Foreign frems.

formerly a populous territory, and more advanced in civilization than the countries to A discovery of "lost letters" has just been made, which is of a singular interestnothing less curious than the suppressed correspondence of Charles the First with his friends on the eve of the battle of Naseby. The House of Commons printed at the time a collection of royal letters, under the name of "The King's Cabinet opened." These letters were thirty-nine in number, but it has been always known that, for reasons of state, a good many of the King's letters were kept ack. These suppressed letters are the papers recently found. They are in private ands; but we hope to hear in due time that copies of them, at least, will be obtained for

-In the course of his researches into the nemical constitution of the opium bases Dr. Matthiessen, having treated morphia with hydrochloric acid, obtained a product which he calls apomorphia. The process and its results were described in a paper read recently at the Royal Society, when certain facts were mentioned which will interest medical practitioners. It appears that the physiological effects of apomorphia are very different from those of morphia: a very small dose provokes speedy vomiting, with much depression of spirits, which, however, soon passes away, and leaves no ill consequences. Dr. Matthiessen states that he and his assistant, Mr. Wright, while working with the substance, experienced more than once its disagreeable effects. From experiments which are still in progress it is found that one-tenth of a grain apomorphia injected under the skin, or one-fourth of a grain swallowed, will occasion vomiting in from four to ten minutes; and as a non-irritant emetic and powerful anti-stimulant it may come into use in medicine. In view of this result it has been named apomorphia instead of morphine, "to avoid any possible mistakes in writing prescriptions.

-Two fresh pieces have turned up by Wil-liam Grey, the "one Gray" whom Pattenham notices as in favor with Henry the Eighth and then the Protector Somerset, for writing "The Hunt is Up" and other ballads; the "William Gray" who wrote the celebrated ballad against Cromwell (in Percy's "Reliques"), which gave rise to the series in the collection of the Society of Antiquaries. The Sloane MS., 1206, contains the first piece found, a New Year's Gift, or set of verses, containing good counsel from Grey to the Duke of Somerset, evidently in 1551, when the Duke was free from bondage and in honor again. But on referring to the Cambridge University MS., Dd. 9, 31, "Sayings of his servant Grey to Somerset," not only did a better copy of the New Year's Gift of 1551 appear, but also one of a shorter New Year's Gift of 1550, at the Duke's "firste beinge Prysoner in the Towre of London," After this evidence of Grey's connection with Somerset, no one can hesitate to identify him with the writer of "The Hunt is Up. Both these gifts will be printed in Mr. Furnivall's Second Part of Ballads from MSS.; vol. i., for the Ballad Society.

-For the Chaucer Society Mr. F. Norgate will edit a short Latin tract on how to use the Chilindre. This kind of pocket sun-dial, the rough watch of the middle ages, has been curiously misunderstood. One MS. and editor explained it by "stomach;" the cataloguer of the Sloane MSS, treated it as a man and an author, and boldly entered "Chilander" as the writer of the treatise, which Mr. Norgate found, on looking at it, was a short account of how the Chilindre should be used. Mr. E. Brock has already edited for the Chaucer Society a Latin tract of the thirteenth century showing how the Chilindre creases regularly with the increase of temshould be made, and this will be completed by perature. (This conclusion is directly at Mr. Norgate's find of the MS. on how to use variance with that of the best American electhe instrument. We shall then know how the "gentil monk" of Chaucer's "Shipman's | increases with temperature. 3. The force of Tale" found out, after squeezing and kissing the merchant's pretty wife, that by his Chilindre it was prime of day, and he wanted his dinner.

-It is believed by many writers that no word is more frequently omitted by authors, and its absence overlooked by printers, than the important syllable "No." A curious and early illustration of this idea presents itself in an old tract, of which there is a copy in the British Museum Library, "Sir C. Lucas his lait Speech," E. 462-20, which appears to have been published by authority of the Long Parliament, and contains the reply, by "C. R.," one of Fairfax's officers at the taking of Colchester, to the last speech of Sir C. Lucas when about to be shot by the conqueror's order. The knight complains of his sentence, as contrary to the conditions of surrender, which, as he alleged, promised or implied that quarter should be given without reserve. On the other hand, the officer is reported to have said these conditions were "that you should be rendered to us with (no) certain assurance of quarter, so as the Lord General may be free to put any of you to the sword." The invaluable little word "no" was, strangely enough, left out of the report of this speech; the context clearly shows what was meant.

