SPIRIT OF THE PRESS.

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

FRANCE MOVING.

From the N. Y. Tribune. From now to the 26th of October, to which date Napoleon has prorogued his legislature, the Liberalism of France will pass an enforced, but, we trust, not an uneventful or unprofitable holiday. The agitation of reforms has not paused, and, since the effect of the Emperor's late concessions, has but little That the opposition to the imperial administration can, upon a question of demand for ministerial responsibility, count a strength original and acquired of 155 votes, argues that it has secured ground so firm that a conservative majority and the personal influence of the throne cannot wash it away. Thus is reform ordained beyond peradventure; the only question being as to the ultimate measure of liberal demands, and the sincerity of the proffered imperial concessions. Only one general programme, how-ever, will satisfy the French future, namely: that the Emperor shall keep on giving, and the opposition continue demanding. last gift and the last demand, in that case, would be the surrender of the Empire itself, The Legislature of France is curiously con-

stituted. It contains a class of democrats like Montpayroux and St. Hilaire, together with a group of democratic-radicals, so called, to which belong the most carnest men of France -Favre, Simon, Pages, Baucel, Pelletan, and the rest. In addition to these are a score or more of Liberals, who follow the lead of Thiers and Fould, and a party of Liberal-Im-perialists with M. Emile Ollivier as their recognized head. M. Schneider leads the band of Ministerial Conservatives, out of which M. Alfred Leronx has just been translated into the Cabinet. The ultra-Conservatives, represented in the Ministry by M. Bourbeau, have for spokesmen Baron David, Granier de Cas-sagnae, and M. du Miral, lately the author of a motion for interpellation apparently inspired by the Empire. A half-dozen Catholic Liberals, whose appellation alone is, according to the official paper of Home, an insult to reason, bring up the rear of those parliamentary forces. We need to say that the opposition to the empire on the question of ministerial responsibility was mustered not only out of the four classes to which the Democrats and Liberals belong, but from the conservative ranks also. The Baron de Mackau, to whom Napoleon lately addressed a letter, and the Duke de Mouchy, both conservatives. were among the signers of the Liberal demand.

It was in respect to this very considerable if not permanent opposition, that the Emperor, in a late message to the legislative body, set forth the half-dozen concessions which he is disposed to submit to that close corporation, the Imperial Senate. The first point of concession named by him refers to the right of the Legislature to make rules for itself and to elect its officers. The second is directed to the simplification of the methods of amendment, at present deliberately complicated and obstructed for Imperial purposes. The third would make it binding on the Government to submit to the Legislature all tariff amendments in treaties, but not to submit the body of the treaties themselves, as at first reported. Fourthly, the Emperor seems willing that the budget shall be voted on in chapter, thus giving to the Legislature an unusual, but, in view of the Mexican expedition, a very necesgary control over the details of the Imperial system of finance. His fifth proposal looks to the reconciliation of the position of deputy with the assumption of ministerial functions, in accordance with which view he has just taken two legislators into his Cabinet. Finally, he concedes an extension of the right of interpellation. By the present rule, every motion to address questions to the Government must be signed by five persons. and then be referred to the Minister of State, and by him directed to committees, when, if two committees of the Senate or four of the Legislative body see fit, the question in demand may be put before the Chamber. The tyranny of regulation under which the parliament of France was thus kept dumb has been so keenly felt that its emancipation now must be especially refreshing. Upon the series of proffered reforms the Emperor re-Upon the marks that they accord with the natural development of those which have been made time after time in the institutions of the Em-

The Imperial concessions are searcely the measure of the liberal demands; but their number and candor certainly indicate a crisis in the history of France. They cover the main part of the programme of the opposition, at least of its liberal front as distinguished from its democratic background. They demonstrate not the complaisance of the Emperor, although he is a studious servant of whatever is inevitable and incontrovertible in politics, but rather the strength and determination of the progressive sentiment of France. The late resolution of the Tiers-Parti demanding ministerial responsibility received not less than 125 signatures, and laid claim to thirty more, thus leaving the Government for the first time in its existence in a minority, and that, too, by as many as twenty-two votes. We repeat, then, that the Emperor's programme of concessions contains the terms of an extraordinary surrender. Neither the candid admission of the Emperor himself that the question at hand is between a liberal empire and revolution, nor the equally plausible confession of some of his advisors, can blind us to the force of this event. The Emperor has not only been suffered to surrender, but to some extent he has been deserted by his supposed friends, such, for instance, as Mackau and De Mouchy. The French are growing stronger as their Emperor grows older, and the recent events go to show that one fact may yet prove stronger than Empire. That fact is France

THE REPUBLICAN PARTY IN MIS-

SISSIPPL From the N. Y. Times.

