GENERALITIES.

Resurrected. The negro who was sun-struck in South Nashville, Ky., on Thursday last, and upon whom Coroner Norvell, of that city, and jury held an inquest, was restored to his right senses on the succeeding Saturday. He had been placed in the coffin and was about to be buried, when algus of hie were discovered. This is a good joke on the coroner, holding an inquest over a live man who is in a fair way of recovery.

Huge Bills. The dressmaker's account which the Princess Metternich submitted to her husband a few weeks ago, before leaving Paris, was 112,000fr. (£4980). Unlike Prince Baristinski, who last month flatly refused to pay 10,000fr. (2400) for "petite toilette de matin en crepe de Chine," his xcellency the Austrian Ambassador opened his Surse like a prince. Madame la Princesse then produced the bounet bill, which amounted to 250fr. (£330). That his Excellency paid also, remarking this time, with exemplary resigna-tion, "My dear, I have noticed that in proporflon as your bonnets diminish in size the price of them increases. One of these mornings we shall be having the milliner bringing nothing but

Rising of Lake Ontario. The Brockport Republic refers to the sudden rise in the waters of Lake Ontario on Saturday, July 9, as tollows:—"Persons residing at and near Troutburg, on the shore of Lake Ontario, report a singular rise and fall of the water. About o'clock, when the lake was comparatively calm, the water rose in a body about two feet, and receded again to its ordinary level. The rise and fall did not occupy more than one or two minutes. At frequent intervals till dark there were similar risings and fallings of from twelve to fifteen inches. The people judged it to be the effects of an earthquake, though no shocks were felt." Mr. Welsher, of Webster, N. Y., savs that a similar rise of about five feet was experienced sixteen years ago. Mr. Welcher was in a small boat on the lake at the time, and the water was violently disturbed, and there was great danger of being upset. Many boats which had been drawn upon the beach were suddenly carried out. Mr. Welcher estimates the rise a week ago at between four and five feet. The pletely flooded, and the waters rose and fell in succession for some time at intervals of ten to fifteen minutes. Boatmen and fishing parties were in some cases considerably frightened. These phenomena on Lake Ontario are certainly peculiar, and their cause deserves investigation. The Sultan and the Suez Canal,

A letter from Constantinople, in the Northeast Correspondence, says:—
The Sultan has decided that he will preside at the opening of the Suez Canal, and we may be certain that his Majesty will neglect nothing to reveal himself to the Egyptians in all the splendor of his omnipotence. The Minister of Finance has already received an order to place 12,000,000 of francs at the disposal of the Treasurer of the Privy Purse. I can hardly venture to say that this sum will be devoted to the expenses of the journey, for it will very possibly only suffice to meet the costs of prepa ration for an excursion destined to assume the character of a political event. The Viceroy has sent a letter of excuse to his suzerain, on the subject of the suspicions generated by his tour among the European Courts. This step has caused more satisfaction in high quarters than is generally admitted; for, in reality, the Govern-ment at Constantinople was not very anxious to be forced into the adoption of extreme resolutions. A despatch of the Grand Vizier, Minister of Foreign Affairs, addressed to diplomatic agents abroad, with the view of clearly establishing the rights of the Porte over Egypt, and also of pointing out the serious inconsistencies of the prince charged with the administration of that province, was doubtless the motive of the communication in which the Egyptian ruler protested his loyalty and devotedness toward the Commander of the Faithful. An Old-fashloned Fight.

From the Raleigh (N. C.) Sentinel, July 19.
Since the battle of Davie street and two rencontres with Coleman, late Attorney-General, and now Consul to Stettin, Joe has not had a single mill or bout, though he has been spoiling for a fight. In the late excursion to Norfolk he cursed Cebe Harris, and quarrelled aloud with three gentlemen who wanted peace. On yesterday he entered the store of a mer-

chant in this city, and abused him soundly, using such "cuss" language as his father, the Governor, used to Chief Justice Pearson.

