## A Chinese Theatre in San Fran- eyes, its body is stretched over a dish, and a cisco.

From the San Francisco Morning Call. A few weeks ago the proprietor of the Chihese Theatre on Jackson street returned from China, bringing with him a company of ninety performers that had been performing for many years at Canton, and who had a wide reputation for talent as acrobats, vaulters, vocalists, and general performers. Their wardrobe is of a most gorgeous style, and tost in China, where everything is so cheap, a "pewer" of money. Their arrival, as a matter of course, caused considerable excitement among the Chinese bon ton, because in the troupe were several ladies whose feet were no larger than a man's little finger. The theatre on Jackson street, which is as large as the Metropolitan, was crowded excess on the opening night and each evening since. The fame of the company has gradually extended beyond Chinese circles. and every evening now sees quite a number of Americans in the audience. Last night we dropped in for a few moments, and were astonished at the scene before us. Near the door sat a silent old fellow rolling up betelnuts and quicklime, and selling "chaw" to the audience as they came in. The females Were the greatest patrons of this luxury, and scarcely one failed to invest five cents in a A short distance off were several well-known politicians, who were evidently under the convoy of a prominent Chinese compradore. The stage was filled with actors, musicians, and spectators; for if the actors have enough room to stand and move about they are content. The music (?)-shades of Mendelssohn!-was considered grand by the Chinese, but to our ears it was nothing but a terrific din, caused by the beating of gongs, the clashing of cymbals, the squeaking of fiddles, the beating of drums, and the tooting of asthmatic trumpets. It gave us a head-sche that we did not recover from for ten hours. Our guide informed us that the play being represented was an epoch in Chinese history covering a period of about sixty years, and that it generally required from fourteen to twenty hours to represent it, but under pressure it could be ground out in nine hours. When we arrived, it had arrived at that pitch where a rebellion had broken out, and the adherents of each party were preparing to decide matters by the gage of battle. Troops were being marshalled and reviewed, inspected, and harangued to the highest pitch of courage. The cavalry were represented by fellows carrying switches, and the taking of the switch from the hand of the rider was, by a violent presumption, considered to be dismounting. One body of cavalry were painted to look as near like devils as possible, and without hesitation we will accept them as such. Another lot were gallant zoo-zoos, and wore the conventional big trousers of the Zonaves. These latter appeared to belong to the attacking party, and were "enger for the fray;" for they dared their antagonists to come out and have a "square thing" of it. After a great deal of prelimipary fussing, the battle began, and then we were treated with a display of acrobatic feats such as are never seen out of a Chinese theafre. One fellow, who had a penchant for getting upon a table to crow over his victory, was continually getting knocked 'head-over-heels' by one of the rebels, who would come upon the stage turning somersaults, until he would reach a certain distance from the table, when he would straighten out, while turning, and plant his feet in the breast of his adversary wito tremendous force. Some of the performers had a great fondness for climbing upon three tables placed one on top

Foreign Items.

of the other, and turning a flip-flap, light on their backs on another table, ten or twelve

feet away. A double sword and spear com-

bat displayed considerable skill, and was

combatants received severe wounds, from

which the blood poured in streams. This de-

lighted the audience, and their applause

nerved the actors to greater courage and to more valorous deeds. While some of their

