## PARISIAN CRIMINALS.

n the London Saturday Review, ovelists have continually tried to enliven pages by pictures of the enemies to ety who lurk in the holes and corners sivilized cities. Since Fielding took Jonawild for his hero; innumerable attempts been made to describe the professional inal, but for the most part with very poor s. Indeed failures are not surprising, is some touch of the poetical in the ruflian who maintains himself in the of us in defiance of legislators and pore think of a bit of wild nature surin the midst of a highly cultivated ry, and fancy that even the London pickmust have something of the of the outlaw with his foot his native heath. Unluckily the , is too far from the fictitious ge; our criminals are for the most part nlike their pictures as the drunken red ian of the present day is to Cooper's savages, or as the genuine cattle-stealer last century to Sir Walter Scott's b Roy." They are squalid, prosaic, and ous beings, whose intellects are little than animal cunning, and whose inis are too gross for any decent veil of Therefore, for the most part, their ber takes refuge in sheer unreality, and us types like George de Barnewell in odel novel, or the charming highway fter whom that philosophical hero was nyed. Yet the readers of a late article Lecue des Deux Mondes by M. Maxime mp may perhaps be inclined to fancy school of writers who deal in the ible and revolting might add a powerful pter or two to the mysteries of Paris withat straying too far into the regions of pure M. du Camp has evidently a close intance with his subject; he has talked some of the leading men in the criminal rofession; he has visited their favorite unts; he has picked up something of their nguage; and he gives us an elaborate classication of their favorite pursuits. If, in me respects, the French criminal is little bove the wild beast in his propensities, he is yet a certain grim picturesqueness about im which would repay a careful student of uman nature. There was, for example, a ertain sense of humor about one Beaumont, ho got himself up in splendid official cosnme, with a black coat, a white cravat, and voluminous portfolio under his arm, and rdered a soldier to accompany him with an ir of undoubting confidence. Placing him a sentinel before the door of the chief of he service de surete, with orders to admit no one, M. Beaumont repaired to the official artment, walked off with the valuables, and, dismissing the soldier, disappeared into utter obscurity, sending the same evening a civil note of apology for the trouble which he had given. M. Beaumont, we are almost glad to say, escaped with his plunder from all pursuit. The celebrated Jadin, again, appears to have acted the part of a Robin Hood in modern life. In following his profession of *cambrioleur*-a peculiar variety of burglar-he was in the habit of breaking into rooms, and when he found them specially poverty-stricken, leaving behind him a respectable contribution for the benefit of the ortunate inmate. The delicacy of feeling thus displayed did not imply that he was above doing his work in a most business-like spirit when occasion demanded, for Jadin was unfortunately executed for murdering a young girl whom he surprised in one of had come without arms to the scene of operations, and had only picked up a stone on the way to help in demolishing the victims. "Why, then," said the President, "did you accompany men whom you knew to be intending a crime?" "Dame," was the reply, "entre voisins, il faut bien se rendre de petits services." Other stories are of a more unmitigatedly revolting character. We have lately been treated to discussions as to the intuitive sense of morality possessed by the whole human race. What sort of moral sentiment could lurk in the breast of the criminal who went to see his brother executed, and occupied himself in picking pockets of four watches and a purse? or of the horrible ruffian of twenty-one who, after murdering his mother with fifty-six blows of a knife, lay down on the bed by the corpse, and, in his own words, "passed a good night?" Much as the plea of insanity has been abused, we would be glad to think that it was possible to set down the crimes of such monsters to some irresistible moral disease. The heroes of these stories were amongst the aristocracy of their profession. They rejoice in the proud title of escarpe, the name given to the genuine assassin who murders systematically by way of opening proceedings, and not as a matter of occasional expediency. Below them are numerous classes of criminals, each devoted to some specialty, and frequently displaying the same sort of skill which we admire in the artisan whose facility in his own branch of work has become an instinct. For the most part, we recognize them as analogous to English criminals of different varieties, though peculiarities of nain the two countries. The fuiseurs, who are the most intellectual members of the profession, are the swindlers; capable of anything from cheating at cards to getting up sham companies. M. du Camp mentions a certain Mitifiau, who called himself Comte de Belair, professed to be the son of a general of the first empire, and lived in the very best society on profits of skilful thefts and gambling. the Another, a certain Piednoir, is at the present moment living in great comfort in a large Dutch town. Far below these are the *francs* bourgeois, who get admission into houses as beggars for the purpose of stealing; the tireurs, or genuine pickpockets; shoplifters, who are subdivided into many classes, such as those who profess to buy, and take the opportunity of helping themselves under various pretenses, and those who venbreak into shops at night; tre to he roulotiers, who steal baggage off carts; and numerous others, whose special skill lies in robbing children, in changing mock jewels for genuine, in cheating restaurateurs, or in various other departments of business. Between this rabble and the true assassin there is a carefully graduated scale of malefactors. The burglars form the lowest stage. The highest rank of these is the caroubleurs, who Juse false keys. Above them are the sorgueurs, the descendants of the old highwaymen. M. du Camp describes one of the last survivors of these gentlemen, who is still in prison at Belle-Isle. His massive lower jaw, movable eyes, retreating forehead, and long powerful arms give him, says M. du Camp, the appear-ance of a huge chimpanzee. Between the sorgueurs and the escarpes there still intervene the scionneurs, who correspond appa-rently to the English garotters. They are, it seems, rather more objectionable than their analogues, from a habit of depositing their

