SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals Upon Current Topics-Compiled Every Day for the Evening Telegraph.

REMOVAL OF THE CAPITAL. From the Chicago Tribune.

The articles in which we have sought to present some of the reasons for removing the capital to the Mississippi Valley have met with very general and unquestioning assent, with a few exceptions, from the Western press. A few ask for the selection of some smaller city or wholly rural site, like Nauvoo. But we got through with asking for the removal of the capital to Nauvoo several years ago. If anybody really wants the capital removed to Nauvoo, let him unite with the West generally to secure a decision that the capital shall at least be brought to the Mississippi Valley. Then if the majority, of forces tend towards Nauvoo instead of St. Louis, we will abide by it. The Cincinnati Gazette does us the honor-probably in return for our disinterestedness in advocating St. Louis-to nominate Chicago as the future capital, provided Chicago will enter into bonds not to elope or disappear. Chicago will do no such thing. If the time ever comes when more money can be made elsewhere than here, there as not a "solitary Chicagoan on horseback" who will not cheerfully leave our seven-story marble fronts, our imposing elevators, and our Nicolson pavements, to moulder by the lake like the ruins of Carthage by the Mediterranean, and strike tents for the new Chicago, wherever it may be located. Our contemporary's deleful references to Babylon, Nineveh, and Gomorrah, as examples of what may happen to Chicago several thousand after - the capital should be brought here, are not only in order, therefore, but well put. We acknowledge that we are fast, and that if the capital were packed and shipped for this port, by the time it arrived this entire metropolis-the first in patriotism, the second in area, the third in virtue, and the fourth in population in the Union-might have taken its departure by the last train-especially if the capital were forwarded via the Gulf and the Mississippi river. But St. Louis is so much less mercurial and locomotive that even the skeptics of Cincinnati may indulge in the lively hope that, should the national capital ever be shipped for that port in good order and condition, however long or tedious the voyage, the consignee would be found on the levee, with his spy-glass steadily pointed down the river, industriously awaiting its arrival.

But, seriously, the unanimity with which our proposition for Capitoline emigration is received is so intense as utterly to destroy the complacency with which we had hitherto regarded it. A decent amount of opposition is necessary to the achievement of any sort of a victory, and the faint show of hostile guns from Cincinnati, with an occasional spent shot from New York, is hardly enough to give the necessary zest to the conflict.

By way, therefore, of suggesting where these opposing guns might be placed to draw our fire to best advantage, we present such objections as are likely to arise in the reflecting mind, with the view of testing how much they are worth.

The proposition to remove the capital has first to overcome the vast, deep-seated, and highly-respectable vis inertia or force of gravity of the nation at large, which opposes all new movements. This "power of deadness" stands in the same relation to the brains that move and determine events as the Chinese race stands to the Caucasian, or as the adipose fat bears to nervous tissue. It is the ball and chain wherewith the timid and foolish their good company. But the vis inertia in the minds of men has its counterpart in the vis inertia of the capital itself. While it would be easy to obtain a three-fourths vote of the people that it were better if the capital were at St. Louis, two-thirds of those so voting would at first oppose any removal, on the simple ground of the alleged waste of time, labor, and money involved. Here is the great physical, engineering, financial obstacle which will defeat the measure at every step, unless the people of the valley of the Mississippi can heartily unite upon a policy, ascertain the cost of overcoming all obstacles to its successful achievement and unanimously commend it to the nation at large. The first subject to be discussed and settled is, Could a removal of the capital be most wisely and economically effected by a sale of the present Capitol buildings, or their retention by the Government for other purposes and the erection of new Government buildings at the new seat of government, or by the removal of the present buildings, stone by stone, from Washington to the desired point in the Mississippi valley? The very question launches the ordinary reader or writer beyond his depth, and even the expert in ordinary questions of engineering would perhaps demand months of time for investigation and calculation before hazarding any estimate on an undertaking so unprecedented, or a financial and architectural problem so complicated. Probably, as in most questions depending on the testimony of experts, we would find them quite equally divided between the theory that the actual removal and restoration of the Capitol buildings would be wholly chimerical and impossible, and the rival theory that it would be no