-The word "shallow" was wanted in English before it appeared there. Ælfric's term for it was "undeep." In the sentence, "Some shallow-thinking man will ask how God can be everywhere at once and nowhere divided, the good monk and mass-priest renders the first three words "sum undcopthancol man." -Homilies, i, 286.

-His Excellency the Pasha of Cyprus, at the head of his forces, has gained a glorious victory-at least, so he publishes-over the great enemies of the isle, the locusts. These are no phantoms, like those Don Quixote combated, but enemies which for many years have destroyed the prosperity of the island. If the Cypriotes listened to Manchester and planted cotton, the locusts came from the mountains and ate it while green. In vain Pasha after Pasha took the field against them. Now, it is affirmed, there are no locusts in the island. The people are no longer afraid of being ruined in an instant, and they loudly celebrate their benefactor. The Pasha carried on a campaign with 2000 men for thirty days. heading them himself, keeping his saddle for twelve hours at a time, and camping out at night. The insects were caught in a kind of cloth or net; and he devoted to their destruction the available balance in his Treasury. He paid a shilling for two and a half pounds of winged locusts, and at this rate got together about four tons, which were duly weighed under the direction of himself and the Council of State, and then consigned to burial in the earth. On the return of Said Pacha to the city of Nikosia, he was received by the heads of the communities, muftis, bishops, rabbis, and clergy, and by the corporations, and escorted into the city. So the honors awarded to Hercules for slaying monsters are well given to a zealous governor for

extirpating vermin. -We have all heard of the Sonderbundsthe low marshy tracts at the mouth of the Ganges. Last year they were made the subject of a paper read before the Asiatic Society of Bengal, by Mr. Rainey, of Jessore. From this it appears that Sundarban, or Beautiful Forest, as the author prefers to call it, was RAILROAD LINES.

READING RAILROAD. GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING

the north of it. Remains of temples, mosques,

and other architectural buildings, Hindoo and

Mussulman, may be taken as evidence on this

point; and so powerful were the rulers, that

during a long period they defeated all the

armies sent against them by the Great Mogul.

The depopulation is attributed to the incur-

sions of "Mug" pirates and of Portuguese buccaneers, but chiefly to the effect of

cyclones. Sea waves forty feet high, raised

by these storms, have swept across the level

district, and drowned the inhabitants by hun-

dreds of thousands. These are known facts

-more may, perhaps, be made out by research and discussion; and Mr. Rainey states that his motive for bringing the paper forward

was the hope of eliciting further information

on what appears to be an interesting geo-

nople, having rejected with scorn the pro-

posal from his brother Holiness of Rome to

join in an œcumenical council in the latter

city, proposed to hold an occumenical council

of his own in Constantinople, in relation to

the Bulgarian Church. The national churches

of Greece, Roumania, and Servia were in-

clined to side with the proposals of their apostolic head, but the Patriarch and Holy

Synod of Russia have declined to join in re

jecting the claims of the Bulgarians. Mean-

while the Bulgarians are advancing towards a

national priesthood and national ritual, which

it was scarcely to be expected Russia would

Scientific Notes.

ANTIMONY FOR GALVANIC BATTERIES. -- Mr.

Bottger is reported in a Paris journal as re-

commending, for force and durability, the fol-

lowing arrangement:-A cylinder of amalga-

mated zinc is placed in a concentrated solu-

tion of equal parts of common salt and sul-

phate of magnesia; the antimony is placed in a porous cell filled with dilute and sulphuric

NEW USE OF BRAN. - M. Poncelet proposes

in the Moniteur Scientific of Patis, to use a

certain quantity of bran, which contains from

40 to 60 per cent. of its weight of starch, in-

stead of malt or raw grain, for the purpose of

brewing, and for the manufacture of starch.

He either uses the bran as it is, or extracts the

starch previously, and adds it to the materials

Boxes.-M. Coignet, of Paris, for the pur-

pose of extracting gelatine from bones,

places them in cold water and forces a current

of sulphurous acid gas through the water

until the bones become completely softened.

