AUSTRIA AND HUNGARY.

Curious Statistics of the Last Half Century. The Vienna correspondent of an English

aper writes:—
In the fifty years between 1810 and 1861 e population of Vienna more than doubled; ly through the immigration of foreigners, o the number of 200,856 persons. These innded the immigrants from the provinces of the Empire, Hungary, Bohemia, Venetia, Galicia, etc. But while the population has publed within the last half century, the numr of houses has increased only by one-third om the 7000 already erected in the year 1810. Of the children born within the same riod there has been a surplus of boys over died than women every year, making in all 48,557 more men and boys

rls—no less than 15,888; while the proportion illegitimate to legitimate births has m steadily on the increase. On an average of the fifty years, 928 more men than women and girls. The population in 1864 had reached the number of 550,241, and is now roughly estimated at 630,000. Of the former return 459,770 were Roman Catholics, 17,518 Jews, 11,589 Lutheran Evangelical. 2221 Reformed Church, 1133 Greek Church, 111 Armenians, 24 Unitarians, and 98 prosing n is ellaneous creeds-Mohamedanism, Fire Worship, the Goddess of Reason, etc. Since the Prussian conquests of 1866, the population—especially its Israelitish element has been greatly augmented by immigration from Frankfort, Saxony, Nassau, Hesse, and other lands that have passed under the ominion of the Pickelhaube; while illegitimacy has reached the culminating point, fifty-two per cent, of all the children born in the Kniserstadt last year having been bastards—a rate that leaves the alleged profligacy of Paris, Pesth, Florence, Naples, and Buchalest far in the rear. 'During the half century in question one old gentleman has attained the patriarchal

of 112, and one old lady that of 116; while thirteen persons have passed the hundred and fifth year, and seventy-four of both sexes have overstepped the limits of a century. The percentage of marriages has, I regret to say, decreased to one-half of the proportion it bore to the population in 1810.
"Hungary is notable for inconceivable backwardness in civilization. The population of Hungary averages per square (German) mile 2800, against 3200 in Western Austria, although the latter contains much mountainous and uninhabitable country, while the former consists of chiefly flat and easily-cultivated land. Forty per cent, of this population is married, against 36 per cent. in the Austrian monarchy (proper). To every 100,-000 inhabitants are annually born 4337 children (against 3865 in the monarchy, and 3490 in Great Britain), Hungary, being the most philoprogenitive of all European kingdoms; and of these there are 106 boys for every 100 girls; nor are illegitimate births so frequent as in Austria proper.

"Of every 100,000 inhabitants, there die yearly in Great Britain 2200, in France 2380, in Prussia 2900, but in Magyar-Hungary 5240!—that is, twice and a half times as many respectively as in England, and 10,700 males to every 10,000 females. In the sister cities of Pesth-Ofen, in which resides all that is most civilized of the Hungarian nation, of 1000 children born in the twin capitals, 487 die within twelve months of their birth, and in one year (1863), of 9402 children under five years of age, 4578, or more than half, died. 'In the year 1863 (since which reliable sta-

tistics are wanting) there perished by violence in Pesth and twenty other Hungarian counties four thousand and seventy-six human beings, of whom fifty-seven were publicly executed, against nineteen done to death er in Austria proper, Galicia Dalmatia, and Venetia combined.

"In Hungary half the force of the laboring classes is wasted in unnecessary labor, resulting from the abominable condition of the roads and other means of communication throughout the country. The horses used for the traction are so weakly built and incapable of enduring severe fatigue, that twice as much time as is needful is consumed in performing land carriage over roads that would disgrace Asiatic Turkey."

Wire Railways.

A NEW INVENTION-FREIGHT CONVEYED OVER

WIRES. "'A railway without cuttings, embank ments, tunnels, viaducts, or bridges, no matter how hilly the country to be traversed'such is the definition given by Herapath's Journal of an invention now in use in Lei cestershire, and a working model of which may be seen in Gresham street, E. C. The wire tramway provides a simple and cheap substitute for a line of rails, and is of great service where, from the scarcity or intermittent character of the traffic, or the engineering difficulties of the ground to be got over. it is either not expedient or impossible to go through the expensive process of forming a local railway. For the wire spans over and evades obstacles in place of burrowing under or levelling them, and will perform its task as easily along a rugged tract of country as on the smoothest road. The experiment being now prosecuted with complete success between some Leicestershire stone quarries and a railway station three miles distant consists of an endless wire rope, sup ported on a series of pulleys carried by substantial posts, which are ordinarily about one hundred and fifty feet apart, but the interval between which may be greatly extended, as is shown in one case where the span from post to post is six hundred feet. One of the ends of this rope passes round a Fowler's clip-drum, worked by a portable steam engine, and this drives the rope at a speed of six miles an hour. Boxes are hung on the rope at the loading end near the quarries by a pendant which is ingeniously arranged to preserve a perfect equilibrium, and at the same time to ass without hindrance over the supports. Each of these boxes carries one hundredweight of stone, and the delivery is at the rate of two hundred boxes, or ten tons per hour for the three-mile distance.