We would regard the project of removing the Capitol buildings as almost an entire waste of their value-i. c., that new and better edifices could be erected at St. Louis than those now existing at Washington for about what it would cost to remove the latter. We see no reason why the Government could better afford, on removing its place of residence, to remove the buildings in which it had resided, than why an individual resident of the East migrating to the West should do the same thing. But, in deference to the movers of this matter in Congress last winter, who seemed to contemplate a physical removal of the Government edifices themselves, we have entertained their view as equally

'great move after all.'

tenable with the other. The general public can arrive at no conclusion relative to the questions of engineering and finance involved in the removal of the seat of government from the data heretofore gathered. To form an opinion which shall be worth anything on those points, competent experts must be authoritatively employed to consider them in detail and answer the question, "How much will the removal of the

capital cost ?" If the people of the great Mississippi valley are so agreed, as the language of many of their leading journals and politicians would indicate, upon the wisdom of asking a re-moval of the capital, is it not due to the movement and the country that they should take such measures as will call forth the fullest and most thoroughly representative expression of opinion on this important question; that they should ascertain authoritatively the form and extent of the change demanded, and its cost to the nation; and that,

they should bring the facts and figures before the country in a manner that cannot be misunderstood.

THE LAST PREMIUM ON MURDER. From the N. Y. World.

The other day we predicted that the jury in the case of the negress Gaines, at Washington, would acquit her. There were divers reasons for the supposition, only one of which was requisite to give, and that was the allowance by the court of such an argument as this upon the part of the counsel for the defense, "That those of the jury who were of the same race as the accused should certainly not convict her." Nor did they. The prisoner is a negress. Six of the jury were negroes. That did the business. The facts of this remarkable acquittal are these. The negress Gaines found a white man low enough to consort with her. This white man chose to ask a woman of his own race to go to the inauguration ball with him. Whereupon the negross was incensed, and watching a convenient opportunity a few days after, when her white paramour, James C. Ingle, was lying asleep on a sofa in her room, cut his head off with a cleaver-a meat-axe. She was arrested, and six of the twelve jurymen empanelled were black men. The counsel for the murderess was permitted to plead the fact her race before the intelligent jury; also, to bring in her father to swear to the insanity of his child and of her ancestors through and beyond him. Judge Fisher, of whom more anon, is reported thus briefly and perspicuously to have charged the jury of six black and six white radicals (for the iron-clad. onth is exacted of all Washington juries), as follows:- "Murder is where (sic) a homicide is committed by a person of saue mind and with malice prepense. The law presume every person innocent until he is proven (sie guilty, and a jury must give him the benefit of that doubt. I believe this jury will give the accused the benefit of the doubt, as the law has always done in other cases. After this luminous charge—squinting so

obviously in favor of the prisoner, not analyzing at all her crime on the flimsy evidence of her insanity; not enlarging upon the sa-credness of human life, which is in greater peril in Washington than in any other city in the States; not going into or expounding the evidence; carefully excluding all men-tion of the positive character of the testimony—the jury, virtually under the instruction of the court, acquitted the negres after an absurd "absence of two minutes. Now she is at liberty to cohabit with any other man, and, if he be white, can cut off his head and be honorably and expeditiously acquitted in Judge Fisher's court, under his instructions to his amalgamated juries. The negress was crazy, for sooth! When? Not before the crime; for then she was mistress of a white man, which, if evidence of lunacy, leaves not one likely wench out of any dozen sane at the capital. She has not been crazy since the crime, because; when triumphantly acquitted by Judge Fisher's charge and Judge Fisher's jury, no means were instantly instituted to put her under the care of the authorities for the treatment and protection of insane persons. No! She marched freely out of court, her black hands not red, to Judge Fisher's eyes, with the blood of a white man, and prepared to renew her lusts with any liberal and low Caucasian willing and certain to have his head cut off if he so much as looks at a woman of his own color.

In order, however, to give a shade of instification to the farce of her acquittal, this Catholic Church sustained to Galileo, or as | person Fisher caused the Associated Press to telegraph, on Thursday, that means had been begun for the woman's temporary detention tether the bold and wise lest they may lose | in an asylum. In this the negress is likely to stay just long enough for the indignation at her sham trial to cool down, where she will be fed on hog and hominy at the public expense, and discharged in season for her to begin the campaign of her body by the time Congress assemblies.