They are afterward washed in water wherein

some of the gas has been previously dissolved. It is well known that hydrochloric

acid is used for the same purpose, but it is objectionable on account of the formation of

chloride of calcium, which interferes with the

FLUOSILICIC ACID FOR REFINING SUGAR. -M.

Marix has obtained a patent in France for the employment of fluosilicic acid in purifying

beet-root and other saccharine juices. The

juices are diluted with water, to remove

vicidity, and sufficient fluosilicic acid is then

added to precipitate all the salts of potassium;

powdered chalk is then used to saturate any

excess of the acid. A clear liquid is next

obtained by filtering, which is treated after-

EFFECT OF HEAT ON GALVANIC BATTERIES .-

M. Crova, in the Paris Cosmos, gives the

result of his researches as follows:-1. The

electromotive force of a Daniell element de-

tricians.) 2. The force of a Grove element

an element containing only one liquid, as in

Smee's battery, is independent of the varia-

HUNGARIAN WHEAT,-It is well known that

the composition of wheat varies slightly, ac-

cording to climate and soil. Samples of Hun-

garian wheat from the extensive granaries of

Pesth have been analyzed, and O. Dempwolf

reports the result for 100 parts:—Water, 10:511; ash, 1:505; gluten, 14:352; starch,

65.407; fatty matter and woody fibre, 8.225.

The existence of sugar could not be proved.

to be phosphoric acid, 49.902; potash, 31.825;

J. T. EASTON.

E ASTON & McMAHON,

E ASTON & McMAHON,

No. 2 COENTIES SLIP, New York.

No. 18 SOUTH WHARVES, Philadelphia,

No. 45 W. PRATT Street, Baltimore.

We are prepared to ship every description of Freight to

Philadelphia, New York, Wilmington, and intermediate

points with promptness and despatch. Canal Boats and

Steam-tugs inrnished at the shortest notice.

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LEXANDER G. CATTELL & CO.,

No. 27 NORTH WATER STREET,
PHILADELPHIA. 2 225
CATTELL ELIJAH CATTELL

TO THE PUBLIC.—THE FINEST AND

largest assortment of the latest styles of Boots, Guiters, and Shoes for Men and Boys can be had at

KRNEST SOPPS

Large Establishment, 230 N. NINTH Street

PRODUCE COMMISSION MERCHANTS, No. 25 NORTH WHARVES

The chief ingredients of the ash were found

SULPHUBOUS ACID GAS FOR DISSOLVING

required for the mash-tubs.

drying of the gelatine.

ward in the usual manner.

tions of temperature.

magnesia, 14'862 per cent.

ALFXANDER G. CATTELL.

openly oppose.

-His Holiness the Patriarch of Constanti-

graphical and ethnological subject.

NORTH, NORTHWEST, AND THE CANADAS. SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1869.

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

MORNING ACCOMMODATION. At 7:20 A. M. for Reading, and all intermediate stations, and Allentown. Returning, leaves Reading at 6:50 P. M.; arrives in Philadelphia at 9:15 P. M.

MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Nisgara Falls, Bufalo, Wilkesbare, Pittston, York, Carlisle, Chambersburg, Hagerstown etc. Hagerstown, etc.
The 7:30 A. M. train connects at READIN 2 with

The 7:30 A. M. train connects at READIN 3 with East Pennsylvania Railroad trains for Alientown, 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 HARRISBURG with Northern Central, Cumberiand Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 625 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 840 A. M. Returning, leaves Philadelphia at 430 P. M.; arrives in Pottstown at 640 P. M. READING ACCOMMODATION.

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 2 A. M. arriving in Philadelphia M., and Pottsylle at 9 A. M., arriving in Philadel-phia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsylle at 245 P. M., arriving at Philadelphia at 645 P. M. Harrisburg Accommodation leaves Reading at

Harrisburg Accommodation leaves Reading at 7-15 A. M., and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation south at 6-20 P. M., arriving in Philadelphia at 9-15 P. M. Market train, with a passenger car attached, leaves

Philadelphia at 12:15, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 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 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M.