The merchant was so patient and forbearing under the cursing that Joe mistook forbearance for timidity. The more the merchant would avoid the difficulty, the greater Joe's zeal for the fray. Finally, Joe challenged him to a back yard for a fight: the challenge was no sooner given than accepted. The parties walked to Tucker's back yard. Eyeing each other for a moment only, Joe asked, "Are you armed, sir?" 'Only with the weapons God and nature gave,'

At it they went. Joe's fighting did not come up to his talking; his blows were not well aimed or forcibly delivered. In fact, he relied more upon his nails than his fist. He attempted to scratch, while his adversary was delivering heavy blows. At the fifth blow given by his adversary, Joe fell. The merchant did not understand the rules of the ring. When Joe was down, he did not stop, but continued his heavy blows, until Joe cried, "Stop, enough." Nor did he then stop until Joe had three times called for quarter. It was a fair old-time, old-field fight, on Joe's time, terms, with his own wea-pons, and on his own ground. Joe's fighting weight is 185, that of the merchant 175.

Joe is well whipped and severely bruised; his adversary has one small scratch on his face. Joe was taken to Prarie's groggery, where Farris, the keeper of the Capitol, and other friends ad-ministered to his wants. Dr. Haywood was sent for, and Jim Harris flew to the Governor. Haywood did not come; the Governor did. The Governor made no speech, as he did after the Davie street fight. We are not advised as to whether the Governor approved of this fight. We suppose he did not; for the fight was too fair for his approval. It is the foul thing that wins the Governor. In a public speech he approved of the Davie street fight on his son, because it was foul and cowardly.

Let us have peace. Sentenced to Prison for 150 Years.

In the Eastern States horse-thieving is not an unpleasant pursuit; indeed, it has just enough of late hours, danger, and reckless daring to make it attractive. It must be somewhat exciting to ride forty or fifty miles across country, and then sell a horse surreptitiously taken from the stable, with a poorer one left in its place. it is more exciting to be apprehended in the transaction. Out West they hang men for thus seducing and abducting equine animals: here they are only locked up at hard labor for years. So it would seem that approprinting horses belonging to another man is a afer job near the Atlantic than under the overlook of the Rocky Mountains. At least Mister Jerry Storms thought so. The said Mister Jerry is known as the famous Hohokus (somebody irreverently calls him the High-horse cuss) horse abductor. At various times he has transported nearly a score of animals from their dwellingplaces and owners, and sold them for money. The people who owned said horse-fiesh did not like such proceedings, and they followed Jerry Several minions of the law-Sheriff, depu and constables—came upon him last Saturday in Wilmington, Delaware, with a horse and wagon belonging to Mrs. White, of Hohokus, in his possession.

"Surrender!" cried they.
"Not by a d—sight!" said he.
Zip, bang, bim, went revolver shots. Jerry turned, and his navy spoke with powder and lead, "bang, bim, bang!" Then a shot carried away part of the horse thief's nose, and he was captured, and handcuffed, and tenderly taken to Hackensack, where he was provided with lodgings in the county hotel on Monday evening. Six horses of those he had stolen were recovered. Mister Jerry having already jumped his ball once, Jersey justice came down upon him rather heavy. As it was definitely ascertained he had stolen fifteen horses, he was sentenced to ten years' imprisonment for each

offense, and thus the gentleman has one hundied and fifty years of prison life before him.
The good people of Hackensack and Paterson who don't believe him guilty will auxiously await the termination of the criminal's imprisorment, and, if he lives so long, will wel-come him with open arms on his return.—N. Y. Sun of yesterday,

The Aboriginal Races.