Therefore, it being flat blasphemy to dispute the verdict of this negress' "peers," she must have been insane at the exact moment when her brawny African arms wielded the axe which severed the head from the body of her sleeping paramour. From which it follows, as the night the day, that for a black prostitute to kill a white man in Washington in itself proof positive of her insanity, which entitles her to a legal acquittal and to a judicial encouragement to do so with safety s often as she pleases.

The facts to which the press should specially invite attention, in the ventilation of this

verdict and its antecedents, are:-I. That the plea of insanity is shamefully and frivolously urged in behalf of defendants. That it has become a patent plan for the shielding of criminals. That it should never be presumed, but that the onus of proving it should devolve upon those submitting it in bar. In this case, it seems to have been thought sufficient to establish the fact upon the testimony of the negress' father. testimony of such an interested party should, if not excluded, at least never be sufficient to overturn the presumption of the law to the contrary. Men deeply versed in mental science and mental diseases—moreover, such of the latter as are directly acquainted with the constitution and mind of the prisoner herself ought to have been secured to testify to the insanity to entitle the plea to the least credence in the mind of any sensible person.

II. The danger of negro testimony and the propriety of "mixed" juries have received a painful exhibition from these proceedings, Any testimony that can be bought for money, and the witnesses giving which are so densely stupid and ignorant as not to know the obligation of an oath, the duty of truthfulness, or to be as dough in the hands of any cunning counsellor, are testimony and witnesses which no court, no community, can safely tolerate. There will be found no radical, with knowledge of the subject, who will have the hardihood to maintain that the average Washington negro, whether as a witness or juryman, is not a purchasable and a grossly ignorant being. We are not prepared to assert that negro testimony should be excluded. Far from it; but in a judiciary as corrupt and bigoted and partisan as the District Judiciary have proved themselves to be, negro testimony is "dead sure" to go in favor of criminals of its own race, and against victims whose color is white, as has been shown by this trial. As to jurymen. the mean need not be color, but ought to be a degree of knowledge, if ever so slight. It is notorious that in Washington and throughout the South negroes are empanelled to determine upon the gravest questions of property, personal rights, and human life who cannot read or write, and to whom the first elements of morals and of the binding obligation of onths are as foreign as the contents of the Greek Testament. At the same time, whites of learning and rectitude are excluded from the jury-box because they did their duty to their native States when they were pillaged

and invaded. And now a word as to this person, Judge Fisher, who is really responsible for this

having thus obtained an intelligent view of | scandal on justice and premium on murder. | cratic press had everywhere hailed it with | campaign be pursued upon the model plan the whole merits of the question themselves, It is as plain in all cases where radicals and negroes are interested as it was in this case. that this man sits to acquit as truly as military commissions, according to the late Henry Winter Davis, are "organized to convict. His demeanor and leaning in this case are of a piece with other cases. It is useless to declaim against his qualifications. That he is ignorant, brutal, a radical stump ranter, a abitue of bar-rooms, as devoid of law as of dignity, and appointed by Abraham Lincoln as a reward for political service, and in the same spirit which fastened an Underwood and a Busteed upon the courts of the country, to the eternal disgrace of the courts and of him who so filled them, cannot alter the fact that his Honor George H. Fisher is a judge, and as such can work his weak and wicked will upon the lives and the property of the un-happy citizens of the bankrupt capital of the

But if we may not denounce the judge, we may most certainly commend to the consideration of all decent people the contemplation of what sort of an official being he is. The charge" of his which we have inserted in this article were enough were it not fortified by antecedent and contemporary contempt on his part for all of even the forms of justice. His course in the trial of John H. Surratt cannot be recalled without a blush of shame for and from the judiciary, high in whose seat he is placed. It is the calm statement of Mr. Joseph H. Bradley that Fisher had fully and overtly bent every resolution of his mind and every appliance of his position to convict that accused; and it was to expose and break up this determination, and to destroy the effect of it upon the minds of the jury, that Mr. Bradley precipitated a quarrel with him in open court—a quarrel in which the learned lawyer's motives have long suffered misconstruction and undeserved criticism.

But why pursue the picture? Where there s Radicalism there will be Fishers, and where there are Fishers there will be the same convictions of them which such acquittals as that of this negress Gaines most certainly are.

THE RIGHT SPIRIT.