feats of agility are wonderfully well executed,

they have not the grace and finish that are to

be seen in our gymnasts; in fact, they appear

to do everything by main strength and awk-

with real earnest, for several of the

-Says the Pall Mall Gazette:-Two years ago the Viceroy of Egypt visited us, and was treated with considerable indignity; but, with a disregard of petty slights uncommon in an Oriental prince, he forgave it all, afterwards heaping coals of fire on our heads by his magnificent reception of the Prince and Princess of Wales in Egypt. But now we have the opportunity of wiping out the reproach, and what happens? The Viceroy from the very first moment of his arrival has been subjected to at least the appearance of marked disrespect. He has been too often reminded that, whatever he may be in his own country. in this his rank and importance are not sovereign. Of course it is important to remember that we are bound to recognize the Sultan's suzerainship, but it is neither necessary nor graceful to do this ostentatiously. No doubt it was only by accident that the Prince of Wales was five minutes late at Charing-cross station; that the escort was ten minutes late, and finally escorted nobody. But it could searcely be accidental that when the Viceroy arrived at Buckingham Palace, he was let in at a side door. Visitors of rank naturally enough called at the main entrance, but were informed that it was not to be so used, and they were compelled to make their inquiries at a door usually allotted to the equerries. And there is a story, which we really cannot believe, that diplomatic representations have been made to the effect that the Viceroy must not be allowed to sleep in the bed occupied by the Sultan. Now surely we ought not to blunder in this way twice. Even though it be true that etiquette is sometimes a matter of international polity, and that we are bound not to receive the Viceroy as a sovereign rince, it is nevertheless our duty to give him handsome and noble reception. -Some new revelations as to the ceremo-

des of the strange Russian sect of "the mulated" (Skoptzi), of which we gave an account a short time ago, have just been published in the Russian Contemporary News. These revelations are stated to have been taken from a manuscript memoir written by the late Monsignor Plato, metropolitan of Moscow, at the request of the Emperor Alexander I, and they fully explain the nature of the "two communions" of the Skoptzi, which has hitherto remained a profound secret. The first communion, says the memoir, is called that of the Flesh of the Lamb, and is administered at all the general meetings of the Skoptzi; the second, which is only administered to the elect on extraordinary occasions, is called that of the Blood of the Lamb. The women of the sect are bound under terrible oaths to live a life of chastity, but it nevertheless often happens that they have children, and this is usually ascribed by the Skoptzi, not to the women having broken their vows, but to Divine interposition. The child, if a male, is "sacrificed" on the seventh day after its birth. A bandage is tied over its

silver spear is thrust into its left side, so as pierce the heart. The "elect" of the Skoptzi then advance in turn and suck the child's blood. This is what is called "the communion of the blood of the Lamb," As soon as the ceremony is over the body is put in another dish full of sugar, where it is left until it dries up; it is then crushed into powder, and administered in small cakes to the ordinary members of the sect as "the

communion of the flesh of the Lamb." -In the Second Chamber of the States General of Holland a bill to abolish patents for industrial inventions has just been carried by an overwhelming majority of forty-nine against eight votes. The Premier of the ex-Conservative Cabinet, Mr. Heemskerk, protested most energetically against this measure, and proposed to delay the discussion upon it till September, when the new Chamber will meet. He undertook that he would then lay before the members a bill to improve the existing patent law. This proposal, however, was rejected. The bill will, when approved by the First Chamber, come into operation on the day of publication.

-The present state of the Catholic Church in Poland is clearly shown by the fact that, since the recent exile of the Awgustowo Bishop, Count Lubensky, in the whole of Poland there remain only two representatives of the Roman Catholic hierarchy-the Bishops of Sedlo and of Sandomir. All the others are either exiled or have absconded in consequence of the persecutions of the Russian Government. Count Lubensky is exiled to Perm; the Bishop of Warsaw, Felinsky, to Yaroslav; Count Rgewousky to Astrakan; Domogalsky, Schigelsky, and Popel to the other remote towns. Moreover, two bishops, Kalinsky and Schimansky, have died in exile, and the Bishop of Lublin, Sosnovsky, has taken refuge within the Austrian

-A Parisian contemporary points out with some grimness how it may be safer under certain circumstances to slay one's neighbor than to thrash him. An unfortunate man named Patry, having acquired proofs of his wife's infidelity, recently killed her and fired at her seducer, a learned but gallant attorney. For this double crime, murder, and intent to murder, he was tried at the assizes of Tours, and acquitted with honors, "Now," remarks our contemporary, "if, instead of killing his wife, this man had merely given her a beating: and if, instead of shooting three slugs at the attorney, he had caught hold of that worthy by the neck and belabored him in the market place, the law would certainly have punished him with a fine of one hundred francs on the first count, and two months' imprisonment on the second. Whence it ensues-such at least is the obviously French conclusion—that a double-barelled gun is a more useful adjunct to a marital trousseau than a horsewhip."

