway, but in its specific "prevention" of the "enterprise or expedition" of Byron, the operations against the Catharine Whiting, and those against the various tagboats pursued and captured in Long Island Sound

Cowered somewhat by these developments, the World changes its tune. Its previous article was headed "Grant's Neutrality Humbug;" the "humbug" seems to have evapo-rated, and now we are treated to an article on 'Marshal Barlow and the Filibusters," with 'especial recognition for Marshal Barlow." Never at a loss for a device to appease its readers, the World represents that Marshal Barlow's acts (which can no longer be ignored. now that they are town-talk) were in opposi tion to the spirit of the administration at Washington, and that as General Grant did not in person capture the tugboats, none of the praise is due to the administration! What a high idea of the intelligence of its readers the World must have in employing this logic. The Government only acted through its authorized agents—ergo, the Government did not act at all. What candor!

The World, by way of squaring facts with its theory, adds:

"It is not believed that he or District-Attorney Pierrepont have had a word of insuractive encouragement from President Grant, though often requested, in respect to preventing the departure of this formidable expedition, so notorious for weeks, The responsible authorities at Washington cannot plead ignorance."

Unfortunately, what the World declares to be "not believed," is believed, and is true. On the morning when the World made this announcement, the Times, under the head of 'Instructions of the Government to Attorney-General Pierrepont," contained an account of the manner in which Mr. Pierre-pont was informed of the expedition lying in the Sound. "He telegraphed to the Secre-tary of State for directions, and received orders to cause the arrest of the whole expedition." Upon the whole, we think the World would do well to abandon this brilliant line of argument regarding the Government's "failure to capture any filibusters.

SICKLES AGAIN.

From the N. Y. World. It is to the extreme discredit of the newspapers of this city that they have allowed the World to stand alone in protesting against the shame put upon the nation in the honors paid to Daniel E. Sickles by President Grant and sundry noted citizens of the metropolis. The claim that the man atoned for his hideous offenses against decency and good morals by his services during the war is utterly unfounded. He was one of the most conspicuous failures of the war. General Meade's testimony, which we have quoted, shows that his "services" at Gettysburg nearly cost us the loss of that army upon which so much de-pended. The same fact is brought out in 'Harper's History of the Rebellion," certainly good enough radical testimony. His presence in the army in a high command, as all our

well as a disgrace. But to be just, there is one Republican journal that shares the general disgust at the honors paid to this miscreant. Says the

generals are eager to witness, was a danger as

"It was hardly worth while, then, for men whose acts are examples to stretch their credit so far as to pay honors to a man who stands publicly accused of many crimes, and who, whether or not he is as guilty as is told of him, has not, so far as we know, made any effective vindication of his character. It is common in his case to point his accusers to his 'war record.' Of this we are not going to say anything, except that, if it covers over his previous political and social record, it does all that can be required of it, and that it affords insufficient reason for making him an observed custodian of our national dignity. him an observed custodian of our national dignity. A more glaring instance of the sacrifice of everything to the dectrine of 'soundness on the main question' which has been at the root of so many misfortunes, and which we have just seen pretty well illustrated by General Sickles' predecessor in Spain, has not for a long time been furnished us."

AND DOWN HE GOES.

From the A. Y. World, The Commercial Advertiser, which was most strenuous advocate of the nomination of Mr. Grant last year, and, until recently, has been one of his most ardent defenders since his election to the Presidency, now hurls the following threat at him:--

"It may well be a matter of solicitude to President Grant and others having the welfare of the Republi-can party at heart, whether the people will not feel disposed, four years from now, to withdraw their support from that organization for no other purpose than to rotate out of office the men who are now se-curing the public positions."

Only the most stupid reader can fail to see that the paper from which this extract is taken intends to hit the President over the shoulders of the bad men whom he has ap pointed to office, such as the man Sickles and others whom we could designate. It needs no prophet to assure us that Mr. Grant will find among his opponents within six months from this time nearly all those who voted for him last fall. He is but another illustration of the homely saying that "the higher up a monkey climbs the further has he to fall." Really, we pity him.