4-25 P. M.
CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 7-20 A. M., 12-45, and 4-20 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 7:30 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 Perklomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPIRESS 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 10-19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg Chicago, Williamsont Elimics Sair. Pittsburg, Chicago, Williamsport, Elmira, Balti-

nore, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 350 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 1230 and 5 P. M. Sleeping cars accompany these trains 5 P. M. Sleeping cars accompany these trains through be-ween Jersey City and Pittsburg without A Mail train for New York leaves Harrisburg at 8-10 A. M. and 2-05 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 630 and 1130 A. M., and 640 P. M., returning from Tamaqua at 835 A. M., and 215 and 415 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 Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading.

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

MILEAGE TICKETS.
Good for 2000 miles, between all points, at \$52.50 each, for families and firms.
SEASON TICKETS.
For three, six, nine, or twelve months, for holders only, to all points, at reduced rates. CLERGYMEN Residing on the line of the road will be furnished

with cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS

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

Callowhill streets. FREIGHT. 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 place 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 dally at 4:35 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 leaving Philadelphia Depot. Orders can be left at No. 325 S. Fourth street, or at the Depot, Thirteenth

TARES EFFECT JULY 1, 1869.
Through trains leave Vine Street Ferry as fol-

Mail 4:17 P. M.
Special Excursion 5:18 P. M.
An extra Express train (through in 134 hours)
will leave Vine Street Ferry every Saturday at 2:00
P. M.; returning, leave Atlantic City on Monday at
9:40 A. M.

Returning, leave

Special Excursion.....

Atlantic Accommodation.

Fxpress, through in 1½ hours.

Local trains leave Vine street:-

DR. F. GIRARD, VETERINARY SUR-and all surgical operations, with efficient accommodation for horses, at his Infirmary, No. 50 MARSHALL Stree above Poplar. DR. F. GIRARD, VETERINARY SUB SHORTEST ROUTE TO THE SEA SHORE. CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 1%' COTTON SAIL DUCK AND CANVAS

and Callowh Il streets.

of all numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers Drier Felts, from thirty to seventy-six inches wide; Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
1958 No. 103 CHURCH Street (City Stores). WOODLANDS CEMETERY COMPANY .-VV The following Managers and Officers have been elected for the year less:
William H. Moore, William W. Keen,

william H. Moore, manuel S. Moore, liliam W. Keen, service Description of the Company, No. 813 ARCH Street, or of any be Managers.

PHILEDELPHIA AND ERIE RAILROAD,—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT, VANIA.

Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, April 26, 1869, the trains on the Philadelphia and Eric Railroad will run as follows:—

RRIE EXPRESS leaves Philadelphia . 11:50 A. Williamsport . 8:50 P.

ELMIRA MAIL leaves Philadelphia 8:00 A. M. Williamsport 6:30 P. M. Williamsport 6:30 P. M. 4 Williamsport 7:45 P. M.

Hammonton 5-10 A. M.
SUNDAY MAIL TRAIN
Leaves Vine street 8-00 A. M.
Leaves Atlantic 4-17 P. M.
Fare to Atlantic City, \$2. Round trip tickets, good for the day and train on which they are issued, \$5. 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 Merchanis' and Continental Hotels, also at No. 30 S. Fifth street. D. H. MUNDY, Agent. EXPRESS TO LONG BRANCH. THE NEW JERSEY EXPRESS COMPANY.

is prepared to receive and forward goods and money to LONG BRANCH, N. J., DIRECT. Express closes at 1 o'clock P. M. H. GORMAN, Agent.

OFFICE, NO. 220 CHESNUT STREET,

RAILROAD LINES.

DHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Communencing MONDAY, May 10, 1869.—Trains will leave bepot corner Broad street and Washington avenue as follows.—

We Mail Train at 8 30 A. M. (sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisheld and Intermediate stations.

Express Train at 12 M. (Sandays excepted), for Baltimore and Washington, stopping at Wilmington, Perryvide, and Hayre-de-Grace. Connects at

Wilmington with train for New Oastle.

Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Ohesfor Heltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elaton, North East, Chariestown, Porryville, Havre-de-Frace, Abordeen, Perrywan's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 1130 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Graco, Perryman's, and Magnolia.

Fassenwers for Fortress Monroe and Norfolk will take the 1200 M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington and Wilmington
Leave Phindelphia at 1100 A. M., 230, 500, and
700 P. M. The 600 P. M. Train connects with
Delaware Railroad for Harrington and interme-

dinte 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 rons delly; all ether Ac-commodation Trains Sundays excepted. From Baltimore to Phitadelphia.—Leave Balti-more 7.25 A M., Way Mail; 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, Abordeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Clay-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 Leposit (Sundays excepted) at 700 Å. M., and 485 P. M. Leave Philadelphia for Chadd's Ford at 700 P. M.