victim in the river. Another pleasant invention | employed by these ingenious persons is an cel-skin filled with sand; with this they can strike a heavy blow, and then, emptying out the sand, they have the appearance of being totally unarmed. To read this description may give a nervous visitor to Paris the same sort of shock which an invalid sometimes receives from a medical work revealing hitherto unsuspected varieties of disease. The cockney will tremble as he walks along the boulevard and runs over in his mind the list of professional criminals who may be lying in wait at every corner.

Such a person, however, may more profitab y reflect on the question whether we are at all better off than our neighbors. M. du Camp accounts for the numerous army of crime by a theory which we fear will hardly bear inspection. He says that it is owing partly to the want of emigration from France. To this we may reply, only too conclusively, that, in the first place, emigration is confined to decently honest people in England and Germany, and leaves the dregs behind; and, in the next place, that we to all appearance have as large a list of criminals in London as in Paris. It is indeed impossible to arrive at any satisfactory statistics on the subject. M. du Camp gives us a set of figures as to the number of arrests in Paris during the last few years. In 1867 it amounted to over 35,000, whereas ten years before it was only 29,726.

This, however, only gives a very indirect impression as to the numbers of the classes living in crime. It includes, apparently, arrests for drunkenness and for simple vagrancy, and it would be difficult to compare it with English statistics of a similar kind, without knowing many facts as to the efficiency of the police, the causes which justify arrest, and other varying circumstances. The chief subject for remark is that the numbers have so rapidly increased of late years, and especially in the last two years. The ab. sence of emigration can evidently have nothing to do with this, as emigration was no more active ten years ago than it is now. The true explanation would seem to be simpler. The increasing attractions of Paris and the great facilities of travel are constantly drawing a larger supply from the rural population in search of high wages and the various charms of the capital. A similar gravitation towards the large towns is conspicuous not only in France, but in England and America, though in France it has been more systematically encouraged. The natural result is, that many of the immigrants fail to obtain employment, and go to swell the ranks of the poorest, and sometimes of the criminal classes. Nothing is more common than to find poor people who have come up from the country to London from a vague hope of improving their position, and have only fallen into deeper distress. The same result is, we, presume, at least as common in Paris; and the commer-cial depression of the last two years has no doubt increased the effect. The sudden swelling of pauperism in the English metropo-lis has been coincident with the increase of crime in Paris, and is due in great part to similar causes. The chief moral of M. du Camp's investigations would seem to be tolerably obvious. He shows with great force the enormous difficulties of dealing satisfactorily with the criminal class. A man or boy who has once acquired a taste for living on crime is, as a general rule, bound to an almost hopeless servitude. The Jews, according to M. du Camp, show a certain superiority in this respect, which is evinced by the fact that his visitations. A slight touch of good feeling may perhaps be put to the account of another gentleman money and retiring on the proceeds of his prowho was accused of complicity in a murder of peculiar atrocity at St. Cyr. He pointed out to the President of the Court that he was innocent of any premeditation, inasmuch as he a tiger of living upon cabbages instead of deer. A thief who has made a successful couj immediately proceeds to spend it in debauchery. He may be recognized by a sudden outburst of tawdry finery, and throws away his money upon his mistresses and companions. He returns to his career as cerfainly as the savage who has received a superficial smearing of civilization throws away his clothes and takes to the bush as soon as it comes within sight. A human being becomes simply a machine for performing one special piece of roguery, and we can no more turn him to account in any other way than we can make a spade out of a skele ton key. The problem, therefore, comes to this-when