SHORTEST ROUTE TO THE SEA SHORE. CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 1%
HGURS.
TAKES EFFECT JULY 1, 1869.

perish from the earth." Thank God! we have thus far been faithful to this high resolve. Thousands more were to fall for it upon the field; Lincoln was to give his life for it; the nation was to fight and struggle for it with open enemies and false friends; but the new freedom has steadily advanced; and the dead so far have not died in vain. "Having chosen our course, withou guile and with pure purpose, let us renew our trust in God, and go forward without fear and with manly hearts." There is something yet to do, and from celebrations like that of Thursday we may gather courage for the onward march, and resolution to take no step backwards. From the lowly graves, too, of the Confederate dead, who sleep in the valley before our lines, victims of an honest faith in a bad cause, shall there not come up, on our anniversaries of mingled sadness and triumph, a reminder of that Christian counsel which bids us pursue our healing and restoring work with malice towards none, with charity for all, until at no distant day "the mystic chords of memory, stretching from every battle-field and patriot grave to every living heart and hearthstone all over this broad land, shall swell the chorus of the Union, when again touched, as surely they will be, by the better angels of our nature?"	Returning, leave Ateo
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RAILROAD LINES,

PEADING RATLROAD. - GREAT TRUNK LINE FROM PHIGADELPHIA TO THE INTELIOR OF PENNSYLVANIA. THE SCHULKILL, SUSQUEHANNA. UUMBER-LAND, AND WYOMING VALLEYS, NORTH, NORTHWEST, AND THE CANADAS.

SPRING ARRANGEMENT OF PASSENGER TRAINS, APRIL 12, 1809.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following

MCRNING ACCOMMODATION.
At 7 30 A. M. for Reading and all intermediate stations and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Palladelphia at 6:15 MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Wil-liam-port, Elmira, Rochester, Nisgara Falls, Buf-falo, Wilkesbarre, Pittston, York, Carlisie, Chamfalo, Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc.

The 7-29 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 OLINTON with Catawissa Railroad trains fer Williamsport, Look Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Jeaves Philadely hia at 8-30 r. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for columbia, etc.

POTTSTOWN ACCOMMODATION. POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6 25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8 40 A. M. Keturning, leaves Philadelphia at 4 30 P. M.; arrives in Pottstown at 6 40 P. M.
KEADING ACCOMMODATION.
Leaves Reading at 7 30 A. M., stopping at all way stations; arrives in Philadelphia at 10 15 A. M.

A. M.
Reinrning, leaves Philadelphia at 5-15 P. M.:
arrivas in Reading at 8-96 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 leave
Harrisburg at 8-65 P. M., and Pottsville at 2-45 P.
M., arriving at Philadelphia at 6-45 P. M.
Harrisburg Accommodation leaves Reading at
7-15 A. M., and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation
south at 6-50 P. M., arriving in Philadelphia at 9-15
P. M.

Market train, with a passenger car attached, leaves Philadelphia at 1245 noon, for Pottsville and all way stations; leaves Pottsville at 7:30 A.M. for Philadelphia and all way stations.

All the above trains run daily, Sundays ex-

cepted.
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 CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45 and 4:30 P. M. trains from Philadelphia. Returning from Bowningtown at 6:19 A. M., 1:00 and 5:45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M. and 4:30 P. M. trains for Philadelphia, returning from Skippack at 8:15 A. M. and 1:00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITISBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1:05 A. M., and 1:50 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

mira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3-50 and 5-50 A. M., and 10-50 P. M., passing Reading at 5-44 and 7-31 A. M., and 12-50 P. M., and 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 mira, Baltimore, etc.

through between Jersey City and Pittsburg without change.

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

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:45 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:25 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILBURGAD.

Trains leave Auburn at 7:55 A. M. for Pinegrove and Harrisburg, and at 12:16 noon for Pinegrove

and Harrisburg, and at 12-15 noon for Pinegrove and Tremont, returning from Harrisburg at 3-30 P. M., and from Tremont at 7-40 A. M. and 5-35 P. M.