shire model are in course of erection in France, Italy, and Spain. Negotiations are on foot, too, between the Turkish Government and the engineers here, and it is not improbable that this generation may see goods carried by wire as commonly as messages. The tramway is, indeed, not unlike an exceedingly stout electric telegraph; and there is something almost droll in the sight of a regiment of well-laden trucks or boxes passing gravely along it at stated intervals, and at a regular pace, much as if they were at aerial The most important point in Mr. Hodgson's invention is his method of passing the points of support, which consists in so curving the frame of the truck or box as to make the centre of gravity come under the rope. So admirably is this managed, that some of our leading engineers have been discussing quite recently the possibility of constructing a stout wire tramway between Dover and Calais, which should be supported from a line of pillars in mid-ocean, and along

which passengers could be conveyed. The cost would be comparatively small, and suspensory trains could, it is argued, despatched across the Channel without difficulty or danger.

"It should be stated that where heavy loads must necessarily be carried, a pair of stationary supporting ropes, with an endless running rope for the motive power, are employed, and that by these means as many as a thousand tons per day can be easily conveyed. The cost of erecting these tramways in England, and of supplying motive power and rolling stock, is from £250 a mile for carrying fifty tons a day in boxes holding half a hundredweight each, to £1500 a mile for one of the double-rope lines, to carry one thousand tons a day in boxes or trucks holding six hundredweight each. For all districts where there is traffic, but where it would not pay to construct a railway, the wire tramway is particularly applicable, and, as will be readily understood, wherever there is standing room for posts, there a line can be erected. A recent application from traders in copper for putting up one of them, which should run through an African forest, and over an African jungle down to the coast, illustrates the varied circumstances under which the new system of transport may be applied."

E. W. CLARK & CO., BANKERS.

No. 35 South THIRD Street.

PHILADELPHIA. DEALERS IN

Covernment Securities,

Stock, Gold and Note Brokers.

Accounts of Banks, Firms, and Individuals received subject to check at sight. INTEREST ALLOWED ON BALANCES.

CENERAL ACENTS PENNSYLVANIA AND

SOUTHERN NEW JERSEY

OF THE NATIONAL LIFE INSURANCE CO.

UNITED STATES OF AMERICA. THE NATIONAL LIFE INSURANCE COMPANY a corporation chartered by special Act of Congress, ap proved July 25, 1868, with a

OF THE

CASH CAPITAL OF \$1,000,000, FULL PAID. Liberal terms offered to Agents and Solicitors, who are nvited to apply at our office. Full particulars to be had on application at our office lecated in the second story of our Banking House, where

Circulars and Pamphlets, fully describing the advantage offered by the Company, may be had. E. W. CLARK & CO.,

No. 35 South THIRD Street. 8 ftu5 CHAMPION SAFES

GREAT FIRE AT CAMDEN.

MESSES. FARREL, HERRING & CO., No. 629 Chesnut Street, Philadelphia. Dear Sirs :-- At the very destructive fire of Messrs. McKeen & Bingham's Saw Mill, which occurred of the evening of the 6th instant in this place, the Safe manufactured by you, belonging to the late firm of F. M. Bingham & Garrison, was in the building and r. M. Bingham & Garrison, was in the bulleting and subjected to a very severe test, as the fire raged flercely for several hours; and so great was the heat that the brass plates were melted off, and to our great surprise, when the Safe was opened, we found all the books and papers uninjured.

Years, respectfully, SAMUEL B. GARRISON, SAMUEL B. GARRISON, Late of F. M. Bingham & Garrison.

CAMDEN, June 7, 1969.