— Close upon the deaths of Rossini, Berlioz,

and Molique has come that of Albert Grisar, a composer whose works long will have a place upon the French operatic stage. Grisar, born at Anyors in 1808, and apprenticed to a commercial house at Liverpool, did not devote himself entirely to music till 1830. His success, however, was rapid. In 1833 his first opera, Le Mariage Impossible, was produced at the Theatre de la Monnaie, Brussels, and proved so far successful that it encouraged him to try his fortune in Paris. Two years afterwards he wrote Sarah for the Opera Comique, following it up by other works which successively added to his reputation. Gilles Ravisseur (1848) was the beginning of a series of triumphs. Les Porcherons (1850), Bon soir, M. Pantalon (1851), Le Carillonneur de Bruges (1852), and Le Chien du Jardinier (1855), were all received with acclamation. In the last-named year Grisar's for-tune culminated. Afflicted with a long and serious illness, he did nothing till 1862, while his subsequent productions added little to his fame and attained but a moderate success. During the last few years his life seems to have been sadly embittered. He grew taciturn and morose. "A great beer-drinker, says M. Arthur Pougin in La France Musi cale, "he went every evening to a cafe, cowered down in a corner, apart, wrapped in his large brown cloak, and there swallowed innumerable glasses without speaking a word." With this morbid condition his end was in keeping. More and more tormented by "un noir chagrin," apoplexy, it is said, brought him relief. He was found dead in his bed. As a composer, Grisar was remarkable for the degree in which he illustrated the best of traits of the French school. Lively and graceful melody united to piquant and effective orchestration distinguish all his works.

-A French doctor has discovered that turpentine is a sure antidote to phosphorus, and he commends this discovery most especially to parents whose children have been sucking lucifer matches. It appears that, in more than twenty cases of this kind he has employed turpentine (one teaspoonful neat) successfully; and his report . the subject of these cures has been f. orably received by the Academy of Medicine. We hasten to add that we do not ourselves youch for this remedy, so that if any of our readers wish to try the experiment of eating a few matches, and then drinking a little turpentine, they must not sue us for damages if they are in commoded by the results. We are not prescribing, we are only reporting.

—An interes ng paper appeared in the Courrier de l'⊥ erie the other day on the subject of the Aigerian steppes, a region occupying some millions of acres between the Sahara and the Tell—that cultivable belt of land already appropriated by French colo nists. This vast tract, carpeted by wild thyme and alfa grass, seems well adapted for sheep grazing on a large scale. The explorer goes so far as to declare it equally suited to agriculture as the Tell itself; whilst the alfa grass, Stipa tenscissima, can be profitably used in the manufacture of paper, is suggested that rights of pasture hitherto monopolized by the nomad population-be granted by the Government to European colonists, who would only require a few camels for the transport of their produce to the coast, and would thus stand an equal chance with the Arabs themselves. But how would the Arabs like it? Of course they will enjoy the benefit of example, will learn how to save their flocks by laying up fodder, and how to make the wilderness to blossom like the rose by dint of wells and agricultural implements. say the projectors, who sum up their arguments by saying that if these "moniteurs de la colonisation pastorale" find their neighbors unpleasant, means are at hand to ensure any amount of security.

-Chinese yams are thriving in Minnesota. -Kentucky negroes are refused licenses to sell

-The Indiana spiritualists have been holding a convention. -A swarm of bees stole a ride into Canada by alighting on a locomotive in Vermont. —A Savannah fisherman has sold his wife for sixty bunches of fish, at fifty cents a bunch.

-The submarine cable between Newport News and Sewell's Point, Virginia, is advertised for sale. -Eugenie paints.