"A pure American Indian is always a subect of interest-destined as he seems to be o disappear from the earth, in order to make oom for the negro, Aryan, and Mongol, the mly three races who at present show no sign I decadence. But races have their youth and old age as well as species and individuals; and nature, I suppose, has not been less generous to the American Indian than to the rest of mankind. My belief is that he had his fair innings. In the southern parts of North America, where his disappearance is close at and, we find him associated with a Flora which, during the Molasse or Miocene period of our globe, extended across the Atlantic to Europe, and—according to my theory, too long to develop here—it is not improbable that he occupied Europe ages before the Aryan race left its Asiatic home. When the Flora of the Miocene period was swept away in Euope, and the island of Atlantis sank below the level of the ocean, the American Indian disappeared with them in those parts, though he survives to this day in the southern parts of the North American continent. He represents, if my conjectures be right, a race much older than the races that have supplanted him. A similar change, slow it is true, but none the less certain, is now going on in the southern hemisphere, where a still older Flora, which ilso at one time extended to Europe, and a still older human race are disappearing. As soon as New Holland shall have been broken op into islands, as Unger predicts it will be, we may expect its vegetation to assume the same aspect as that now presented by the Polynesian islands. The bulk of the plants. adapted as they are to the peculiar dry climate of the extra-tropical parts, would perish as soon as the climate became inular, and the Asiatic Flora, which even now presses hard upon the northern part of New Holland, would get the upper hand, as has been the case in the Pacific after the dissolution of its contineut into those innumerable islands now called Polynesian. Plants with dry leathery leaves would be superseded by those having a more luxuriant but weedy ook; for that I take to be the principal physiognomic difference between the Floras f extratropical Australia and tropical Asia. It must be evident that the inquiry Unger has set on foot about the former continental connection of Europe and Australia, as proved by fossils, cannot stop here. The abundance of the most typical forms of Australian mainmals—the marsupials (opossum and kangaroo) -in tertiary European deposits, will doubtless tempt some comprehensive mind to treat the subject from a zoological point of view. It is most important to ascertain whether the present Fauna of Australia was always associated with the present Flora. I do not know of any reason why it should not: but a closer examination of all the facts may possibly point to a different conclusion. It will probably turn out that in the Australian native population we behold the oldest as well as the lowest race of men-a race in many instances without any religion whatever, and incapable of mastering any religious teaching-a race unfitted for civilization, and so near the brute creation that it might be appropriately classed with it, if it were not for its power of language and the only ingenious thing in its possession-the boomerang. The reasons why New Holland could not make any great strides in civilization, conceding even that the natives as a race were capable of it, are wants moisture and nutritious plants for man and beast. Extensive tracts of land are re quired to feed even a flock of sheep; wild animals are scarce; and whilst every other part of the globe has added edible plants to our table, we have not received a single addition from New Holland; indeed, Europeans who should have to rely for their food upon what Australian vegetotion can supply would share the melancholy fate of Burke and Wills when they tried to eke out their existence by eating the wretched nardoo-fruits of Australian swamps. There could be no flocking together of men as long as these conditions were not remedied, no permanent interest in property, and no improvement. All was hopeless stagnation. But if, under these unfavorable conditions, man has existed in Australia, at least as far as we historically know, for several centuries, we may conclude that he could exist in Europe even during the Eocene period, when the same or a closely similar climate, vegetation, and perhaps Fauna, prevailed there. We may also be sure that, with such surroundings, whatever his race may have been, he could not have arrived at a much higher degree of civilization than the miserable aborigines who are now disappearing in Australia.

ROOFING.

R E A D Y R O O F I N G STEEP OR FLAT ROOFS STREP OR FLAT ROOFS

at one-half the expense of tim. It is readily put on a shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while under going repairs. (No gravel used.)

PRESERVE YOUR TIN ROOFS WITH WELTON'S FLASTIC 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.

W. A. WELTON,

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

\$ 175

TO OWNERS, ARCHITECTS, BUILDERS AND ROOFIERS.—Roofs! Yes, yes, Every size and kind, old or new. At No. 543 N. THIRD Street, the AME RICAN CONORESTE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN BOOFS, and for preserving all wood and metals. Also, their solid complex roof covering, the best ever offered to the public, with breakes, cans, buckets, etc., for the work. Anti-vermin, Fire, and Water-proof; Light, Tight, Durable. No cracking, pealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good work men supplied. Care, promptness, certainty! One price Call! Examine! Judge! Agents wanted for interior counties.

Agents wanted for interior counties.
4 24f JOSEPH LEEDS, Principal. TO BUILDERS AND CONTRACTORS .-We are prepared to furnish English imported
ASPHALTIG ROOFING FELT
In quantities to suit. This roofing was used to cover the
Paris Exhibition in 1867.

MERCHANT & CO., Nos. 517 and 519 MINOR Street. OLD GRAVEL ROOFS COVERED OVER with Mastic Slate, and warranted for ten years.