HERRING'S PATENT CHAMPION SAFES, "THE MOST RELIABLE SECURITY FROM FIRE NOW KNOWN." Manufactured and sold by

FARREL, HERRING & CO., NO. 629 CHESNUT STREET,

PHILADELPHIA.

HERRING, FARREL & SHERMAN, No. 251 BROADWAY, New York.

HERRING & CO., Chicago.

HERRING, FARREL & SHERMAN, New Orleans. More than 30,000 Herring's Safes have been and are now in use, and over SIX HUNDRED have passed through accidental fires, preserving their contents in some instances where many others failed, Second-hand Safes of our own and other makers having been received in part pay for the IMPROVED HERRING'S PATENT CHAMPION, for sale at low prices. 4 17 aptf

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 audit, settle, and adjust the account of GEORGIANA REED, Administrative of JANE HERMANN (known as) Jane Reed, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on TUESDAY, July 6, A. D. 1889, at eleven (11) o'clock A. M., at his office, No. 406 WALNUT Street, in the city of Philadelphia.

625 fmw5t* CHARLES S. BAKER, Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Estate of HENRY FRICKA, deceased.

The Auditor appointed by the Court to andit, settle, and adjust the account of EDWARD D. YATES, executor of the last will and testament of HENRY FRICKA, deceased, and to report distribution of the balance in the bands of the accountant, will meet the parties interested, for the purpose of his appointment, on TUESDAY, July 6. A. D. 1868, at four (4) o'clock P. M., at the office of HENRY M. PHILLIPS, ESQ., No. 125S. SIXTH Street, in the city of Philadelphia. N THE ORPHANS' COURT FOR THE

IN THE ORPHANS COURT FOR THE CITY

AND COUNTY OF PHILADELPHIA.

Estate of GEORGE WILSON, deceased.

The Auditor appointed by the Court to audit, settle, and adjust the account of EMELINE WILSON, Administrativa of estate of GEORGE WILSON, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on WEDNESDAY, July 7, A. D. 1968, at eleven (H) o'clock A. M., at the office of EDWARD SHIPPEN, Esq., No. 322 WALNUT Street, in the city o Philadelphia. "Already wire transways on the Leicester-

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, 50 cents a package. Sold by the grocers. ZANE, NORNY & CO., Proprietors. No. 136 North SECOND St., Philada. 5 29 4m

C O R N E X C H A N G
BAG MANUFACTORY,
JOHN T. BAHLEY
N. E. corner of MARKET and WATER Streets,
Philadelphia, Philadelphia,
DEALER IN BAGS AND BAGGING
Of every doscription, for
Grain, Flour, Salt, Super-Phosphate of Lime, BoneDust, Rtc.
Large and small GUNNY BAGS constantly on hand,
\$25 Also, WOOL SAUKS. RAILROAD LINES.

DHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD, TIME TABLE.—Communencing MONDAY, May 10, 1869.—Trains will leave Depot corner Broad street and Washington avenue as follows.—Way Mail Trainats 30 A. M. (Sundays excepted), for Hallimore storying at all regular stations.

for Baltimore, stopping at all regular stations. Connecting with belaware Railroad at Wilmington for Crisfield and intermediate stations Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at

ton, Perryville, and Havre-de-Grace. Connects ton, Perryville, and Havre-de-Grace. Connects Wilmington with train for New Castle.

Express Train at 4-90 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chestor Baltimore and Washington, Wilmington, Linwood, Claymont, Wilmington, ter, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elston, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 1130 P. M. (daity), for Balti-

more and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12-90 M. train.

WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington Leave Phinadelphia at II 00 A. M., 2 30, 5 00, and 7 00 P. M. The 5 00 P M. Train connects with Delaware Railroad for Harrington and interme-Delaware Railroad for Harrington and intermediate Stations.

Leave Wilmington 6 30 and 8 10 A. M., 1 30, 4 15, and 7 00 P. M. The 8 10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 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 Baitimore at 7 25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace,
Perryville, Charlestown, North-East, Elkton,
Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAHLROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baitimore Central Railroad Leave Philadelphia for Port Deposit (Sundays excepted) at 700 Å. M., and 4 35 P. M. Leave Philadelphia for Chadd's Ford at 7:00 P. M.

The 7:00 Å. M. Train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1:30 P. M., running to Oxford.

1°30 P. M., running to Oxford. Leave Port Deposit for Philadelphia (Sundays excepted) at 6 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 5-16 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 4-20 P. M. Trains leaving Wilmington at 6-30 A. M. and 4-16 P. M. will connect at Lamokin Junction with the 7-00 A M. and 4-30 P. M. trains for Baltimore Central Railroad.

trail Railroad.