RAILROAD LINES.

READING RAILROAD,—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WEGMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS.

SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 13, 1859.

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

At 7:30 A. M. for Reading, and all intermediate stations, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M.

MORNING EXPRESS. MORNING EXPRESS.

At 8-15 A, M. for Reading, Lebanon, Harrisburg,
Pottaville, Pinegrove, Tamagua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo,
Wilkesburre, Pittston, York, Carlisle, Chambersburg,

Ingerstown, etc.
The 7:30 A. M. train connects at READIN 3 with East Pennsylvania Railroad trains for Allentowa etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisbarg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. ourg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 320 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6.25 A. M., stopping at Intermediate stations; arrives in Philadelphia at 8.40 A. M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:30 P. M.;

READING ACCOMMODATION.

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

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8 P. M., and connects with the market train for Pottsville.

Trains for Philadelphia leave Harrisburg at 8:10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 8:10 P. M. and Pottsville at 2:25 P. M. and Pottsv t 2 P. M., and Pottsville at 245 P. M., arriving a

Philadelphia at 645 P. M.

Harrisburg Accommodation leaves Reading at 715 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 9:15 Market train, with a passenger car attached, leaves

Philadelphia at 1245, noon, for Pottsville and all way stations; leaves Pottsville at 548 A. M., connecting at Reading with accommodation train for Philadel-

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

CHESTER VALLEY KALLEGAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-45, and 4-30 P. M. trains from Philadelphia, Returning from Downingtown at 6-10 A. M., 1-00 and 5-45 P. M. PERKIOMEN RAILROAD.

Passengers for Skippack take 1:30 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1:00 P. M. Stage lines for the various points in Perkiomen Va connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 105 A. M. and 150 and 1019 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg. Chicago. Williamsport Florica Railt. Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc. Returning Express train leaves Harrisburg on

arrival of Pennsylvania Express from Pittsburg at 340 and 550 A. M. and 1050 P. M., passing Reading at 544 and 731 A. M. and 1250 P. M., and arriving at New York at 11 A. M. and 1250 and M. Sleeping cars accompany these trains ough between Jersey City and Pittsburg without A Mail train for New York leaves Harrisburg at 810 A. M. and 2.05 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:15 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 6-25 A. M. for Pinegrove and Harrisburg, and at 12-10 noon for Pinegrove and Tremont, returning from Harrisburg at 6-20 P. M., and from Tremont at 6-45 A. M. and 7-40 P. M.

TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and

Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and intermediate stations, good for one day only, and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one

excursion Tickets to Finadespina, 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.

COMMUTATION TICKETS. At 25 per cent. discount, between any points desired, for families and firms,
MILEAGE TICKETS.

f 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 be had only as Callowhill streets. FREIGHT.

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

MAILS

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
Leave Philadelphia daily at 4:25 A. M., 12:45 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.
BAGGAGE.
Dungan's Express will collect baggage for all trains.

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

SHORTEST ROUTE TO THE SEA SHORE. CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 134
HOURS.
TAKES EFFECT JULY 1, 1869.

and Callowh Il streets.

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 12 hours. 3-15 P. M.

Atlantic Accommodation. 4-15 P. M.

LEAVS ATLANTIC CITY.

Atlantic Accommodation. 6-08 A. M.

Fxpress, through in 12 hours. 7-24 A. M.

Freight (with passenger car). 11-50 A. M.

Mail. 4-17 P. M.

Special Excursion. 5-18 P. M.

An extra Express train (through in 12 hours)

will leave Vine Street Ferry every Saturday at 2-00 P. M.; returning, leave Atlantic City on Monday at 9-40 A. M. Local trains leave Vine street:- 
 Atee Accommodation
 10:15 A. M.

 Haddonfield do.
 2:00 P. M.

 Hammonton do.
 5:45 A. M.

 Returning, leave
 

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 City.