From the N. Y. Times. Mr. Blow, the new Minister to Brazil, cized the occasion afforded by the farewell festival of his St. Louis friends to inculcate a lesson which other States than Missouri may profitably learn. He urges as the condition of "solid and enduring reconstruction" the cultivation of good feeling between the sections, and the speediest possible obliteration of feelings and disabilities arising

out of the war:-"Let me open my heart to you plainly, for I have "Let me open my heart to you plainly, for I have never had but one view in regard to the settlement of our difficulties. I had a perfect faith in the high character, the honor, and the nobility of our people. I had an undying faith in the strength of our republican institutions, and hence I decided that, instice and safety once secured, it was our clear duty to forget the past, and live only for the future. Let the world speculate as it will, all honest minds will agree that brave men are to be trusted. Let the enemies of democratic institutions hope for new discords, but for us we will boildly proclaim that the men North or South, East or West, in whose veins courses the pure blood of our Revolutionary fathers, are our brothers. What we want is a reunion founded on the love of What we want is a reunion founded on the love of the people for each other, and on a genuine attach-ment to free institutions; and such a result must flow from impartial justice. Let us reach that point, and on the moment—the voice—of the century will proclaim us the first nation in the world. Such, my friends, is the picture 1 bave drawn from a know-ledge of what you have done for your country. Let Missouri gladly welcome all who honor these divine teachings. Tals will form a perfect reunion. This s solid and enduring reconstruction.

Whatever passion or partisanship may suggest to the contrary, there can be no doubt that the practical application of the view here enunciated is essential to the restoration of genuine peace and prosperity. It is idle to hope for either so long as the proscription is maintained which at present exists in Missouri, Tennessee, West Virginia, Louisiana, and in one other of the reconstructed States, Disfranchisement and disabilities are as dangerous as now they are unnecessary. The republican instincts of the American people revolt against them. They are an ever-present memorial of a strife which we should endeavor to forget-a constant source of irritation, fostering on one side a misuse of power, and on the other a sense of harshness which makes hearty reconciliation virtually impossible. Therefore Mr. Blow is right. Justice and safety having been secured, "it is our clear duty to forget the past and live only for the future." On no other basis can difficulties growing out of the Rebellion be satisfactorily adjusted. Might should be linked with magnanimity, or the triumph of the Union will lose somewhat of its glory.

To the cultivation of this spirit in Virginia General Grant has largely contributed; and it promises to have further development in Misdissippi under his liberal execution of the reconstruction acts. The pending constitution of Texas is happily exempt from the oppressive disfranchisement which was projected in the two other States. It remains for the President to guard against the revival of proscription by the arbitrary action of the district commanders, as is evidently contemplated by General Canby in Virginia. The President has an opportunity of perfecting a work which in the case of Virginia owes much of its success to his broad and generous policy. The reconstruction he is giving the country is of the kind prayed for by the Minister to Brazil.

The value of the service rendered by General Grant in this connection is enhanced by the pressure to which he has been subjected by the selfish schemers whose intolerance takes a methodical and even a profitable shape. Wendell Phillips is not alone in demanding the proclamation of martial law over the South; nor do the Virginia supporters of Wells lack backers in their attempt, by fraud and falsehood, to frustrate the election in that State. Phillips' demoniac hate knows no bounds, and the hypocrisy of the Wells party is equally unscrupulous. These efforts to perpetuate proscription and bad feeling have a counterpart in Tennessee, Texas, and Missisappi; and they illustrate by contrast the wisdom and kindness of the just and humane policy which Mr. Blow commends, and which General Grant is quietly carrying into effect. Let this policy have free course, and let Congress act upon it by providing some general measure for the removal of the disabilities of which it retains the control, and the future of the South will not long remain obscured.

OUR FINANCIAL TRIUMPH. From the N. Y. Tribune.

One year ago we were making no progress in the reduction of our national debt, had made none for months, and were likely to make none for months to come. Mr. Alexander Delmar, the leading Copperhead free trade statistician, had recently put forth a manifesto, at the solicitation and with the emphatic endorsement of Messrs, Wilson G. Hunt, Henry Grinnell & Co., showing, by elaborate computations and marshaling long columns of figures, that there would be

a Treasury deficit of \$175,000,000 on the first

day of this present July. And as nothing but

a Rebel victory ever exhilarated the sham

Democracy like a prospect of national bank-

ruptcy, the World had surrendered many

columns to Delmar's exhibit, and the Demo-

exultation as a sure premonition of a future of national distress, discredit, and humiliation.