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

H. F. KENNEY, Superintendent.

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

PROM WALNUT STREET WHARP.

At 6:30 A. M., via Camden and Amboy Accom, \$2:25

At 8 A. M., via Camden and Ambby Accom. \$2.25 At 8 A. M., via Cam and Jersey City Ex. Mail 3 00 At 2 P. M., via Camden and Ambby express... 3 00 At 0 P. M., for Ambby and intermediate stations. At 6.30 and 8 A. M. ard 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.

ton.

At 6:30, 8, and 10 A. M., 1, 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco, and at 12 M. for Burlington, Beverly, and Delanco.

At 6:30 and 10 A. M., 12 M., 1, 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Elverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton. The 1 and 11:30 P. M. lines leave Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington paper.

At 11 A. M., via Kensington and Jersey City,
Sew York Express Line. Fare, \$3.

At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 10:15 A. M. and 6 P. M.

for Bristol. and 11 A. M., 2-30 and 5 P. M. for Morris-At 7:30 and 11 A. M., 2:30 and 5 P. M. 107 Morrisville and Tullytown.
At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M.
for Schenck's and Eddington.
At 7:30 and 10:16 A. M., 2:30, 4, 5, and 6 P. M. for
Cornwell's, Torresdale, Holmesburg, Tacony, Wissin' ming. Bridesburg, and Frankford, and at 8 P.
M. for Holmesburg and Intermediate stations.
FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railway.

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

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

BELVIDERE DELAWARE RAILROAD LINES. PROM KENSINGTON DEPOT.

At 7:30 A. M. for Nisgara Falls, Buffalo, Dunkirk, Elmirs, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:39 P. M. for Scranton, Strondsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc.
At 11 A. M. and 5 P. M. for Lambertville and intermediate stations AMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RALL-ROADS.

PROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-20, 5, and 6-30 P. M. for Merchantville, Moorestown, Hartford, Masjaville, Hainesport, Mount Helly, 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. WILLIAM H. GATZMER, Agent.

SHORTEST ROUTE TO THE SEA SHORE. CAMBEN AND ATLANTIC RAILROAD
SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 1%
HOURS.
TAKES EFFECT JULY 1, 1869.
Through trains leave Vine Street Ferry as follows:

lows:-Local trains leave Vine street:-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

reading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street. 6 29 B. H. MUNBY, Agent. EXPRESS TO LONG BRANCH. THE NEW JERSEY EXPRESS COMPANY, OFFIGE, NO. 324 CHESNUT STREET, is prepared to receive and forward goods and money to LONG BRANCH, N. J., DIRECT, Express closes at 1 o'clock P. M. 6 21 mwdm H. GORMAN, Agent.

Additional ticket offices have been located in the

RAILROAD LINES.

REAPING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, UUMBERLAND, AND WYOMING VALLEYS, NORTH, NORTHWEST, AND THE CANADAS.

SPRING ARRANGEMENT OF PASSENGER TRAINS, APRIL 12, 1869.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following

hours:- MORNING ACCOMMODATION At 7 80 A. M. for Reading and all intermediate stations and Allentown. Returning, leaves Reading at 6 30 P. M.; arrives in Pailadelphia at 9 15 P. M.

P. M.

MORNING EXPRESS.

At 8:16 A. M. for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Nisgara Falls, Baffalo, Wilkesbarre, Pitteton, York, Carlisie, Chambersburg, Hageratown, etc.

The 7:30 A. M. train connects at READING with East Fennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTUN with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkili and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Finegrove, etc.

Chambersburg, Finegrove, etc.

AFTERNOON EXPRESS.

I caves Philadelj hia at 330 r. M. for Reading,
Potteville, Harrisburg, etc., connecting with
Reading and Columbia Bailroad trains for colum-

bia, etc.
POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6 25 A. M.; stopping at in-termediate stations; arrives in Palladelphia at 8 46 A. M. Keturning, leaves Philadelphia at 4 30 P. M.; arrives in Pottstown at 6 40 P. M.

READING ACCOMMODATION.
Leaves Reading at 780 A. M., stopping at all way stations; arrives in Philadelphia at 1015 Returning, leaves Philadelphia at 5:15 P. M.; Accommodation at 6-16 P. M.; arrives in Reading at 8-20 P. M.