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

D. H. MUNDY, Agent,

EXPRESS TO LONG BRANCH. THE NEW JERSEY EXPRESS COMPANY, OFFICE, NO. 820 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.
621 mwilm H, GORMAN, Agent.

RAILROAD LINES. 概認知

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD,—TIME TA-BLE—Communicing MONDAY, May 10, 1869,— Trains will leave Depot corner Broad street and

Trains will leave Depot corner Broad street and Washington avenue as follows.—
Way Mail Train at \$30 A. M. (Sundays excepted), for Baltimore, stepping at all regular stations. Connecting with Delaware Radiroad 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 Wilmington with train for New Lossile.

Wilmington with train for New Castle.

Express Train at 4-00 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elston, North East, Charlestown, Perryville, Hayre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Rue. deen, Perryman's, Edgewood, Magnona, Chase's, and Stemmer's Run.

Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Liswood, Chaymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will be 13:200 M tyals.

take the 12.00 M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington

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 interme-

diate 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 Battimore to Philadelphia.—Leave Baltimore 7.25 A.M., Way Mall; 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-nolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elston, Newark, Stanton, Newport, Wilmington, Clay-mont, Linwood, and Chester.

mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M., and 4 35 P. M. Leave Philadelphia for Chadd's Ford at 7:00 P. M.

The 7:00 A. 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.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5:40 A. M., 9:26 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 5:00 A. M. for West Grove and Intermediate stations.

Keturning, will leave West Grove at 4:30 P. M.

Trains leaving Wilmington 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 Central Railroad.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 228 Chesnut street. under Continental Hotel.

Southwest may be produced 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. H. F. KENNEY, Superintendent.

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

At 6:30 A. M., via Camden and Ambuy Accom. \$2:25 At 8 A. M., via Cam. and Jersey City Ex. Mail 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. and 2 P. M., for Freehold. At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. K. 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, 3:30, 4:3), 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, 4:39, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.
The 1 and 11:30 P. M. lines leave Market Street Ferry (upper side). Ferry (upper side).

PROM KENSINGTON DEPOT.
At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 10 15 A. M. and 6 P. M. d 11 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown. At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. At 7:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenek's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissin' ming. Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.
FROM WEST PHILADELPHIA DEPOT,

Via Connecting Reliway.

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°46, 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, Torresdule,
Holmesburg, Tacony, Wissinoming, Bridesburg,
and Frankford,
The 9:30 A. M., 6:45 and 12 P. M. Lues will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES.

At 7:30 A. M. for Nagara Falls, Buffalo, Dun-kirk, Elmirs, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Strondburg, Water Car, Balldar, Estate Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch (funk, Allentown, Bethlehem, etc.

At 11 A. M. and 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

PHOM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2-18, 3-33, 8, and 6-30 P. M. for Merchantville, Moorestown, Hartford, Masjaville, Hainesport, Mount Holly, Smithville, Ewar Vincentown, Birmingham, and Pemberton. At 7 A. M., 1 and 339 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hightstown. WILLIAM H. GATZMER, Agent.

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

SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:At 7:45 A.M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport Wilkesbarre, Mahanoy City, Pittston, and Tunk At 9-46 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.
At 145 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Ha-At 5:00 P M. for Bethlehem, Easton, Allentown, At 5:00 P m. tor Attach 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 5 P. M.
For Lansdale at 5:20 P. M.
Fifth and Sixth Streets, Second and Third
Streets, and Union Cky Passenger Railways run to
the new Depot.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9-00 A. M., 2-10, 4-45, and 8-25 From Doylestown at 8-25 A.M., 4-55 and 7-05 P.M. From Lansdale at 7-30 A.M. From Fort Washington at 9-20, 10-35 A.M., and From Abington at 2.35, 4.35, 6.45, and 9.35 P. M.

Prom Abington at 2 so, 5 so, 6 so, and 6 so 7. M.

Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Doylestown et 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6 30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.

ELLIS CLARK, Agent.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD.

SWMMER TIME.