B 156m HAMILTON & COORFER, No. 45 S. TENTH Street.

CARPENTERS AND BUILDERS. R. R. THOMAS & CO.

DEALERS IN Doors, Blinds, Sash, Shutters WINDOW FRAMES, ETC.,

N. W. CORNER OF EIGHTEENTH and MARKET Streets PHILADELPHIA, D 26 Bm

GEORGE PLOWMAN CARPENTER AND BUILDER,

No. 134 DOCK Street, Philadelphia

RAILROAD LINES.

READING RAHROAD.—GREAT TRUNK LINE OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA, CUMBERLAND, AND WYOMING

VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS,
SUMMER AHRANGEMENT OF PASSENGER
TRAINS, JULY 12, 1869.
Leaving the Company's Depot at Thirteenth and
Callowidil streets, Philadelphia, at the following hours:- MORNING ACCOMMODATION.

MORNING ACCOMMODATION.
At 730 A. M. for Reading, and all informediate stations, and allentown. Retucning, leaves Reading at 630 P. M.; arrives in Philadelphia at 915 P. M.
MORNING EXPRESS.
At 8-15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Taimagua, Suabury, Williamsport, Elmira, Rochester, Ningara Fails, Buffalo,

Vincesbarre, Pitiston, York, Carisle, Chambersburg, Hagerstown, etc.
The 7-20 A. M. train connects at READIN 1 with East Pennsylvania Railroad trains for Allentown, etc., and the 8-16 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 Va. , and Schuyikill and Susquenaums trains for rthumberland, Williamspert, York, Chambers-

burg, Pinegrove, etc. AFTERNOON EXPRESS. AFTENNOON EXPRESS.
Leaves Philadelphia at 3-30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, stering and Columbia Response in Philadelphia at 8-40 P. M.; M. Returning, leaves Philadelphia at 4-30 P. M.; arrives in Potistown at 6-40 P. M.; Accurate Rending at 7-20 A. M., stopping at all way stations; arrives in Philadelphia at 5-15 P. M.; arrives in Reading at 8 P. M., and connects with the market train for Potisville.

Trains for Philadelphia leave Harrisburg at 8-10 A.

market train for Pottsville.

Trains for Philadelphia leave Harrisburg at \$10 A.
M., and Pottsville at 9 A. M., arriving in Patialelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 2:35 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reaving at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reaving with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 P. M.

Market train, with a passance. Market train, with a passenger car attached, leaves

Philadelphia at 12:45, noon, for Pottsville and all way Stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphin and all way stations.

All the above trains run daily, Sundays excepted, Sunday trains leave Pottsville at S A. M., and Philadelphia at 3 15 P. M. Leave Philadelphia for Reading at S A. M.; returning from Reading at

425 P. M. 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 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

Skippack at 6:15 and 8:15 A. M. and 1:00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1:05 A. M. and 1:00 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. more, etc. Returning Express train leaves Harrisburg on

arrival of Pennsylvania Express from Pittsburg at 250 and 559 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 through between Jersey City and Pittsburg without change. change.

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

SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 5:30 and 11:50 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 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

reduced rates, Excursion Tickets to Philadelphia, good for one sold at Reading and intermediate sta 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. Superintendent, Reading. COMMUTATION TICKETS. At 25 per cent, discount, between any points deired, for families and firms. MILEAGE TICKETS. Good for 2000 miles, between all points, at 252-50 each, for families and firms. SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished

with cards entitling themselves and wives to tickets at half fare, EXCURSION TICKETS From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and

Callowhill streets. FREIGHT. 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 35 A. M., 12 45 noon, 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. 225 S. Fourth street, or at the Depot, Thirteenth

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

SCRANTON. SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays

excepted), as follows:-- At 7.46 A.M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock. At 9.46 A. M. (Express) for Bethlehem, Easton, Allentown, Manch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Rahronus. At 145 P. M. (Express) for Bethichem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Harleten. 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.