Trains for Philadelphia leave Harrisburg at 8-10 A. M., and Pottsville at 8-45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 8-05 P. M., and Pottsville at 2-45 P. M., arriving at Philadelphia at 6-40 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 12:46 noon, for Pottsviile and all way stations; leaves Pottsviile at 7:30 A.M. for Philadelphia and all way stations.
All the above trains run daily, Sundays ex-

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 6-10 A.M., 1-00 and 5-45 P.M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7-30 A.M. and 4-50 P.M. trains for Philadalphia, returning from Skippack at 8-16 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.

THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 105 A. M., and 150 and 10:19

F. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Railtimora etc. nira, 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., 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. 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 2-15 and 4-35 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 7-55 A. M. for Pinegrove
and Harrisburg, and at 12-15 neon 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 fottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only are sold at Panding and for one day of the property of 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. Bradiord, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading.

COMMUTATION TICKETS.

At 25 per cent discount, between any points de-sired, for families and firms.

MILEAGE FICKETS.

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.

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

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

FREIGHT TRAINS.

Leave Philadelphia daily at 4:35 A. M., 12:45 noon, 3 and 6 P. M., for Reading, Lebanen, Harrisburg, Pottsville, Port Clinton, and all points beyond.

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

NORTH PENNSYLVANIA RAILROAD.—
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT
CARMEL, PITTSTON, TUNKBANNOCK, AND
SCRANTON.

SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:—
At 745 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Harleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunksbarre, Mahanoy City, Pittston, and City, Pittston, At 945 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, Pitiston, Scranton, and Hazleton.
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 Abington at 1.15, 3.15, 5.20, and 8 P. M.
For Lansiale at 6.20 P. M.
Fifth and Sixth Streets, Second and Third
Streets, and Union City Passenger Rallways run to
the new Depot.

TRAINS ARRIVE IN PHILADELPHIA From Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:25 M. From Doylestown at 8-25 A. M., 4-55 and 7-95 P. M. From Lansdale at 7-30 A. M. From Fort Washington at 9-20, 10-35 A. M., and From Abington at 2.85, 4.35, 6.45, and 9.85 P. M.

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. Doylestown for Philadelphia at 4 P. M.
Bethlehem for Philadelphia at 4 P. M.
Abigton 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 Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty printes before its departure. The Chesnut and Walnut streets cars run within one square of the

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. 118 Market street, will receive attention.

TRAINS LEAVE DEFOT, VIZ.:—

Mail Train 8:00 A.
Paoli Accommodat'n, 10:30 A. M., 1:10 and 7:00 P.
Fast Line 11:50 A.
Krie Express Pi 56 A.
Harrisburg Accommodation 2:30 P.
Lancaster Accommodation 4:00 P.
Parkesburg Train 5:30 P.
Cincinnati Express 8:00 P.
Erie Mail and Pittsburg Express 10:30 P. Cincinnati Express . 8 00 P. M. Erie Mail and Pittsburg Express . 10 20 P. M. Philadelphia Express, 12 night. Erie Mail leaves dally, except Sunday, running on Saturday night to Williamsport only. On Sun-day night passengers will leave Philadelphia at 12 o'clock.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered, by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:-Cincinnati Express. 8:10 A. M. Philadelphia Express 6:50 A. M. Paoli Accommodat'n, 8:20 A. M., 5:40 and 6:20 P. M. Fast Line 9-35 A
Parkesburg Train 9-10 A
Lancaster Train 12-30 F
Erie Express 420 F Bay Express 420 F. M.
Southern Express 640 P. M.
Southern Express 640 P. M.
Harrisburg Accommodation 940 P. M.
For further information, apply to
JOHN F. VANLEER, JR., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

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

EDWARD H. WILLIAMS,

4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.

On and after MONDAY, May 3, 1869.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9.05, 10, 11, 12 A. M., 1, 2, 3%, 3%, 4, 4.85, 5.06, 5%, 6, 0%, 7, 8, 9, 10, 11, 12 P. M.

P. M.
Leave Germantown at 6, 7, 71%, 8, 8 20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 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 05, 7, and 10% P. M. Leave Germantown at 8-15 A. M., 1, 3, 6, and 9% CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.

Leave Philadelphia 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.