The 700 Å. M. Train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia dally (except Sundays) at 120 P. M., running to Oxford. 130 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 540 A. M., 925 A. M., and 230 P. M. Leave Chadd's Ford for Philadelphia at 645 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 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 Cen-700 A M. and 4:30 P. M. trains for Baltimore Central Bailroad.

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 Booms 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.

H. F. KENNEY, Superintendent.

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

Company.

At 6-30 A. M., via Camden and Amboy 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 scations. At 6-30 and 8 A. M. av d 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., 12 M., 2, 3-30 and 4-30 P. M., for Treeton. Trepton.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Defance.

At 630 and 10 A. M., 12 M., 3-30, 4-30, 6, 7, and 11-30 P. M. for Edgewater, Riverside, inverton, The 11-30 P. M. line leaves Market Stree: Ferry

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3.
At 7:30 and 11 A. M., 2:30, 3:20, and 5 P. M. for Trenton and Bristol, and at 10:15 A. M. aud 6 P. M. for Bristol. At 7:30 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. for Morrisville and Tullytown.

At 5:30 and 10:15 A. M., and 2:33, 5, and 6 P. M. for Schenck's and Eddington.

At 7:30 and 10:15 A. M., 2:39, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissin ming, Bidesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT,

Via Connecting Reilway.

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, \$2:2, At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Tren-

At 9-39 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 930 A. M., 6:45 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES. BELVIDERE DELAWARS RAILROAD LINES.
FROM KENSINGTON DEPOT.

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

At 7:30 A. M. and 3:30 P. M. for Scranton, Streudsburg, 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 in-At 11 A. M. and 5 P. M. for Lambertville and interme late stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL.

FROM MARKET STREET FEARY (UPPER SIDE). At 7 and 10 A. M., 1, 2-18, 3-30, 8, and 6-30 P. M. for Merchantville, Moorestown, Hartford, Mas myllie, Hamesport, Mount Holly, Smithyil'e, Ewansville, Vincentown, Birmingham, and Femberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 F. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Croam Ridge, Imlaystown, Sharon, and Hightstown. WILLIAM H. GATZMER, Agent.

PENNSYLVANIA RAILROAD.— BETHLEHEM, DOYLESTOWN N For BETHLEHEM, DOYLEST MAUCH CHUNK, EASTON, WILLIAMS WILKESBARRE, MAHANOY CITY, MC 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 Betklehem, Allentown, Mauch Chunk, Harleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkannock. At 945 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 Hethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Harleton.
At 5-00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Hoylestown at 845 A.M., 245 and 415 P.M.

For Fort Washington at 645 and 1045 A.M., and

For Abington at 1.15, 3.15, 5.20, and 8 P. M. For Lansdale at 5.20 P. M. Fifth and Sixth Streets, Second and Third and Union Cky Passenger Railways run to

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 Nort 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.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Ablugion 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. 106 S. FIFTH Street.
ELLIS CLARK, Agent.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME.

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

Depot.
Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ohesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:-
 Matt Train
 8.00 A. M.

 Paoli Accommodat'n, 10:30 A. M., 1:19 and 7:09 P. M.
 Fast Line

 Fast Line
 11:50 A. M.

 Erie Express
 11:50 A. M.

 Harrisburg Accommodation
 2:30 P. M.

 Lancaster Accommodation
 4:00 P. M.

 Parkesburg Train
 6:30 P. M.

 Cincinnati Express
 8:00 P. M.

 Erie Mail and Pittsburg Express
 10:30 P. M.