11:30 P. M.
For Abington at I:18, 8:15, 5:20, and 8 P. M.
For Lansdale at 6:20 P. M.
Fitth and Sixth Streets, Second and Third
Streets, and Union City Passenger Railways run to

For Fort Washington at 6 45 and 10 45 A. M., and

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9:00 A.M., 2:10, 4:45, and 8:26 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 8-26, 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 Poylestown at 2 P. M. For Abington at 7 P. M. For Abbugton at 7 P. M.
Doylestown for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abbugton 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.

THE ADAMS EXPRESS COMPANY, OFFICE No. 330 CHESNUT Street, forwards Parcels, Packages, Merchandiss, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies. own lines or in connection with other to all the principal towns and cities in the United States.

E. COLEMAN,

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TA-HLE—Communicating MONDAY, May 10, 1869.—Trains will loave Depot corner Broad street and Washington avenue as follows.—
Way Mail Train at 8 30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Baltroad at Winning-

Connecting with Donware Patrices as whiteseton for cristical and intermediate stations

Express Train at 12 M. (Sundays excepted), for
Battimore and Washington, stopping at Wilmington, Perryvine, and Havre-dr-(Frace. Connects at
Wilmington with train for New Castle.

Express Train at 400 P. M. (Sundays excepted),

Living or any Washington, stopping at Oles-Express Train at 400 P. M. (Sundave excepted), for Haltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, (harrestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Ghester, Thurlew, Linwood, Claymoot, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryville, Mayre-de-Grace,

Perryman's, and Magnella.

Passengers for Fortress Monroe and Norfolk will take the 12 00 M, train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington
Leave Philadelphia at IV-00 A. M., 2-30, 5-00, and 700 P M. The 800 P M Train connects with Denaware Railroad for Harrington and intermeliate Stations. Leave Wilmington 6 39 and 8 10 A. M., 1 30, 4 15, and 7-90 P. M. The 8-10 A. M. Train will not stop between Chester and Philadelphia, The 7 P. M. Train from Wilmington runs daily; all other Ac-commodation Trains Sundays excepted. From Baltimore to Philadelphia. - Leave Balti-

From Baltimore to Philadelphia.—Leave Baltimore 725 A. M., Way Mail; 9:35 A. M., Express;
2:36 P. M., Express; 7:26 P. M., Express;
SUNDAY TRAIN FROM BALTIMORE,
Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Crace,
Perryville, Charlestown, North-East, Eikton,
Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stepping 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 85 P. M. Leave Philadelphia for Chadd's Ford at 7.60 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)

1:30 P. M., running to Oxford.
Leave Fort Deposit for Philadelphia (Sundays excepted) at 5:40 A. M., 9:25 A. M., and 2:30 P. M.
Leave Chadd's Ford for Philadelphia at 6:15 A. M.
A Sunday Train will leave Philadelphia at 8:00
A. M. for West Grove and intermediate stations.
Returning, will leave West Grove at 4:30 P. M.
Trains leaving Wilmington at 8:00 A. M. 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 Central Eallered.

tral Railroad.
Through tickets to all points West, South, and
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. H. F. KENNEY, Superintendent.

H. F. KENNEY, Superintendent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILEOAD.

TIME TABLE.

On and after MONDAY, May 3, 1809.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9.05, 10, 11, 12 A. M., 1, 2, 3½, 3½, 4, 435, 5.05, 6½, 6, 6½, 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, 5, 4, 434, 5, 616, 634, 7, 8, 9, 10, 11 P. M. The 8 20 down train and 334 and 534 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% P. M. CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.
Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, 5-40, 5-40, 6-40, 8-40, and 10-40 P. M.
ON SUNDAYS.
Leave Chesnut Hill at 7-50 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and 9-25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7½, 9, and 11-05 A. M.,
1½, 3, 4½, 5, 5½, 6½, 8-05, 10-05, and 11½ P. M.
Leave Norristown at 5-40, 6½, 7, 7½, 9, and 11 A.
M., 1½, 3, 4½, 6½, 8, and 9½ P. M.
The 7½ A. M. train from Norristown will not stop

at Mogee's, Potts' Landing, Domino, or Schur's e 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDAYS
Leave Philadelphia at 9 A. M., 2½, 4, and 7½