9.25 P. M. FOR CONSHOBOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 7%, 9, and 11.05 A. M., 1½, 3, 4½, 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. B., train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's leave of the property of the state of 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% Por Manayunk.
Leave Philadelphia at 6, 75, 9, and 11.05 A. M., 3, 44, 5, 55, 84, 8.05, 10.05, and 11.05 A. M., eave Manayunk at 6.10, 7, 74, 8.10, 54, and 11.46 A. M., 2, 3, 4, 5, 5, 6, 6, 8.30, and 10 P. M. BUREAU VERITA 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 Manayank at 7% A. M., 1%, 6, and 9% W S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

FOR CAPE MAY, VIA WEST JERSEY RAIL COMMENCING THURSDAY, JULY 1, 1989. Leave Philadelphia, foot of Market street, as fol-

PTO A. M., Cape May Express, due 12-25. 8 15 P. M., Cape May Passenger, due 7-15. 4 66 P. M., Fast Express (commencing on Satur-day, 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

6 30 A. M., Morning Mail, due 10 05 A. M. 9 00 A. M., Fast Express (commencing on Mon-12 y. July 5), due 12 07. 5 00 P. M., Passenger, due 3 22 P. M.

Sunday Mail Train leaves Cape May at 5:10 P. M. Cape May Freight Train leaves daily at 5:40 A. M. TICKETS. Annual Tickets, \$100; Quarterly Ticke's, \$50; to Annual Tickets, \$100; Quarterly Ticke's, \$50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$6; for sale at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Camden and Cape May.

For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at \$00 A. Bi., mail, and \$15 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsbore, and Glassboro leaves Philadelphia daily at 600 P. M. Returning, leaves Glassboro at 630A, Ml.

Commutation books of 100 checks each, at reluced rates, between Philadelphia and all sta-PREIGHT TRAINS LEAVE CAMDEN

For Cape May, Miliville, Vineland, etc., etc., For Bridgeton, Salem, and way stations, 12 00 Freight received at first covered wharf below Wa but street.
Freight delivery, No. 228 S. Delaware avenue.
71 WM. J. SEWELL, Sup't W. J. B. R.

WEST CHESTER AND PHILADELPHIA PRAILROAD.—SUMMER ARRANGEMENT.— On and after MONDAY, April 12, 1869, Trains will On and after McSelesses as to flows:—
Leave Philadelphia from New Depot, THIRTYLEAVE Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7-25 A. M., 9-30 A.
M., 2-30 P. M., 4-15 P. M., 4-35 P. M., 7-15 and 11-30

Leave West Chester from Depot, on East Mar. ket street, at 6 25 A. M., 7 25 A. M., 7 40 A. M., 19 10 A. M., 19 5 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 30 A. M.

and 145 P. M.

Trains leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:35 P. M. will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and R. C. Junction colors. East will take train leaving gers 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 B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4.35 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut street ears. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

Leave Philadelphia for West Chester at 8 00 A. I. and 2°30 P. M. Leave Philadelphia for B. C. Junction at 7°15 . M. Leave West Chester for Philadelphia at 7.45 A. M. and 4-45 P. M. Leave B. C. Junction for Philadelphia at 6-90 A. M. WILLIAM C. WHEELER, 4-105 General Superintendent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 229 CHESNUT Street, forwards Parcels, Packages, Merchantise, 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.

AUO FION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

SALE OF REAL ESTATE AND STOCKS.

July 18, at 12 o'clock, noon, at the Exchange will include:
TENTH (South), No. 620—Brick Residence.
LANCASTER TURNPIRE ROAD—Dwelling.
TENTH AND SHIPPEN, S. W. corner—Mansion, table, and Large Lot. Stable, and Large Lot. CALLOWHILL, Nos. 2139 and 2441 Stores and Dwell-

igs. CADWALADER, No. 1434—Three Brick Dwellings. SEUOND (North), Nos. 3407, 3409, and 3417—Brick and FITZWATER, west of Twenty-first-Modern Brick Description of the state of the

\$5000 Bald Eagle Valley Railroad, 1st mortgage, 6 per ent. 2000 Western Pennsylvania, Pittsburg branch, 6 per cent. 2000 Camden and Amboy Railroad, 1889, 6 per cent.; inne and December. 21000 Chesmut and Walnut Passenger Railway Company, per cent. 2000 Chesmut and Walnut Passenger Railway Company, per cent. 2000 Coupon 7 per cent, bend Tioga Railroad, May and Company.