The trains of the Pennsylvania Central Ratiroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car consecting with each train leaving Front and Market streets thirty p inutes before its departure. The Chesnut and Walnut streets cars run within one square of the

Depot.
Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesmut 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 resulted at the Depot. will receive attention.

TRAINS LEAVE DEPOT, VIZ.:-Mail Train Soo A. M. Paoli Accommodatin, 10:30 A. M. 1:10 and 7:00 P. M. Fast Line 11:50 A. M. Erie Express 11:50 A. M. Harrisburg Accommodation 2:30 P. M. Laneaster Accommodation . . Parkesburg Train
Cincinnati Express
Erie Mail and Pittsburg Express
Philadelphia Express, 12 night
Frie Mail eaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

Philadelphia Express leaves daily. All other Philadelphia Express leaves 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. 3-10 A. M. Philadelphia Express 6-50 A. M. Paoli Accommodat'n, 8-20 A. M., 3-40 and 6-20 P. M. . 12:30 P Day Express Southern Express Harrisburg Accommodation 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 Avent at the Deci-

Ticket Agent at the Depot.

The Pennsylvania Raliroad 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. Ticket Agent at the Depot owner, unless taken by special contract.
EDWARD H. WILLIAMS, 4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILRO 1D.

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 36, 5 66, 64, 6, 6 5, 7, 8, 9, 10, 11, 12

Leave Germantom.

P. M. 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 54 up trains will

not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-16 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 CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 715, 9, and 11.95 A. M.,
136, 3, 436, 5, 58, 654, 8.05, 10.05, and 1136 P. M.
Leave Norristown at 5.40, 636, 7, 736, 9, and 11 A.
M., 136, 3, 436, 636, 8, and 98 P. M.
The 724 A. M. train from Norristown will not stop
at Mogee's, Potts' Landing, Domino, or Schur's
lane. The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS

Leave Philadelphia at 9 A. M., 2%, 4, and 7%

P. M.
Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 9, and 11:05 A. M.,
1%, 3 4%, 6, 5%, 6%, 8:05, 10:05, and 11% P. M.
Leave Manayunk at 6:10, 7, 7%, 8:10, 9%, and 11%
A. M., 2, 8%, 6, 6%, 8:30, and 10 P. M.
The 5 P. M. train frem Philadelphia will stop only at School lane and Manayunk.

ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2%, 4, and 7½ P. M.
Leave Manayank at 7½ A. M., 1½, 6, and 9½ W. S. WILSON, General Superintendent, Depet, NINTH and GREEN Streets.

FOR CAPE MAY, VIA WEST JERSEY RAIL-ROAD.
COMMENCING THURSDAY, JULY 1, 1869.
Leave Philadelphia, foot of Market street, as fol-

lows:—

9.00 A. M., Cape May Express, due 12.25.
3.15 P. M., Cape May Passenger, due 7.15.
4.00 P. M., Fast Express (commencing on Saturday, July 3), due 6.65 P. M.

Sunday Mail Train leaves at 7.15 A. M., due 10 45.
Cape May Freight leaves Camden daily at 9.20

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

BETURNING, TRAINS LEAVE CAPE MAY,
6 30 A. M., Morning Mail, due 10 06 A. M.
9 00 A. M., Fast Express (commencing on Monday, 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.

TIOKETS.

Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, \$5, for sale at the ticket offices, No. 323 Chesnut street, foot of Market street, also at Camden and Cape May.

For Miliville, Vineland, Bridgeton Salem, and intermediate stations, leave Philadelphia at 8 00 A. M., mail, and 8 30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsbore, and Glassbore leaves Philadelphia

Barnsboro, and Glassboro leaves Philadelphia daily at 6 00 P. M. Returning, leaves Glassboro at Commutation books of 100 checks each, at reduced rates, between Philad-sphia and all sta-

PREIGHT TRAINS LEAVE CAMDEN For Cape May, Miliville, Viceland, etc., etc. For Bridgeton, Salem, and way stations, 12:00 Freight received at first covered wharf below Walnut street. Freight delivery, No 228 S. D-laware avenue. 71 WM. J. SEWELL, Sup't W. J. R. R.