P. M.
Leave Norristown at 7 A. M., 1, 5½, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7½, 9, and 11.05 A. M.,
1½, 3, 4½, 5, 5½, 6½, 805, 10-05, and 11½ P. M.
Leave Manayunk at 6:10, 7, 7½, 8:10, 8½, and 11½
A. M., 2, 3½, 5, 6½, 8:30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop
only at School lane and Manayunk 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, 1869. Leave Philadelphia, foot of Market street, as follows:—
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 6-55 P. M. Sunday Mail Train leaves at 7-15 A. M., due 10-45, Cape May Freight leaves Camden daily at 9-20

RETURNING, TRAINS LEAVE CAPE MAY, RETURING, TRAINS LEAVE CAPE MAY,
6 30 A. M., Morning Mail, due 10 05 A. M.
9 00 A. M., Fast Express (commencing on Monday, July 5), due 12 07.
6 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 5 40 A. M.
TICKETS.

Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$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 Philadelphia at 8:00 A. M., mail, and 3:30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnaboro, and Glassboro leaves Philadelphia daily at 5:00 P. M. Petroping leaves Chiaseboro at California (Jasaboro at California). daily at 6 00 P. M. Returning, leaves Glassboro at Commutation books of 100 checks each, at reduced rates, between Philadelphia and all sta-

PREIGHT TRAINS LEAVE CAMDEN For Cape May, Miliville, Vineland, etc., etc. 9 20 A. M. 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 On and after MONDAY, April 12, 1869, Trains will Leave as follows:—
Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7:26 A. M., 9:30 A. M., 2:30 P. M., 4:16 P. M., 4:36 P. M., 7:16 and 11:30 P. M.

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

and 1.46 P. M.

Trains leaving West Chester at 7.40 A. M. will stop at B. C. Junction, Lenni, Glen Riddie, and Media; leaving Philadelphia at 4.36 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 7.25 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 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. M. and 2:30 P. M. Leave Philadelphia for B. C. Junction at 7:18 Leave West Chester for Philadelphia at 7.45 A. M. and 4.45 P. M. Leave B. C. Junction for Philadelphia at 6.00 A. M. WILLIAM C. WHEELER, 4.105 General Superintendent.

RAILROAD LINES. DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME.

The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty within the streets cars run within one square of the

Steeping-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 basisage at the depet. Orders left at No. 901 Chesnut street, or No. 110 Market street, will receive attention.

Mail Train TRAINS LEAVE DEPOT, VIZ.:-Mail Train 8:00 A. M.
Paell Accommodat'n, 10:30 A. M., 1:10 and 7:00 P. M.
Fast Line 11:50 A. M.
Eric Express 11:50 A. M.
Harrisburg Accommodation 2:30 P. M.
Lancaster Accommodation 4:00 P. M.
Parkesburg Train 5:30 P. M.
Cincinnati Express 8:00 P. M.
Eric Mail and Pittsburg Express 10:30 P. M.
Philadelphia Express, 12 night.
Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Pailadelphia at 12 o'clock.

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.

Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—
Cincinnati Express.
2.10 A. M.
Philadelphia Express
6.50 A. M.
Paoli Accommodat'n, 8-20 A. M., 3-40 and 8-20 P. M.
Erie Mail
Fast Line
9.35 A. M.
Parkesburg Train
12-30 P. M.
Lancaster Train
12-30 P. M.
Erie Express
4-20 P. M.
Day Express
4-20 P. M.
Southern Express Erie Express 12°30 P. M.

Day Express 420 P. M.

Southern Express 6:40 P. M.

Harrisburg Accommodation 9:40 P. M.

For further information, apply to

JOHN F. VANLEER, Jr., Ticket Agent,

No. 9:1 CHESNUT Street,

PRANCIS FUNK, Ticket Agent,

No. 1:6 MARKET Street,

SAMUEL H. WALLACE,

Ticket Agent at the Deposit

The Pennsylvania Hairoad Company will not ssume any risk for Baggage, except for Wearing The Fennsylvania hallroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to one Hundred Dellars 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.

4 29 General Superintendent, Altoona, Pa.

1869. FOR NEW YORK,—THE CAMBEN AND AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

FROM WALNUT STREET WHARP.