We do not credit the current report ascribing to the President and General Sherman an intention to remove General Ames from the command of Mississippi "to insure impartiality" in the November election. The story is improbable for many reasons. General Ames has thus far administered the affairs of his district with firmness and equity. He has been neither remiss nor partisan. And inasmuch as the expressions of dissatisfaction that have been heard against him proceed from quarters which were until recently avowedly hostile to reconstruction, and now affect friendliness in order that they and the Democratic party may profit by the privileges which reconstruction brings, they are not likely to be respected by General Grant, the commander of the armies. The Republicans of the State are contented with General Ames' rule, and deem its continuance essential to the exercise of freedom and the maintenance

of order in the coming canvass. They know illiberal than his predecessors. We scarcely that under his administration impartiality will suppose that H. G. means it to be understood be secured, which is precisely what the other party do not want.

The same caution that is necessary in judging of the complaints against General Ames, is required to prevent misapprehension as to the position of the Republican party in Mississippi. The prevailing idea is, that there, as in Virginia, the party is divided—that in one case, as in the other, the terms "Radical" and "Conservative" signify opposing sections separated by some well-defined principle. There was ground for this separation in Virginia, where the proscriptive provisions of the Constitution were in controversy. There is an equally intelligible ground of contention in Tennessee, where continued disfranchisement or the immediate removal of disabilities is the issue to be determined by the election of Stokes or Senter. But in Mississippi no pretext of the kind exists. Those who, in the absence of a more ical" Republicans—comprising ninety-nine lundredths of the Republicans of the State have pronounced against proscription as de-cidedly as Walker in Virginia or Senter in Tennessee. They are the declared supporters of a liberal and conciliatory policy-ready to vote down the larsh provisions of the local constitution which, under General Grant's orders, will be submitted separately, and to make reconstruction the occasion of genuing pacification. In this respect the "radical" platform is unobjectionable, save to the enenies of the Republican party. It affirms only propositions to which the party throughout the country is pledged, and indicates a course of procedure in local affairs which commands

itself to all who would have the influence of

the State exerted in harmony with the Grant

administration.

As a matter of fact, then, the alleged Republican division in Mississippi does not exist. As a matter of principle, there is no room for division, since the distinctive points of policy in national and local affairs which elonged to the "conservative" organization in Virginia are embodied in the "radical" programme of Mississippi. That programme leaves nothing to be desired from the Republean point of view. What purports to be the "Conservative Republican" organization, therefore, is in this instance a mere pretense -a fraud by which opponents of the party, with a handful of its office-senking follower. to keep up appearances, seek to mislead the administration and wrest from honest friends of reconstruction the fenits of its success. The use of Mr. Dent's name is a part of the same device. By these agencies combined—the adoption of a "Conservative Republican title, and a professed willing ness to make Mr. Dent a candidate for th Governorship—it has been supposed that the influence of the administration might be wonover to the side which is really anti-Rapublican. A mistake so grave we cannot consider probable. For though not the duty of the Washington authorities to interfere with the election, or in any manner regulate the result, they are at least bound to secure fair play to the Republican party, and to do what the law permits to render the proceedings held under it final and satisfactory. They are not called upon to make common cause with the Repubican candidates, whoever they may be. But they cannot, without incurring serious responsibility, permit what may be designed to be neutrality to inure to the benefit of a combination hostile to the party whose triumph alone can bring peace to the State.

THE COMING COUNCIL.