 Fhiladelphia Express, 12 night
 10:30 P. M.
 Matt Train

Philadelphia Express, 12 night, Erie Mail leaves daily, 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.:- 8:10 A. Cincinnati Express. 8-10 A Philadelphia Express Paoli Accommodat'n, 8-20 A. M., 3-40 and 6-20 P 9-35 A Philadelphia Express
Paoll Accommodat'n, 8'20 A. M., 3'40 and 6'20 P. M.
Erie Mail
Past Line
Pas

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, 3/4, 3/4, 4, 4 35, 5 08, 5/4, 6, 6/4, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown at 6, 7, 736, 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 Leave Germantown at 8:15 A. M., F, 3, 6, and 9% CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 53, 7, 9, and 11 P. M. Leave Chesnut Hull at 7:10, 8, 9:40, 11:40 A. M., 140,340, 540, 640, 840, and 1640 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

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 7' 5, 9, and 11' 05 A. M., 13', 8, 43', 5, 51', 6'4, 8'05, 10' 05, and 11' P. M. Leave Norristown at 5'40, 6', 7, 7' 5, 9, and 11 A. M., 13', 3, 4%, 6' 5, 8, and 9', P. M. The 7' A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane. 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%, 5, 4%, 5, 5%, 6%, 8 05, 19 05, and 11% P. M. 15, 8, 45, 5, 55, 65, 805, 10 05, and 115 P. M.
1 cave Manayunk at 6 10, 7, 75, 8 10, 95, and 115
A. M., 2 35, 5, 65, 8 30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop
only at School lane and Manayunk.

ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.
leave Manayank at 7% A. M., 1%, 6, and 9% W. S. WILSON, General Superintendent. Depat, NINTH and GREEN Streets.

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

ows:—
9:00 A. M., Cape May Express, due 12:25.
3:15 P. M., Cape May Passenger, due 7:16.
4:00 P. M., Fast Express (commencing on Saturlay, July 3), due 6:55 P. M.
Sunday Mail Train leaves at 7:15 A. M., due 10:45.
Cape May Expett leaves (Camber deliver at a second Cape May Freight leaves Camden daily at 9 20

A. M.

RETURNING, 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 00 P. M., Passenger, due 8 22 P. M.
Sunday Mail Train leaves Cape May at 5 10 P. M.
Cape May Freight Train leaves daily at 6 10 A. M.

TICKETS.

Approx. Tickets, 4500, Oursterly Tickets, 4500, to

Anrual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$5, 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 Phliadelphia at 8:00 A. M., mail, and 3:30 P. M., passenger.
An accommodation train for Woodbury, Mantua, Barnsbore, and Glassbore leaves Philadelphia dally at 6 00 P. M. Returning, leaves Glassbore at Commutation books of 100 checks each, at re-

luced rates, between Philadelphia and all stations. PREIGHT TRAINS DEAVE CAMDEN 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, Sup't W. J. R. R.

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

P. M.
Leave West Chester from Depot, on East Mar.
ket street, at 6-25 A. M., 7-25 A. M., 7-40 A. M., 10-10
A. M., 1-55 P. M., 4-50 P. M., and 6-45 P. M.
Leave Philadelphia for B. C. Junction and intermediate points at 12-30 P. M. and 5-45 P. M.
Leave B. C. Junction for Philadelphia at 5-30 A. M.
and 1-45 P. M.

and 1-45 P. M.

Trains leaving West Chester at 7-40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Mcdia; 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 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 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 cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS. Leave Philadelphia for West Chester at 8:00 A. Leave Philadelphia for B. C. Junction at 7:15 Leave West Chester for Philadelphia at 7-45 A. M. and 4-45 P. M. Leave B. C. Junction for Philadelphia at 6-WILLIAM C. WHEELER, General Superintendent.

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LTC.

On Thursday morning,
July 15, at 9 o'clock, at the auction rooms, by catalogue,
a large associatent of superior household furniture, comprising handsome walnut, parior and library furniture,
covered with plush, rep and hair cloth; three walnut
chamber suits, cottage chamber suits, dising room furniture, rosewood piano-forte, Franch-plate mirrors, wardrobes, bookcase, extension, centra and baujust tables,
hair mattresses, feather beds, bolsters and pillows, china
and glassware, office furniture, fire proof safe, made by
Farrel & Herring; refrigerators, show cases, stoves, large
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At 9 o'clock, will be sold, by catalogue, at No. 1110 Chesnut street, a large assortment of superior parler, chima, glassware, etc.

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hina, glassware, etc. SECOND HAND FURNITURE, ETC.—Also, an as-ortment of second hand furniture from families leaving PLAIN, CHECK, AND FANCY MATTINGS.-Also about 15 rolls of superior mattings. PARLOR BILLIARD TABLE AND VELOCIPEDES.

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