At 8:30 A. M., via Came and Amboy Accom, \$2:25 At 8 A. M., via Came and Amboy Express... 3:00 At 2 P. M., via Camden and Amboy Express... 3:00 At 6 P. M., for Amboy and intermediate stations. At 6:30 and 8 a. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. H. R.

At 8 and 10 A. M., 12 M., 2, 3:30 and 4:30 P. M., for Trepton.

Trenton. At 6:30, 8, and 10 A. M., 12 M., 2, 5:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Detanco.
At 0.30 and 10 A. M., 12 M., 3.30, 4.30, 6, 7, and 11.30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2.3, M. for Riverton. The 11:30 P. M. line leaves Market Street 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 Trenten and Bristol, and at 10:15 A. M. and 6 P. M. for Bristol.

At 7:39 and 11 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.

At 5:39 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenek's and Eddington.

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

FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway.

At 9:30 A. M., 1:29, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:25, At 11:39 P. M., Emigrant Line. Fare, \$2. At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Trenton. for Bristol.

At 2.30 A. M., 4, 5.45, and 12 P. M. for Bristol.
At 12 P. M. (Night), for Morrisville, Tuliytown,
Schenek's, Eddington, Cornwell's, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridesburg,
and Frankford.
The 220 A M. 645 and 12 P. M. The 9:30 A. M., 6:45 and 12 P. M. Lines will run BELVIDERE DELAWARE RAILROAD LINES. At 7:30 A. M. for Magara Falls, Buffalo, Dun-

At 7:30 A. M. for Magara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Fleinington, 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 intermediate stations. AMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

FROM MARKET STREET FERRY (UPPER SIDE), At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M. for lerchantville, Moorestown, Hartford, Massaville, lainesport, Mount Holly, Smithville, Ewansville, vincentown, Birmingham, and Pemberton. 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, Cream Ridge, Imlaystown, Sharon, and

Hightstown. WILLIAM H. GATZMER, Agent. CHORTEST ROUTE TO THE SEA SHORE.

CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT,
THROUGH TO ATLANTIC CITY IN 134
HOURS,
TAKES EFFECT JULY 1, 1869. Through trains leave Vine Street Ferry as fol-6-15]A. M. 8-00 A. M. pecial Excursion.....

Mail.
Freight (with passenger car). 9-45 A. M.
Express, through in 1% hours. 3-15 P. M.
Atlantic Accommodation. 4-15 P. M. LEAVE ATLANTIC CITY. Atlantic Accommodation 606 A. M.

Express, through in 134 hours 724 A. M.

Fright (with passenger car) 1150 A. M.

Mail 417 P. M.

Special Excursion 518 P. M.

An extra Express train (through in 134 hours) will leave Vine Street Ferry every Saturday at 200 P. M.; returning, leave Atlantic City on Monday at 940 A. M. Local trains leave Vine street:-.5.45 A. M. Returning, leave Hotels, also at No. 30 S. Fifth street.

ued, \$3.
Additional ticket offices have been located in the reading rooms of the Merchanis' and Continental D. H. MUNDY, Agent. 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 28, 1868, the trains on the Philadelphia and Eric Railroad will run as follows:-

MAIL TRAIN leaves Philadelphia. Williamsport arrives at Erle . . 10:46 P. ML BRIE EXPRESS leaves Philadelphia 11:50 A.M.
Williamsport 8:50 P.M.
arrives at Erie 10:00 A.M. ELMIRA MAIL leaves Philadelphia . 800 A. M. Williamsport . 6-30 P. M. arrives at Lockhaven . 7-45 P. M. EASTWARD.

ERIE EXPRESS leaves Erie . . . 6-25 P. M.

" Williamsport . 7-50 A. M.

" arrives at Philadelphia 4-10 P. M.

Mail and Express connect with Oil Oreck and
Allegheny River Railroad. Baggage absolved through.

ALFRED L. TYLER,

General Superintendent

AUD TION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 SALE OF REAL ESTATE AND STOCKS. July 27, at 18 o'clock, noon, at the Exchange, will include: JEFF EMBUN AND ULABION COUNTINS—IT WACTON Petie Fine and other timber lands. GROUND HENTS SIS, S61, 864 a pear. NINTH (North), Nea. '99 and 922 Store, Tavern, and

O'CIR, Northwest of Girard avecue.—Building Lot.
MARRIOTT, No. 122.—Frame Dwelling.