From the N. Y. World, Is H. G. also among the prophets? "We desire to record a prediction," says the Tri-bune, "that the Ecumenical Council will either be postponed, or that its results will prove signally meagre and disappointing. Apparently, a few stray copies of some continental journals which have been discussing certain abstruse questions concerning the approaching council have found their way into the Tribune office, and being there perused by some one whose ideas concerning Catholic theology have been derived from a study, in early life, of "Maria Monk," "Fox's Book of Martyrs," and John Knox's sermons, have led to the production of that farrago of nonsense which appeared in the Tribune of last Monday morning, commencing with the prophecy we have quoted. If, by what the Tribune calls the "results" of the approaching council, it means the unanimous lecisions of the council in regard to the definition of articles of faith, then there is not the slightest danger that these results will be at all "meagre and disappointing" to any one save such people as the writers on the Tri-bane, and, had they taken the trouble to consult any well-informed Roman Catholic, layman or priest, they would have been informed that this is all that the council can do, all that it is expected to do, and all that any of the preceding councils have done, which is binding on the consciences of the faithful. The moment that one begins to talk about the possibility or probability of the council proclaiming a new dogma of faith, he displays his ignorance of the Roman Catholic theory of councils. That theory is that in the bosom of the universal Church reposes, and always has reposed, all truth; that to this nothing can added and nothing taken away: but that, from time to time, it is expedient to elucidate and develop this truth by affirmations and definitions, serving to rebut error. to expose misconceptions, and to crystallize logma into definite proportions. Thus it was not until the Church had been established for several centuries that the dogma of the Trinity, as accepted and believed by all orthodox Christians throughout the world at the present day, was defined by a general council. It was no new dogma; the Church had held it and taught it from the beginning; but, as errors had crept in concerning it for want of a precise definition, a council deemed it necessary that this precise definition should be made. The same is true of the entire body of Catholic belief, as set forth in the authoritative teachings of the Church to-day; and even what careless and superficial writers term the "new dogma of the immaculate conception of the Virgin' is a belief as old as the Church herself. The *Tribiane* displays at once its ludicrous ignorance of what it is talking about and the source of its conceptions of Roman Catholicism by saying that the Pope "might obtain the assent of the council to any dogma of speculative theology," but that he would have difficulty should be "wish the use of the steam engine interdicted to Catholics," The youngest student at any Catholic school could show the Tribune that, in the whole body of Roman Catholic theology, there is and can be nothing "speculative;" and, as it is well sometimes to answer a fool according to his folly, it may be sufficient to remind the Tribune that, as the art of steamboat navigation

was discovered by Blasco de Garay, a Spanish

Catholic, who ran a steamboat in the harbor of Barcelona in 1543, and as the Pope of that

day issued no bull against the engine, it is

that the Holy Ghost has communicated to him a special revelation concerning the "results" of the coming council-although what he says would bear that interpretation. If be has received any communication of that character, purporting to be from Heaven, it is much more likely to have come from the other place.

DEALING WITH VICE.

From the N. Y. Tvibune. What the State should try to do with those pervading vices which it cannot hope to eradicate, is a very grave problem, "Let them alone," says one school; "Prohibit them," says another; "Regulate them," cries a third. The subject is beset with difficulties. Prohibition does not absolutely prevent; regulation does not preclude forbidden irregularities; letting the vicious alone does not induce them to let others alone. The fact that all who felicitous designation, are known as "Rad- seek to profit by others' vices are in perpetual conspiracy against purity and innocence must not be ignored. Yet the World recklessly

Calveston proposes to try the legal regulation of the 'social evil.' The cut fathers think that they can control the abuse botter by treating it as a fact than by the cheap demonsiation and the impossible attempt to prohibit it. The enset of the move will be thoroughly observed. For the first time in any city, we believe, in the States, the evil is to be treated as something of which the law is to take actual and

-How untrue and unjust the above is, any one may assure himself by consulting the re-vised statutes of the State of New York. The acping of houses of ill-fame has the same legal cognizance" there as theft or murder. seduction and adultery are forbidden and punished, just as burglary and forgery are. It may be that this is not the wise thing to do: vet we do not see how to improve it. If called to mourn the ruin of one dear to us in a den of sexual depravity, we should not like to know that such a den was licensed by any law to which we had ever given even a passive assent. It seems to us that the State should at least admonish and forbid where it is incompetent to do more. We would have it able to say with a clear conscience to the victims of lust,

"Thou canst not say I did in." Never shake

Thy gory locks at me."

We believe it might and should do very much more. Were our laws vigorously administered, gaming-bouses and dens of ill-fame might be nearly driven from our city. This would not wholly suppress the vices therein sheltered, but it could not fail to circonscribe and render them far less prevalent. But gambling and prostitution are too fruitful of Democratic capital and Democratic votes to be thoroughly warred upon by such men as misrule our city.