a man has only one talent which is prejudicial to society, and no virtues worth mentioning, how are we to make him useful? A versatile thief might give hopes of being fit for honest industry; but nothing seems to be more remarkable, in the French as in the English predatory animal, than the limited nature of his capacity. He resembles a wild beast, which can only get its living after a single fashion; the anteater can only subsist by inserting his long tongue into an ant's nest, and the thief has the one available talent of gliding his hand imperceptibly into the human pocket. The thief's pleasures are equally limited; the most mentionable being attendance at certain singing halls and drinking-shops, which appear to be very similar throughout the world. If it were not for a certain soft-heartedness, we might hang all the thieves or shut them up for life, and then make a fair start, though perhaps the vacuum would be speedily filled again tional custom open different modes of attack | from the surrounding masses of misery, As it is, the evil cannot be finally cured without raising the whole standard of life in the lowest classes. A strict and effective police supervision is evidently required to keep it within bounds, and there is little use in wasting sentiment over restrictions on the liberty of such barely responsible persons, Shor terms of imprisonment are evidently thrown away; we want vigorous measures in dealing with a class in which even the rudiments of a moral instinct are almost indiscernible; and no means will be effective without a supple mentary scheme for cutting off the supply of infant recruits who are constantly drifting into the ranks of crime from the vagabond population of the streets. PAPER HANGINGS. EAN& WARD, B PLAIN AND DECORATIVE PAPER HANGINGS, NO. 251 SOUTH THIRD STREET, BETWEEN WALNUT AND SPRUCE, PHILADELPHIA. COUNTRY WORK PROMPTLY ATTENDED 1 185 TO. MORNY'S TASTELESS Fruit Preserving Powder, Is warranted to keep Strawberries superior to any known process, as well as other fruit, without being air-tight. Price, b) cents a package. Sold by the grocers. 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#### RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD,-TIME TA-BLE -- Communication MONDAY, May 10, 1860.-Trains will leave Depot corner Broad street and Washington avenue as follows --

ton for Urisheid and intermediate stations Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilming-ton. Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 4-00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chemical

Express Train at 4 '00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Ches-ter, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run. Night Express at 11 '30 P. M. (daily), for Balti-more and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

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

## WILMINGTON TRAINS.

Stopping at all stations between Philadelphia

Stopping at an station of A. M., 2 30, 5 00, and Leave Philadelphia at 11 00 A. M., 2 30, 5 00, and 7 00 P. M. The 5 00 P M. Train connects with Delaware Railroad for Harrington and intermoliate Stations, Leave Wilmington 6 39 and 8:10 A. M., 1:30, 4 15,

and 7-00 P. M. The 8-10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Ac-

commodation Trains Sundays excepted. From Baltimore to Philadelphia. -Leave Balti-more 7.25 A. M., Way Mali 9.35 A. M., Express; 2.35 P. M., Express; 7.25 P. M., Express.

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

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 455 P. M. Leave Phi-ladelphia for Chadd's Ford at 7:60 P. M. The 7:00 Å M. Train will stop at all stations be-tween Philadelphia and Lamovin.

tween Philadelphia and Lamokin. A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at

Fin Deave Financemping marking (except Sundays) at 1520 P. M., running to Oxford. Leave Port Deposit for Philadelphia (Sundays excepted) at 5 40 A. M., 9 25 A. M., and 2 30 P. M. Leave Chadd's Ford for Philadelphia at 6 15 A. M. A Sunday Train will leave Philadelphia at 8:00 A. M. for West Grove and Intermediate stations. Returning, will leave West Grove at 4:30 P. M. Trains Leaving Willington at 2:30 A. M. and 4:45 Trains leaving Willmington at 6 30 A. M. and 4 15 P. M. will connect at Lamokin Junction with the 7 00 A. M. and 4 30 P. M: trains for Baltimore Cen-

tral Raffroad.

tral Rallroad. Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons pur-chasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. Company. H. F. KENNEY, Superintendent.