W EST CHESTER AND PHILADELPHIA PARILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 12. 1809, 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., 4-16 P. M., 4-36 P. M., 7-15 and 11-30

Leave West Chester from Depot, on East Mar. ket street, at 625 A. M., 725 A. M., 740 A. M., 1010
A. M., 105 P. M., 450 P. M., and 645 P.M.
Leave Philadelphia for B. C. Junction and intermediate points at 1230 P. M. and 545 P. M.
Leave B. C. Junction for Philadelphia at 530 A. M. and 145 P. M.

Trains leaving West Chester at 740 A. M. will stop at B. C. Junction, Lenni, Gien Riddle, and Media; leaving Philadelphin at 425 P. M. will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 725 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 425 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by the Chesnut and Wainut street cars. Those of the Market street line run within one square. The and 1:45 P. M. the Market street line run within one square. The cars of both lines connect with each train upon its

ON SUNDAYS. Leave Philadelphia for West Chester at 8:00 A. M. and 2:30 P. M. Leave Philadelphia for B. C. Junction at 7:16 P. M.
Leave West Chester for Philadelphia at 7.45 A.
M. and 4.45 P. M.
Leave B. G. Junction for Philadelphia at 6.00
A. M.
WILLIAM C. WHEELER,
4.105
General Superintendent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 320 CHESNUT Street, forwards Parcela, Packages, Merchandise, Bauk 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, Superintendent.

AUO TION SALES.

M. THOMAS . SONS, NOS. 139 AND 141

BALE OF REAL ESTATE AND STOCKS.

On Tuesda, v. vohange will include:
TENTH (South), No. 630 Brick Res. dence.
LANCASTER TURNPIKE ROAD Dwelling.
TENTH AND SHIPPEN, S. W. corner Mansion,
Stable, and Large Lot.
CALLOWHILL, Nos. 2439 and 2441 Stores and Dwell-DESCOND (North), Nos. 3407, 3409, 3415, and 3417—Brick and Frame Dwellings.

FIZWATER, west of Twenty-first-Modern Brick

83000 Bald Eagle Valley Railroad, 1st mortgage, 6 por ent. 8:2000 Western Pennsylvania, Pittsburg branch, 6 per

nne and December. 81000 Chesuut and Walnut Passenger Railway Company, per cent. 8100 coupen 7 per cent. bond Tioga Railroad, May and ovember. 20 shares Third National Bank. 20 shares Third National Bank.
5 shares Greenwich Land and Improvement Company.
150 shares Bradford Railroad Company.
2500 Allegheny Railroad and Coal Company, 8 per cent.
160 shares Gettysburg Railroad and Coal Company.
5 shares Gettysburg Railroad Company.
5 shares Gettysburg Railroad Company.
5 shares Publication Society Lutheran Church.
Also, a large amount of Mining and Oil Stocks.
2009 shares West Hickory Mining Association, subject to
n assessment of 25 cents per share.
100 shares Republic Fire Insurance Company, Chicago.
2 shares Philadelphia and Southern Mail Steamship Oo.
2500 Gold Bonds Superior and Mississippi Railroad.
24 shares Central Transportation Go.
Catalogues now ready.

ent. 83000 Camden and Amboy Railroad, 1889, 6 per cent.;

Sale at No. 3718 Baring street, West Phila.
SURPLUS HOUSEHOLD FURNITURE, BRUSSELS
AND OTHER CARPETS, ETU.
On Wednesday Morning.
July 14, at 11 o'clock, at No. 3718 Baring street, West
Philadelphia, the surplus Household Furniture, comprising—Walnut parlor and dining room furniture, walnut
half furniture, plano, extension dining table, mahogany
sideboard, bouquet and soft tables, mahogany cottage and
chamber furniture, teather beds, Brussels and other carpets, china and glassware, refrigerator, kitchen utensils,
etc. etc.