November.

20. shares Third National Bank.
20. shares Greenwich Land and Improvement Company.
150 shares Bradford Railroad Company.
150 shares Bradford Railroad Company.
160 shares Bradford Railroad and Coal Company, 8 per cent.
160 shares Allegheny Railroad and Coal Company.
6 shares Getty shurg Railroad Company.
25 shares Union Deposit Fron Company, Dauphin county.
2 shares Publication Society Lutheran Church.
Also, a large amount of Mining and Oil Stocks.
200 shares West Hickory Mining Association, subject to
an assessment of 25 cents per share.
100 shares Republic Fire Insurance Company, Chicago.

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street; rear entrance No. 1107 Sansom St. D. McCLEES & CO., AUCTIONEERS,

MARTIN BROTHERS, AUCTIONEERS.—
No. 529 OHESNUT Street, rear entrance from Minor

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

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ROOFING.

R E A D Y R O O F I N G.—

Applied to applied to all buildings. It can be STEEP OR FLAT ROOFS

at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)

PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon, the best and cheapest in the market.

No. 711 N. NINTH Street, above Coates, and No. 711 N. NINTH Street, above Coates, and No. 711 N. NINTH Street, above Coates, and No. 818 WALNUT Street.

No. 818 WALNUT Street.

TO OWNERS, ARCHITECTS, BUILDERS kind, old or new. At No. 548 N. THIRD Street, the AMM. RICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid complex roof covering, the best ever offered to the public, with brushes, cans, buckets, etc., for the work. Anti-vermin, Fire, and Water-proof; Light, Tight, Durable. No cracking, peading, or shrinking. No caper, gravel, or heat. Good for all climates. Directions given for work, or good workmen supplied. Care, prompteness, certainty! One price! Call: Examine! Judge!

Agents wanted for interior counties.

4217. BUILDERS. AND. CONTRACTORS.

TO BUILDERS AND CONTRACTORS .-We are prepared to furnish English imported

ASPHALTIO ROOFING FELT

In quantities to suit. This roofing was used to cover the

Paris Exhibition in 1867.

Nos. 517 and 519 MINOR Street. OLD GRAVEL ROOFS COVERED OVER with Mastic State, and warranted for ten years.

HAMILTON & COORFER,
No. 46 S. TENTH Street.

(FRENCH LLOYDS). INTERNATIONAL REGISTER FOR

NEW PUBLICATIONS.

CLASSIFICATION OF VESSELS. THE REGISTER VERITAS, containing the Classic fication of Vessels surveyed in the Continental, British

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ALF MERIAN & CO., No. 49 EXCHANGE PLACE.

A N H O O DI A MEDICAL ESSAY ON THE CAUSE AND CURB OF PREMATURE DECLINE IN MAN, the Treatment of Nervous and Physical Debitity, etc. "There is no member of society by whom this book will not be found useful, whether such person holds the rela-tion of Parent, Preceptor, or Clergymen."—Medical Times Sent by mail on receipt of fifty cents. Address the
DR. E. DE F. CURTIS.
6296m No. 223 F Street, Washington, D. C.

DHILOSOPHY 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 Cause of Indigetion; Flatulence and Nervous Diseases Accounted for: Marringe Philosophically Considered, etc. etc. Pocket volumes containing these Lectures will be forwarded, post-paid, on receipt of 28 cents, by addressing W. A. LEARY, JR., S. E. corner of FIFTH and WALNUT Streets, Philadelphia.

ARZELERE & BUCHEY, Custom House Brokers and Notaries Public No. 405 LIBRARY STREET.

ALL CUSTOM HOUSE BUSINESS TRANSACTED. PASSPORTS PROCURED.

WOODLANDS CEMETERY COMPANY. olected for the year 1868elected for the year 1868ELI K. PRIOE, President.
William H. Moore,
Samuel S. Moon,
Gilhes Dallett,
Edwin Greble,
Secretary and Treasurer, JOSEPH B. TOWNSEND,
The Managers have passed a resolution requiring both
Lot holders and Visitors to present tickets at the entrance
for admission to the Cemetery. Tickets may be had at the
Office of the Company, No. 8E ARCH Street, or of anyof
the Managers.

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

No. 27 NORTH WATER STREET, 2 205
ALEXANDER G. CATTELL.

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

Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 26, 1869, the trains in the Philadelphia and Eric Railroad will run as

General Superintendent.