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

YORK, AND WAY PLACES. FROM WALNUT STREET WHARP. At 6:30 A. M., via Camden and Amboy Accom. \$2:25 At 8 A. M., via Camden and Amboy Express... 3:00 At 2 P. M., via Camden and Amboy Express... 3:00 At 6 P. M., for Amboy and intermediate stations. At 6:30 and 8 A. M. ard 2 P. M., for Freehold. At 8. M. and 2 P. M. for Freehold.

At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. R. R. At 8 and 10 A. M., 2, 3:30 and 4:30 P. M., for Tren-

ton. At 6:30, 8, and 10 A. M., 1, 2, 3:39, 4:39, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco, and at 12 M. for Burling-ton, Beverly, and Delanco. At 0:30 and 10 A. M., 12 M., 1, 3:30, 4:39, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton. The 1 and 11:39 P. M. lines leave Market Street Ferry (upper side).

Ferry (upper side). Ferry (upper side). FROM RENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:39 and 11 A. M., 2:39, 3:39, and 5 P. M. for

Trenton and Bristol, and at 10.15 A. M. and 6 P. M. for Bristol.

for Bristol. At 7'30 and 11 A. M., 2'30 and 5 P. M. for Morris-vilie and Tullytown. At 5'30 and 10'15 A. M., and 2'30, 5, and 6 P. M. for Schenck's and Eddington.

RAILROAD LINES,

READING RAILROAD. - GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, UUMBER-LAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS.

SUMMER TIME. The trains of the Pennaylyania Central Rallroad leave the Depet, 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 pinutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot SPRING ARRANGEMENT OF PASSENGER TRAINS, APRIL 12, 1869. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following

Walnut streets cars full which the standard of application 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 had at No. 901 Chesnut street, or No. 110 Market street, it was attention. will receive attention.

P. M. MORNING EXPRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Wil-liamsport, Elmira, Rochester, Niagara Falis, Baf-falo, Wilkesbarre, Pittston, York, Carlisle, Cham-TRAINS LEAVE DEFOT, VIZ. --Mail Train 8:00 A. M. Paoli Accommodat'n, 10:30 A. M. 1:19 and 7:00 P. M. Fast Line 11:50 A. M. Erie Express 2:00 P. M. Harrisburg Accommodation 2:00 P. M. Harrisburg Train 5:00 P. M. Parkesburg Train 5:00 P. M. Erie Mail and Pittsburg Express 10:30 P. M. Philadelphia Express 12 night. Erie Mail and Pittsburg express 10:30 P. M. Philadelphia Express 12 night. Erie Mail and Pittsburg express 10:30 P. M. Philadelphia Express 12 night. Erie Mail passengers will leave Philadelphia at 12 o'clock. Mail Train falo, Wilkesbarre, Pittston, York, Carliste, Cham-bersburg, Hagerstown, etc. The 7:30 A. M. train connects at READING with East Fennsylvania 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 for Williamsport, Look Haven, Elmira, etc.; at HARRISBUIG with Northern Central, Cumber-iand Valley, and Schuylkill and Susguehanna traine for Northumberland, Williamsport, York, Ohambersburg, Pinegrove, etc.

Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS. I eaves Philsdelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Colum-Philadelphia Express leaves daily. All other Trains 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. bin, etc FOTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6 25 A. M., stopping at in-termediate stations; arrives in Philadelphia at 8-80 A. M. Returning, leaves Philadelphia at 4-30 P. M.; arrives in Pottstown at 6-40 P. M. FEADING ACCOMMODATION. Leaves Reading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 10-15 A. M. Externing, leaves Philadelphia at 6-15 P. M.:

Returning, leaves Philadelphia at 5.15 P. M.;

Activity of the second second

Harrisburg Accommodation leaves Reading at 715 A. M., and Harrisburg at 410 P. M. Connect-ing at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 915 P. M.

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 4 29 General Superintendent, Altoona, Pa.