Take Race and Vine steest cars. MARTIN BROTHERS, AUCTIONEERS .-No. 529 CHESNUT Street, rear entrance from Minor.

Sale No. 522 Chesnut street.
VERY SUPERIOR WALNUT PARLOR FURNITURE, Elegant Walnut Chamber Suits, finished in oil; handsome Walnut and Oak Buffet Sideboards; 3 Large and Superior Firoproof Safes, Handsome French Plate Mirrors in Gill and Walnut Frames; Handsome Bruesel and other Carpets: Cottage Chamber Suits, Fine China and Glassware, Handsome Plated Ware, Superior Refrigerators, etc.

On Wednesday Morning,
At 10 o'clock, at the auction room, a desirable assortment of excellent household furniture.

7 12 24

C. D. McCLEES & CO., AUCTIONEERS,

SALE OF 1200 CASES BOOTS, SHOES, BROGANS, ETC. ETC. ETC.
On Thursday Morning.
July 15, at 10 o'clock, including a large line of city made goods.
7.12 34

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street; rear entrance No. 1107 Sansom St. BUNTING, DURBOROW & CO., AUCTION-EERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. LIPPINCOTT, SON & CO., AUCTIONEERS,

BSCOTTS ART GALLERY, No. 1020 CHESNUT K EENAN, SON & CO., AUCTIONEERS, NO NEW PUBLICATIONS.

BUREAU VERITAS

(FRENCH LLOYDS).

INTERNATIONAL REGISTER FOR CLASSIFICATION OF VESSELS.

THE REGISTER VERITAS, containing the Class fication of Vessels surveyed in the Continental, British and American ports, for the year 1869, is FOR SALE by

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 Debility, 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 and Gazette. and Gazette.
Sent by mail on receipt of fifty cents. Address the Author,
6 29 cm No. 222 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: Yenth, Maturity, and Old Age: Manhood Generally Reviewed; The Cause of Indigestion; Flatulence and Nervous Diseases Accounted For: Marriage Philosophically Considered, etc. etc. Pocket volumes containing these Lectures will be forwarded, post-paid, on receipt of 25 cents, by addressing W. A. LEARY, Ja., 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. W OODLANDS CEMETERY COMPANY .-

W CODLANDS CEMETERY COMPANY.—
elected for the year 1889:
ELI K. PRIOE, President.
William H. Moore,
Samuel S. Moon,
Gillies Dallett,
Edwin Greble,
Secretary and Treasurer, JOSEPH B. TOWNSEND,
The Managers have passed a resolution requiring both
Let-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. 813 AROH Street, or of anyef
the Managers.

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., Philads. COTTON SAIL DUCK AND CANVAS, of all numbers and brauds. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers Drier Felts, from thirty to seventy-six inches wide; Paulins, Belting, Sail Twins, etc.

JOHN W. EVERMAN, 1255

No. 163 CHURCH Street (City Stores).

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 20, 1869, the trains on the Philadelphia and Eric Railroad will run as follows:-

BRIE EXPRESS leaves Philadelphia . 10-45 P. M.

arrives at Eric . 200 A. M.

arrives at Eric . 200 A. M.

ELMIRA MAIL leaves Philadelphia . 8-50 P. M.

ELMIRA MAIL leaves Philadelphia . 8-00 A. M.

Williamsport . 8-00 A. M.

SOO A. M.

SOO P. M.

SOO P. M.

EASTWARD. . 7-46 P. M.

MAIL TRAIN leaves Erie

Williamsport

arrives at Philadelphia 9:25 A. M.

Williamsport

6:25 P. M.

ERIE EXPRESS leaves Erie
Williamsport

7:50 A. M.

arrives at Philadelphia 4:10 P. M.

Mail and Express connect with Oil Oreek and
Allegheny Hiver Railroad.

Baggage skeeked through.

Baggage skeeked through.

General Superintendent.

General Superintendent.