TICKETS.

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

are sold by Morning Accommodation Market Train, Reading and rotstown 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 Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading.

OOMMUTATION TICKETS.

At 25 per cent discount, between any points desired, 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 twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.

and Callowhill streets. FREIGHT.

Goods of all descriptions forwarded to all the Broad and Willow streets

MALLS

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

FREIGHT TRAINS.

I cave Philadelphia daily at 4:35 A. M., 12:45 noon, 3 and 6 P. M., for Reading, Lebanon, Harrisburg, Fottsville, Port Clinton, and all points beyond.

BAGGAGE.

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

NORTH PENNSYLVANIA RAILROAD.— FOR BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILEFSBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SUMMER ARRANGEMENTS.

Passenger Trains leave the Depot, corner of BFRES and AMERICAN Streets, daily (Sundays

excepted), as follows:—
At 7-48 A.M. (Express) for Bethlehem, Allentown, Manch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock. hannock.

At 9-45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.

At 1-45 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hasteten. At 5"00 P M. for Bethlehem, Easton, Allentown, At 5.00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
For Poylestown at 8.46 A. M., 2.45 and 4.15 P. M.
For Fort Washington at 6.45 and 10.45 A. M., and 11.30 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 Chy 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 P. M. P. M.
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 3.10 P. M. From Abington at 2:35, 4:35, 6:45, and 9:35 P. M. ON SUNDAYS.

ON SUNDAYS.

Philadelphia for Bethlehem at 9-50 A. M.
Philadelphia for Doylestown at 2P, 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.

RAILROAD LINES. DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME.

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 troin leaving Front and Market streets thirty of suites before its departure. The Chesnut and Wainut streets cars run within one square of the Depot.

Depot.
Sleeping-ear Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. will receive attention.

TRAINS LEAVE DEPOT, VIE.:—

Mail Train Son A. M., 10 30 A. M., 110 and 7 00 P. M.
Fast Line Il-50 A. M.
Fast Line Il-50 A. M.
Harrisburg Accommodation 230 P. M.
Lancaster Accommodation 400 P. M.
Parkesburg Train 530 P. M.
Cincinnati Express 800 P. M.
Erie Mail and Pittsburg Express 10 30 P. M.
Philadelphia Express, 12 night.
Erie Mail icaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

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. 116 Market street.

Fast Line Parkesburg Train Lancaster Train Day Express

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, 314, 334, 4, 4-26, 5-98, 534, 6, 615, 7, 8, 9, 10, 11, 12

P. Al.

Leave Germantown at 6, 7, 714, 8, 8*20, 9, 10, 11, 12

A. M., 1, 2, 3, 4, 494, 5, 514, 6, 814, 7, 8, 9, 10, 11 P. M.

The 8 20 down train and 3% and 5% up trains will not stop on the Germantown Branch. ON SUNDAYS

Leave Philadelphia at 9-15 A. M., 2, 4-08, 7, and 10% P. M.
Leave Germantown at 8-15 A. M., 1, 3, 6, and 9%

Leave Germantown at 8-15 A. M., 1, 3, 6, and 9½
P. M.

CHESNUT HILL RAHLROAD.

Leave Fhiladelphia at 6, 8, 10, 12 A. M., 2, 3½, 5½, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, 3-40, 5-40, 6-40, 8-40, 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 9-25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7½, 9, and 11-05 A. M., 1½, 3, 4½, 5, 5, 5½, 6½, 8-05, 10-05, and 11½ P. M.

Leave Norristown at 5-40, 6½, 7, 7½, 9, and 11 A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M.

The 7½ A. M. train from Norristown will not stop at Mogec's, Potts' Landing, Domino, or Schur's 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%

INTERNATIONAL REGISTER FOR P. M.
Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 9, and 11.05 A. M., 1%, 3, 4%, 5, 5%, 0%, 8.05, 10.06, and 11% P. M.
Leave Manayunk at 6:10, 7, 7%, 8:10, 9%, and 11%
A. M., 2, 3%, 5, 6%, 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 0 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,
Depot, NINTH and GREEN Streets.