One year has passed, and with it the rule of Andrew Johnson. The wholesale thieves whom he installed in power over our great Custom Houses, with the lesser villains to whom he largely confided the collection of internal revenue, have been dismissed to the obscurity for which they should feel so grateful, and Republicans appointed to fill their places. The laws are the same as ever—there has been no change calculated to increase the revenue or essentially reduce the expenditures; yet the revenue is increased, while the expenditures are reduced, so that we are paying off nearly ten millions per month of the principal of our debt, after discharging every current obligation, including the payment of over ten millions per month of interest in

Meantime, the general thrift is quite be-yond precedent. We are building new railroads at the rate of some thousands of miles per annum. We are improving and relaying many old ones, in many cases with steel rails. We are creeting factories and furnaces by hundreds, mainly in the West and South, where they have hitherto been deficient. In spite of a too prevalent fondness for trade and speculation, we are building many new farm-houses and repairing old ones, as every one who travels in whatever direction must observe. More than this we are making new homesteads and farms out of wild prairie and orest, with unwonted energy and rapidity, Michigan, Wisconsin, Minnesota, Iowa, Missouri, Kansas, and Nebraska are growing as new States have seldom grown, though hundreds of thousands are reaching beyond them to Colorado, Wyoming, Idaho, Montana, Nevada, California, and Oregon. In spite of our heavy debt, and of the formidable State, county, city, and township war debts which we are more rapidly paying off, this country, including her States lately desolated by civil war, is increasing its productiveness and wealth as no country ever did before.

The achievement next in order is the funding of the debt at a lower rate of interest, We are now paying six per cent., which is entirely too high for a state of peace and prosperity. We made the bulk of that debt releemable after five and within twenty years expressly that we might, after the return of seace, be at liberty so to fund it. We ought o begin the process of funding directly and complete it within General Grant's first term. If the Five-twenties could be funded in a new our per cent., the saving in interest would be some thirty millions per annum, which of tself would extinguish the debt within a life-

We trust therefore that the people will turn deaf ear to all projects of essential tax reluction till the work of funding is complete. To effect it, the Treasury must be in the receipt of a large surplus, and must be constantly paying off (not merely converting) debt. So long as it shall persist in buying and putting aside or burning five to ten millions per month, it will be master of the situation, and may dictate terms to the holders of its five-twenties. Let every citizen who believes in national honesty realize that every dollar abstracted from the revenue now will cost many dollars in keeping up the interest of our debt, and the schemes of open or covert repudiators to deplete the Treasury by reducing taxation will be repelled and re-

SUBSTANTIAL SPIRITUALISM. From the N. Y. Tribune,

There is no limit, apparently, to the spiritualist theory and practice. Mr. Mumler maintains in the face of the lawyers that spirits enter into photography like shades into and which we pursue, as all the world knows. Mr. Home deposes that the great Napoleon thrust his hand out of eternity to have it kissed by the present Emperor of the French who will witness, we suppose, whether Mr. Home is juggling or not, unless he considers the dynastic trick of the hand and spiritual coup de main too good a mystery to be explained to the vulgar. Mr. Damrain tells the Dialectical Society that spiritual boys go to school and continue to go until 35, and that old men return to that age like crabs, backward-which goes to show what terrible youths and what dreadful old boys they have in the Rugbys and Harrows of the spirit-land.

Mr. Varley, an electrician as well as a spiritualist, holds more worldly views of the future state. He thinks that violent deaths, such as those by hanging, are very prejudicial to the comfort of ex-throttled spirits, that such malignants as these bedevil the thoughts of their comrades below, and that there is as much superstition on the other side the grave as on this. Spiritualism, of course, is not supposed to be a part of that superstition. We may as well remark the general worldliness and materiality of all this spiritual testi mony. Mr. Mumler's pictures, Napoleon's hand, Mr. Damrain's terrible boys, and Mr. Varley's devils and devotees, show a wonderful applicability of the phenomena of spirit palism to the commonplaces of life. Would Mr. Mumler be surprised did he hear of a spirit oyster? or if the celebrated store on Broadway actually succeeded in producing a spirit hat or the ghost of a very old coat, delightful to the soul of Mr. Teufelsdroch? What would Mr. Home say if Count Cagliostro put out his hand to pull his nose? What would be Mr. Damrain's feelings to find himself hazed at thirty-five in a spiritual Harrow? Is it a school he would like to send his own children to, and is he sure that there are no Squeerses in the spirit-land? Eternity has, of course, no terrors or surprises for the electrified but matter-of-fact Mr. Varley. His future world has gallows and malefactors and humbugs marvellously like unto this-and so we are thrown back upon our mortal selves. It is our own poor institutions which, being of the earth, are yet so unearthly. Of the transcendentalism of good and evil we can never rid the coarse, every-day life of this vulgar planet, and we, who sell bacon, molasses, and time, or thought, or principle—we who write and wrangle, and make money, and go to Congress or go to jail-we are as arrant ghosts as those in limbo.