FIFTEENTH AND WILLOW, Northwest corner—
arge and Valuable Building.
CATHARINE, No. 551. Tree Frame Dwellings.
TWENTY SECOND (South), No. 589.—Genteel Dwell-OTTER, No 20 Brick Dwelling and Frame Shop, OHESNUT, No. 400 Tavers and Dwelling. OAK LANE-Riegant Country Seat and Mansion, 2 acres, Montgomery country, Pennsylvania, STOCKS, LOANS, ETG. 400 shares Union Passenger Railway Co. 350 shares Green and Coaton Streets Patsenger Railway.

Company.
230 shares Chesnut and Walnut Streets Passenger Rail-

Company.

230 shares Chesnut and Walnut Streets Passenger Railway Company.

5 shares Central National Bank.

6 shares Phindelphia and Southern Mail Steamship Co.

2 shaves Franklin Institute.

816 Delawise Mutual Insurance Co.

8250 Chesnut and Walnut Streets Passenger Railway
Company Boxds.

81700 Reading and Celumbia First Mortgage Bonds.

50 shares Glat Township Line Turnpike.

5 shares Bank of North America.

1 share Fout Lireage Park.

200 s ares Epper Economy Petroleum Co.

400 shares Western National Bank.

12 shares Western National Bank.

12 shares Western Railwad Bonds.

\$200 Uninecting Railwad Bonds.

\$200 Western Penssylvania Railwad.

\$400 St. Lonis, Vandalia and Terra Haute.

7 23 34

MARTIN BROTHERS, AUCTIONEERS, A Classly Selection for M. Thomas & Scus.)
No. 529 CHESNUT Street, convenience from Minor.

Sale No. 2006 Mount Vernon street.
SUPERIOR HOUSEHOLD FURNITURE.
27th inst., at 10 o'clock, at No. 2008 Mount Vernon street,
the superior parlor and chamber turniture, handsome sidebeard, extension table, line wax fruit, china and glass, etc.

72335

Administrator's Sale, No. 714 North Eighth street.

SUPERIOR HOUSEHOLD FURNITURE, FINE
ERFNCH PLATE MANTEL MIRROR, HIGH
CASE CLOCK, FINE CARPETS, GOLD H.C.
WATCH, 2 GOLD CHAINS, SILVER PLATE, ETC.
Duth inst., at 16 of clock, at No. 714 North Eighth street,
by catalogue, by order of Administrator, the eatire superior household furniture, selid silver forks, spoons and
ladles, geld hunting case watch, 2 gold chains, etc.
May be seen early on the morning of sale.

723-56

THOMAS BIRCH & SON, AUCTIONEERS
CHESNUT Street, rear entrance No. 1107 Sansom street.

C. D. McCLEES & CO., AUCTIONEERS, DUNTING, DURBOROW & CO., AUCTION-OF Bank street. Successors to John B. Myers & Co.

L IPPINCOTT, SON & CO., AUCTIONEERS,

BSCOTT'S ART GALLERY, No. 1020 CHESNUT KEENAN, SON & CO., AUCTIONEERS, NO

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Rights of a valuable Invention just patented, and for
the SLICING, CUTTING, and CHIPPING of dried beef,
cabbage, etc., are hereby offered for sale. It is an article
of great value to proprietors of hotels and restaurants
and it should be introduced into every family. STATE
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REVENUESTAMPS.

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(Two doors below Chesnut street).

CENTRAL OFFICES, No. 105 S. FIFTH STREET,

AND

No. 432 WALNUT STREET,

(Penn Building)

ESTABLISHED 1862.

The sale of Revenue Stamps is still continued at the Old-Established Agency.

The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail Express), all orders immediately upon receipt, matter of great importance.

United States Notes, National Bank Notes, on Philadelphia, and Post Office Orders received in payment.

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully gratuitously furnished.

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On \$25 and upwards..... 2 per cent

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UNITED STATES POSTAGE STAMPS of kinds and ST PED ENVELOPES constantly