THE WEST. Leaves New York at 9 A. M. and 6 and 8 P. M., assing Reading at 1:05 A. M., and 1:50 and 10:19 A. M., and connecting at Harrisburg with Pennsyl-

mira, Baltimore, etc. Returning Express train leaves Harrisburg on

Recurning Express train leaves Harrisonry on arrival of Pennsylvania Express from Pittsburg at 3:50 and 5:50 A. M., and 10:50 P. M., passing Read-ing 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 change

change. A Mail Train for New York leaves Harrisburg at 8'10 A. M. and 2'05 P. M. Mail Train for Harris-burg 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 245 and 435 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 Tremont, returning from Harrisburg at 3'30 P. M., and from Tremont at 7'40 A. M. and 5'35

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PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD, TIME TABLE. On and after MONDAY. May 3, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 3/4, 3/4, 4, 435, 5'06, 5/4, 6, 6/4, 7, 8, 9, 10, 11, 12 P. M. for Reading at 8 A. M.; returning from Reading at 4'25 P. M. OHESTER 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 Bown-ingtown 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 Skip-pack 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 PITTSBURG AND THE WEST. Leave Germantown at 6, 7, 714, 8, 8:20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 434, 5, 514, 6, 614, 7, 8, 9, 10, 11 P. M. The 8-20 down train and 334 and 654 up trains will

not stop on the Germantown Branch. ON SUNDAYS, Leave Philadelphia at 915 A. M., 2, 405, 7, and

10% P. M. Leave Germantown at 8:15 A. M., 1, 3, 6, and 9% P. M. vania and Northern Central Hailroad Express trains for Pittsburg, Chicago, Williamsport, El-

P. M. CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 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.

P25 P.M. FOR CØNSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 72, 9, and 11:65 A. M., 13, 3, 45, 5, 55, 65, 8:05, 10:05, and 115, P. M. Leave Norristown at 5:40, 65, 7, 75, 9, and 11 A. M., 13, 3, 45, 65, 8, and 95, P. M. The 754 A. M. train from Norristown will not step

at Mogee's, Potts' Landing, Domino, or Schur's Inne

RAILROAD LINES.

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

TRAINS ARRIVE AT DEPOT, VIE .--

Cincinnati Express. 3-10 A. M. Philadelphia Express 6-50 A. M. Paoli Accommodat'n, 8-20 A. M., 8-40 and 6-20 P. M.

DENNSYLVANIA CENTRAL RAILHOAD.

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% A. M., 1%, 3, 4%, 5, 5%, 6%, 8%, 10%, and 11% P. M.
Leave Manayunk at 6%, 7%, 8%, 8%, and 11% A. M., 2, 3%, 5%, 6%, 8%, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.

FOR GAPE MAY, VIA WEST JERSEY RAIL

ROAD. COMMENCING THURSDAY, JULY 1, 1969.

9.00 A. M., Cape May Express, due 12.25

Leave Philadelphia, foot of Market street, as fol-

3 15 P. M., Cape May Passenger, due 7-15, 400 P. M., Fast Express (commencing on Satur-day, July 3), due 6-55 P. M. Sunday Mail Train leaves at 7-15 A. M., due 10 45.

Cape May Freight leaves Camden daily at 9 20

RETURNING, TRAINS LEAVE CAPE MAY,

6 30 A. M., Morning Mail, due 10 06 A. M. 9 00 A. M., Fast Express (commencing on Mon-

Computation books of 100 checks each, at re-

duced rates, between Philad sphin and all sta-

For Cape May, Miliville, Vineland, etc., etc.,

For Bridgeton, Salem, and way stations, 12:00

Freight received at first covered wharf below

Walnut street, Freight delivery, No. 228 S. Delaware avenue, 71 WM, J. SEWELL, Supit W. J. R. R.

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

PREIGHT TRAINS LEAVE CAMDEN

At 739 and 10 15 A. M. 239, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sin ming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations. FROM WEST PHILADELPHIA DEPOT,

At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Tren-

ton. At 0.30 A. M., 4, 6.45, and 12 P. M. for Bristol. At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9.30 A. M., 6.45 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES.

BELVIDERE DELAWARE RAILROAD LINES. FROM MENSINGTON 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-Soranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, ctc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manab Chunk Allentown, Bethlahem, etc.

Manch Chunk, Allentown, Bethlehem, etc. At 11 A. M. and 5 P. M. for Lambertville and in-

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

FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 245, 339, 5, and 630 P. M. for Merchantville, Moorestown, Hartford, Masonville,

Merchantville, Montstown, Hartoville, Kwansville, Hainesport, Mount Holly, Smithville, Kwansville, 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, WILLIAM H. GATZMER, Agent.