THE PENNSYLVANIA CAMPAIGN.

From the N. Y. Herald.

Mr. Asa Packer, the Democratic candidate for Governor of Pennsylvania, was serenaded in Philadelphia a few evenings since, and made the first speech of the campaign. was a model speech. The speaker did not rake up defunct issues, as the platform upon which he was nominated has; he did not parade Sambo, for did he breathe hostility to any class of people, nor made he promises to friends or foes, foreign or domestic. But, like a plain, common-sense citizen, he declared that he was no talker, but a worker. and as such was ready to lead the van of the Pennsylvania Democracy to victory. That is all the Democrats of the Keystone State ask. and with victory perched upon their banners this year they will be prepared to enter the next Presidential contest with some of the official State plunder well in hand. If the

adopted at the outset by Mr. Packer, the Democracy may achieve an easy triumph, and teach the administration that silence is a virtue that can be employed in politics as well upon one side as another.

AUD FION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

SALE OF REAL ESTATE AND STOCKS. July 27. at 12 o'clock, noon, at the Exchange, will include: JEFFERSON AND CLARKON COUNTIES—4/40 acres

White Pine, and other timber lands. GROUND RENTS—868, Sal. 848 a year. NINTH (South), Nos. '20' and 221—Store, Tavern, and O'lls, Northwest of Girard avenue. Building Lot. MARRIOTT, No. 420 - Frame Decling.
FIFTEENTH AND WILLOW, Norshwest cornerlarge and Valuable Building.
CATHARINE, No. 511 - Tires Frame Dwellings.
TWENTY-SECOND (South), No. 621 - Genteel Dwell-

OTTER, No. 20 Brick Dwelling and Frame Shop. CHESNUT, No. 40 Tavern and Diselling. OAK LANE Elegant Country Scat and Mansion, Pacres, Montgomery county, Pennselvania. STOCKS, LOANS, ETC. 40 Shares Union Passenger Railway Co., 250 Shares Union Passenger Railway Company.

ompany. 230 shares Chesnut and Walnut Streets Passenger Rail-

230 shares Chesnut and Walnut Streets Passenger Railsay Compeny.

5 shares Central National Bank.

6 shares Philadelphia and Souttern Mail Steamship Co.

2 shares Franklin Institute.

2 shares Franklin Institute.

2 shares Franklin Institute.

2 shares Franklin and Walnut Streets Passenger Railway

Company Bonds.

81700 Reading and Calumbia First Mortgage Bonds.

20 shares Bank of North America.

1 share Point Breeze Park.

200 stares Epper Footomy Petroleum Co.

100 shares Rast Oil Creek Petratoum Co.

100 shares Western National Bank.

12 shares Northorn Isberties National Bank.

15 should Connecting Railroad Bonds.

8200 Western Fontsylvania Railroad.

8200 St. Louis, Vandalia and Forra Haute.

7 23 3t

MARTIN BROTHERS, AUCTIONEERS, No. 529 CHESNUT Street, reas entrance from Minor.

Sale No. 2006 Mount Vernan street.
SUPERIOR HOUSEHOLD FURNITURE.
On Tuesday Marriag.
27th inst., at 10 o'clock, at No. 200 Mount Vernan street, the superior purker and chamber furniture, handsome sideboard, extension table, fine wax fruit, chine and 7.233t.

Administrator's Sale, No. 714 North Eighth street, SUPERIOR HOUSEHOLD FURNITURE, FINE FRENCH PLATE MANTIL MIRROR, HIGH CASE CLOCK, FINE CARPETS, GOLD H. C. WATCH, 2 GOLD CHAINS, SILVER PLATE, ETC. On Thursday Marging.