FOR CAPE MAY, VIA WEST JERSEY RAIL-ROAD.
COMMENCING THURSDAY, JULY 1, 1969.
Leave Philadelphia, foot of Market street, as fol-

lows:—
9:09 A. M., Cape May Express, due 12:25.
3:16 P. M., Cape May Passenger, due 7:15.
4:00 P. M., Fast Express (commencing on Saturday, July 3), due 6:56 P. M.
Sunday Mail Train leaves at 7:15 A. M., due 10:45.
Cape May Freight leaves Camden daily at 9:20
A. M.

Cape May Freight leaves Camden daily at 9 20 A. M.

RETURNING, TRAINS LEAVE CAPE MAY,
6 30 A. M., Morning Mall, due 10:00 A. M.,
9 00 A. M., Fast Express (commencing on Monday, July 6), due 12:07.
5 00 P. M., Passenger, due 8:22 P. M.
Sunday Mail Train leaves Cape May at 5:10 P. M.
Cape May Freight Train leaves daily at 6:40 A. M.

TICKETS.

Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$6, for sale at the ticket offices, No. 323 Chesnut street, foot of Market street, also at Camden and Cape May.

For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Phindelphia at 8:00 A. M., mail, and 8:15 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsbore, and Glassbore leaves Phindelphia daily at 6:00 P. M. Returning, leaves Glassbore at 6:50 A. M. 12 0A. M. Commutation books of 100 checks each, at re-luced rates, between Philadelphia and all sta-

FOR Cape May, Miliville, Vileland, etc., etc., For Bridgeton, Salem, and way stations, 12 00 Freight received at first covered wharf below

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.— On and after BIONDAY, 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., 7-16 and 11-30 P. M. M., 2:30 P. M., 4:16 P. M., 4:35 P. M., 7:15 and 11:30 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 intermediate points at 12:30 P. M. and 5:45 P. M.
Leave B. C. Junction for Philadelphia at 5:50 A. M. and 1:45 P. M.
Trains leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Glen Riddie, and Media; leaving Philadelphia at 4:35 P. M. will stop at B. C. Junction and Biedia only. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7:25 A. M., and car will be attached to Express Train at L. C. Junction, and going Westerain leaving Philadelphia at 4:55 P. M., and car will be attached to Local train at Media.

The lepot in Philadelphia is reached directly by the Chesnut and Walnut street cars. Those of the Biarket street line ran within one square. The chis of both lines connect with each train upon its

mis of both lines connect with each train upon its Leave Philadelphia for West Chester at 8-00 A.

M. and 2-30 P. M.

Leave Philadelphia for B. O. Junction at 7-15
P. M. P. M.
Leave West Chester for Philadelphia at 7.45 A.
M. and 4.45 P. M.
Leave B. O. Junction for Philadelphia at 6.00
A. M.
WILLIAM C. WHEELER,
4.165
General Superintendent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 230 CHESNUT Street, forwards Parcels, Packages, Morchandies, 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.

E. COLLEMAN,
Superintendent.

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NEAT HOUSEHOLD FURNITURE, EFC.

On Wednesday Morning.

July 7, at 10 o'clock, at No. 1956 N. Tenth street, will be sold the furniture of a family declining housekeeping, comprising nest winut parter furniture, covered with haircloth; walput chamber furniture, beta, and mattresses, carpets, dining room furniture, china, glassware, etc.

Also, an assortment of kitchen furniture. C. D. MCCLEES & CO., AUCTIONEERS, SALE OF 1200 CASES BOOTS, SHOES, BROGANS,

On Monday Morning,
July 5, at 10 o'clock, including a large line of city made goods.

N. B.—Sale every Monday during the mouth of July.

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No. 529 OHESNUT Street, rear entrance from Mines BUNTING, DURBOROW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co. M. THOMAS & SONS, NOS. 139 AND 141

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