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

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. Williamsport 

BATHESS Haves Frinderprins, 11-30 A.M.,
 Williamsport, 8:50 P.M.,
 arrives at Erie , 10:00 A.M.,
 ELMIRA MAIL leaves Philadelphia , 8:00 A.M.,
 Williamsport , 6:30 P.M.,
 arrives at Lockhaven , 7:45 P.M.,

General Superintendent. 11

NOW IS THE TIME TO CLEANSE

YOUR HOUSE.

WASHING AND CLEANSING POWDER.

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, Reading and Fottstown Accommodation Trains, at reduced rates. reduced rates. Excursion Tickets to Philadelphia, good for one

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 Superfrondent Reading. Superintendent, Reading. COMMUTATION TICKETS

At 25 per cent discount, between any points de-

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.

day, July 5), due 12'07. 5 60 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. <u>TICKETS</u>. Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden. 20 Cou-pon Tickets, \$40; 10 Coupons. \$25. Excursion Tickets, \$40; 10 Coupons. \$25. Excursion Tickets, \$5, for sale at the toket offices, No. 328 Chesnut street, foot of Market street, also at Cam-den and Cape May. day, July 6), due 12'07.

each, for families and firms. SEASON TICKETS. For three, six, nine, or twelve months, for hold-ers only, to all points, at reduced rates. CLERGY MEN Residing on the line of the road will be furnished with cards entithing 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. and Callowhill streets. FREIGHT.

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

Chesnut street, not of market street, also at Cam-den and Cape May. For Millville, Vineland, Bridgeton, Salem, and intermodiate stations, leave Phitadelphia at 8-00 A. M., mail, and 3-15 P. M., passenger. An accommodation train for Woodbury, Mantua, Barnshoro, and Glassboro leaves Philadelphia daily at 6 60 P. M. Returning, leaves Glassboro at as a M 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 215 P. M. FREIGHT TRAINS.

FREIGHT TRAINS. Leave Philadelphia daily at 435 A. M., 1245 noon, 3 and 6 P. M., for Reading, Lebanon, Har-risburg, Pottsville, Port Clinton, and all points beyond. BAGGAGE.

tions. 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, Thirteenth and Callowhill streets.

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

SUMMER ARRANGEMENTS.

On and after Alcows:-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., 4-25 P. M., 7-16 and 11-30 Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:--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 Jersoy Central and Morris and

Essex Railroads. At 145 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleten.

At 5.00 P M. for Bethlehem, Laston, Interest 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 ...00 P M. for Bethlehem, Easton, Allentown,

For Fort Washington at 0 to 10 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 CMy Passenger Railways run to

the new Depot.

THAINS 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

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 8 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Exprose Office, No. 105 S. FIFTH Street. ELLIS CLARK, Agent,

ON SUNDAYS. Leave Philadelphia at 9 A. M., 3%, 4, and 7% P. M. Leave Manayank at 7% A. M., 1%, 6, and 9%

Author, 6 29 6m No. 222 F Street, Washington, D. C. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

DHILOSOPHY OF MARRIAGE .-D HILOSOPHY OF MARRIAGE. A New Course of Lectures, as delivered at the New York Museum of Anatomy, embracing the subjects:--How to Live, and What to Live for: Youth, Maturity, and Old Age; Manhood Generally Reviewed; The Oanse of Indigestion; Flatulence and Nervons Diseases Accounted For: Marriage Philosophically Considered, etc. etc. Pocket volumes containing these Lectures will be for-warded, post-paid, on receipt of 25 cents, by addressing W. A. LEARY, Ja., S. E. corner of FIFTH and WALNUT Streets, Philadelphia. 235

#### LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY Estate of JOHN HATCHER, deceased. The Auditor appointed by the Court to audit, sotile, and adjust the account of CHARLES C. V. VANDERGRIFT and BARBARA ANN VANDERGRIFT, administrators d. b. n. of JOHN HATCHER, deceased, and to report distribution of the balance in the hands of the account-ants, will meet the parties interested, for the purpose of his appointment, on MONDAY, July 2, 1989, at 3 o'cloud P. M., at the office of E. H. THARP, No. 32 South THIRD Street, in the city of Philadelphia. 71 thistu 56

O R N E X C H A N G E BAG MANUFACTORY, JOHN T. BAILEY, N. E. corner of MARKET and WATER Streets, Philodophia DEALER IN BAGS AND BAGGING Of avery description, for Grain, Flour, Salt, Super-Phosphate of Lime, Bong-Large and small GUNNY BAGS constantly on hand. 22 Also, WOOL SACKS.