28th inst., at 10 o'clock, at No. 714 North Eighth street, by catalogue, by order of Administrator, the entire superior household furniture, solid alter forks, species and ladles, gold hunting case watch, 2 gold chains, etc.

May be seen early on the morning of sale. 7 22-5t.

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street, rear entrance No. 1107 Sansom street. C. D. MCCLEES & D. MCCLEES & CO., AUCTIONEERS,

BUNTING, DURBOROW & CO., AUCTION-A.D KERS, Nos. 2522 and 2324 MARK CT Street, corner of Bank street. Successors to John B. M. ses & Co. LIPPINCOTT, SON & CO., AUCTIONEERS. No. 240 MARKET Street.

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

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
TIME TABLE.
On and after MONDAY, May 3, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 3 4, 3 4, 4, 455, 5 66, 5 34, 6, 6) 4, 7, 8, 9, 10, 11, 12

Leave Germantown at 6, 7, 714, 8, 8:20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 434, 5, 54, 6, 64, 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 95, 7, and

Leave Germantown at 8:15 A. M., 1, 3, 8, and 9% P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 53, 7, 9, and 11 P. M. Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 140, 340, 540, 640, 840, and 1040 P. M.

ON SUNDAYS.

Leave Philadelphia at 945 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 750 A. M., 1240, 540, and

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 74, 9, and 11-95 A. M., 13, 3, 43, 5, 5%, 6, 4, 8-05, 10-05, and 11½ P. M.
Leave Norristown at 5-40, 6 ½, 7, 7%, 9, and 11 A.
M., 1½, 3, 4½, 6, 8, and 9½ P. M.
The 7¼ 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%, 5, 5%, 6%, 8:05, 10:05, and 11:96 P. M.
Leave Manayunk at 6:10, 7, 7%, 8:10, 9%, and 11%
A. M., 2, 8%, 5, 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 7% P. M.
Leave Manayunk at 7% A. M., 1%, 6, and 9%
P. M.

W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

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

Leave West Chester from Depot, on East Mar. ket street, at 6.25 A. M., 7.25 A. M., 7.40 A. M., 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 6·45 P. M.
Leave B. C. Junction for Philadelphia at 5·30 A. M.
and 1·45 P. M.

Trainaglesying West Chester at 7·40 A. M. will

Trains leaving West Chester at 7:40 A. M. will Trains leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Gien Riddle, and Media; leaving Philadelphia at 4:55 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 Riedia will take train leaving Philadelphia at 4:25 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

cars of both lines connect with each train upon its ON SUNDAYS. Leave Philadelphia for West Chester at 8:00 A. and 2:30 P. M. Leave Philadelphia for B. C. Junction at 7:15 Leave West Chester for Philadelphia at 7:45 A. Leave West Chester 13.

A. and 4-45 P. M.

Leave B. C. Junction for Philadelphia at 8-90
A. M.

WILLIAM C. WHEELER,

4-165

General Superintendent.

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

THE GREAT OIL REGION OF PENNSYL VANIA, Elegant Sleeping Cars on all Night Trains, On and after MONDAY, April 26, 1889, the trains on the Philadelphia and Erle Railroad will run as

MAIL TRAIN leaves Philadelphia. Williamsport Williamsport 8:15 A. M.

arrives at Eric 9:30 P. M.

ERIE EXPRESS leaves Philadelphia 11:50 A. M.

Williamsport 8:50 P. M.

arrives at Eric 10:00 A. M.

ELMIRA MAIL leaves Philadelphia 8:00 A. M.

Williamsport 8:00 A. M.

Williamsport 6:30 P. M.

arrives at Lockhavon 7:45 P. M.

MAIL TRAIN leaves Erie . . . 11-15 A. M.
" Williamsport . 12-20 A. M.
" arrives at Philadelphia . 9-25 A. M. 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 Creek and
Allegheny River Rallroad.

llegheny River Rallroad. Baggage grecked through. ALFRED L. TYLER,

RAILROAD LINES.

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

At 6:30 A. M., via Camden and Amboy Accom. \$2:25
At 6:30 A. M., via Camden and Amboy Accom. \$2:25
At 8 A. M., via Camden and Amboy Express... 3:06
At 2 P. M., vin Camden and Amboy Express... 3:06
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. R. R.
At 8 and 10 A. M., 12 M., 2, 3:30 and 4:30 P. M., for
Trenton. Trepton.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 113:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 4:39, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Paimyra, and Fish House, and 2 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Ferry (upper side).

(upper side).

PROM MENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City.

New York Express Line. Fare, 83.

At 7:30 and 11 A. M., 230, 3:30, and 5 P. M. for Trenton and Bristol, and at 10:15 A. M. and 6 P. M. Trenton and Bristol, and at 10 15 A. M. and 6 P. M. for Bristol.

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

At 5:30 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, 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., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jorsey 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 Tran-

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

BELVIDERE DELAWARE RAILROAD LINES. BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bond, Montrese, Wilkerbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethichem, etc.

At 11 A. M. and 6 P. M. for Lambertville and intermediate stations.

termediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS. ROADS.
PROM MARKET STREET PERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-20, 5, and 6-20 P. M. for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, Mount Holly, Smithville, Ewansville,
Vincentown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-

town, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3:50 P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
110 WILLIAM H. GATZMER, Agent. FOR CAPE MAY, VIA WEST JERSEY RAIL-

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

day, 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 6:40 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 Cana Market.

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, Barnsboro, and Glassboro leaves Philadelphia daily at 6'00 P. M. Returning, leaves Glassboro at Commutation books of 100 checks each, at re-

uced rates, between Philadelphia and all sta FOR Cape May, Millville, Vineland, etc., etc., For Bridgeton, Salem, and way stations, 12-00 Proph received at first covered wharf below Walnut street.

Walnut street.
Freight delivery, No. 228 S. Delaware avenue.
7.1 W.M. J. SEWELL, Sup't W. J. R. R. SHORTEST ROUTE TO THE SEA SHORE. CAMDEN AND ATLANTIC RAILROAD

SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 13/2
HOURS.
TAKES EFFECT JULY 1, 1869.
Through trains leave Vine Street Ferry as follows:

Through trains leave vine Street

lows:

Special Excursion 6:15[A. M.
Mail 8:00[A. M.
Freight (with passenger car) 9:45 A. M.
Express, through in 1½ hours 3:15 P. M.
Atlantic Accommedation 4:15 P. M.

LEAVE ATLANTIC CITY.
Atlantic Accommodation 5:06 A. M.
Express, through in 1½ hours 7:24 A. M.
Freight (with passenger car) 11:50 A. M.
Mail 4:17 P. M.
Special Excursion 5:18 P. M.
Special Excursion 15:10 (through in 134 hours) An estra Express train (through in 134 hours) will leave Vine Street Ferry every Saturday at 200 '. M.; returning, leave Atlantic City on Monday at Local trains leave Vine street:-Acco Accommodation 10:15 A. M. Haddonfield do. 2:00 P. M. Hammonton do. 5:45 A. M. Returning, leave Atco. 12-15 noon. Haddonfield 245 P. M. .5.40 A. M.

Hammenton 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 is-Additional ticket offices have been located in the

reading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street. 6 29 D. H. MUNDY, Agent. NORTH PENNSYLVANIA RAHLROAD.—
FOR BETHLEHEM, DOYLESTOWN,
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT PITTSTON, TUNKHANNOCK, AND

SCRANTON. SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays At 745 A. M. (Express) for Bethlehem, Allentown, [Mauch Chunk, Hamleton, Williamsport, Wilkesharre, Mahanoy City, Pittston, and Tunk-

At 9-45 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, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, Mauch Chunk, and Haster, Easten, Allentown, and Hauch Chunk.
For Doylestown at 8-45 A. M., 2-45 and 4-15 P. M., For Fort Washington at 8-45 and 10-45 A. M., and

P30 P. M.
For Abington at 1.15, 3.15, 5.20, and 8 P. M.
For Lansdale at 6.20 P. M.
Fifth and Sixth Streets, Second and ThirdStreets, and Union City Passenger Hallways run to

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9.00 A. M., 2.10, 4.45, and 8.25 . M. From Doylestown at 8:25 A. M., 4:55 and 7:05 P. M. From Lansdale at 7:30 A. M. From Fort Washington at 9:20, 10:35 A. M., and From Abington at 2.85, 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 Abington at 7 P. M. Doylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4 P. 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 CLARE, Agent.