A LEXANDER G. CATTELL& CO., PEODUCE COMMISSION MERCHANTS, No. 26 NOETH WHARVES

No. 27 NORTH WATER STREET, PHILADELPHIA. 3 225 ALEXANDER G. CATTELL FLIJAN CATTELL

SHORTEST ROUTE TO THE SEA SHORE.

CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT, THROUGH TO A"LANTIC CITY IN 11/2 HOURS, TAKES EFFECT JULY 1, 1869.

Through trains leave Vine Street Ferry as fol-

Special Excursion 6-15[A. M. Mail 8-00[A. M. Freight (with passenger car). 0-45 A. M. Express, through in 134 hours 8-16 P. M. Atlantic Accommodation 4-15 P. M. LEAVE ATLANTIC CITY. Atlantic Accommodation 6-06 A. M. Fxpress, through in 134 hours 7-24 A. M. Freight (with paisenger car). 11'50 A. M. Mail 4-17 P. M. Special Excursion 7-24 hours 134 hours 134 hours M., 2:30 P. M., 4:16 P. M., 4:35 P. M., 7:26 and 11:30 P. M.
Leave West Chester from Depot, on East Mar. ket street, at 6:25 A. M., 7:26 A. M., 7:49 A. M., 19:10 A. M., 7:55 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 6:45 P. M.
Leave B. C. Junction for Philadelphia at 5:30 A. M.
mand 1:45 P. M.
Trains leaving West Chester at 7:40 A. M. will stop at B. C. Junction and Media only. Passen-gers to or from stations between West Chester and B. C. Junction gensy 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 to stations able 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.
The Depot in Philadelphia is reached directly by the Chesteri and Walnut street cars. Those of the Market street line run within one square. The An extra Express train (through in 132 hours) will leave Vine Street Forry every Saturday at 200 F. M.; returning, leave Atlantic City on Monday at 940 A. M.

Local trains leave Vine street:-5.40 A. M.

Hammonton. SUNDAY MAIL TRAIN Leaves Vine street. Leaves Atlantic Fare to Atlantic City, §2. Round trip tlekets, good for the day and train on which they are is-sued, 83. try of both lines connect with each train upon its

Oakman's Local Express, No. 30 S. Fourth street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic

Additional ticket offices have been located in the reading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street. 6 29 D. H. MUNDY, Agent.

EXPRESS TO LONG BRANCH. THE NEW JERSEY EXPRESS COMPANY,

OFFICE, NO. 329 OHESNUT STREET, is prepared to receive and forward goods and money to LONG BRANCH, N. J., DIRECT.

Rapress closes at 1 o'clock P. M. 621 mwilm H. GORMAN, Ageal.

the Market street line run within one square. The

ON SUNDAYS.

Lavirr.

Leave Philadelphia for West Chester at 8.00 A. M. and 230 P. M. Leave Philadelphia for B. C. Junction at 7-15 P. M. Leave West Chester for Philadelphia at 7:45 A.

M. and 445 P. M. Leave B. C. Junction for Philadelphia at 6.00 A. M. WILLIAM C. WHEELER, 4105 General Superintendent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 230 CHESNUT Street, forwards Parcels, Pack-ages, Morchandise, 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. COLEMAN, Science 1998

WINCHER, HARTMAN & CO.'S Is unequalled for scrubbing Paints, Floors, and all house-hold use. Ask for it and take no other. W. H. BOWMAN, Sole Agent, 23 6m No. 1155 FRANKFORD Road WOODLANDS CEMETERY COMPANY .-WOODLANDS CEMETERY COMPANY.-The following Managers and Officers have been elected forthe yearlieff -William H. Moore, Samuel S. Moon, Giller Dallett, Edwin Greble, Secretary and Treasurer, JOSEPH B. TOWNSEND. The Managers have passed a resolution requiring both Lot-bolders and Visitors to present tokets at the contrance for admission to the Cemetery. Thet Managers, No. 32 ABCH Street, or of anyof the Managors.