By the way, gaming-houses were formerly licensed and public in Paris: but they are so no longer. Is the World familiar with the reasons which dictated the change?

SAMEO VERSUS JOHN CHINAMAN.

From the N. Y. Herald. The homely old adage that "Chickens come home to roost," when applied to those who meet with punishment or embarrassment as the consequence of their own acts, is verified in the case of the nigger-worshipping radicals of California. They have gone with their party for negro suffrage, for elevating the Southern negroes over the white people, and for the constitutional amendment putting all colors and races of men on an equality, and now they are alarmed at the consequences of their ultra-radicalism. They are likely to have as large a dose of the Chinese as they ve forced the Southern whites to swallow of the negro. They are sick at stomach in advance and in contemplation of the future. The Republican State Convention of California, in its platform of resolutions, emphatieally "opposes Chinese suffrage in any form. Like the radicals of other States of the North they magnanimously give the suffrage to the ignorant and brutal negro-to the lowest race of mankind-because they have scarcely any negroes among them; but it is quite another thing when the Chinese are in question. How illogical and inconsistent are these Republicans! Every one acquainted with history, as well as every physiologist, knows that the Chinese are a far superior and more intellectual race than the negroes. They were a civilized people when the nations of Europe were barbarians, and in many things we may yet learn from them. In some arts they are yet superior; in agriculture they have attained a high point of excellence, and in the social or domestic virtues they will compare with the most civilized people, and they have maintained an organized government and system of society from the earliest times to the present day, while the negroes have never emerged from barbarism, except where some degree of civilization has been forced upon them by the white man. We tell these California Republicans they must be logical in this matter. They cannot escape from the consequences of their own acts and the acts of their party. If the suffrage is not to be held exclusively by the white race of European stock, and if the negroes are to be put on an equality with our own intellectual race, the Chinese cannot be excluded. If we are to try the experiment of a mongrel republican empire, that race which stands next to the Caucasian cannot be placed beneath the negro, the lowest of all. Many of our radicals may yet live to be seriously troubled by the political and social monster they have raised.

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6 5 lm Ro. 750 MARKET Street - 731 not probable that Pius IX will be any more

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At 6:30 A. M., via Cam and Amboy Accom. \$2-25 At 8 A. M., via Cam and Jersey City Ex. Mail 3 00 At 2 P. M., via Camdon 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. R. R.
At 8 and 10 A. M., 12 M., 2, 3:30 and 4:30 P. M., for At 0:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and

11:30 P. M. for Bordentown, Florence, Buriington, Beverly, and Delanco. At 6:30 and 10 A. M., 12 M., 3:20, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton, The 11:30 P. M. line leaves Market Street Ferry PROM RENSINGTON DEPOT.
At 11 A. M., vis Kensington and Jersey City,

New York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 10:15 A. M. and 6 P. M. 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 2:30, 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 Cornwall's. Torresdale, Holmssburg, Tacony, Wissine ming, Brildesburg, and Frankford, and at 8 P. M. for Holmssburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, Via Connecting Rallway.

At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$5:25.

At 11:30 P. M., Emigrant Line. Fare, \$2.

At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Trenton.

ton. At 0:30 A. M., 4, 6:45, and 12 P. M. for Bristol. At 12 P. M. (Nignt), for Morrisville, Tullytown, Schenek's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, The Will A. M. of the and 12 P. M. Lines will run

BELVIDERE DELAWARE RAILROAD LINES. At 7-30 A. M. for Nisgara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrese, Wilkesbarre, Schooley's Mountain, etc. At 7:29 A. M. and 3:30 P. M. for Scranton, Strondsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, ste. The 2-30 P. M. sine compete direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc. At H A. M. and 5 P. M. for Lambertville and in-

termediate stations.
CAMBEN AND BURLINGTON COUNTY AND BERTON AND HIGHTSTOWN RAIL.

ROADS.
FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 40 A. M., 1, 216, 339, 8, and 6:30 P. M. for
Merchantville, Moorestown, Hartford, Masonville,
Halnesport, Nount Holly, Smithville, Evansville,
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. town, Cream Ringe, Hightstown, WILLIAM H. GATZMER, Agent.

FOR CAPE MAY, VIA WEST JERSEY RAIL-COMMENCING THURSDAY, JULY 1, 1959. Leave Philadelphia, foot of Market street, as fol-

9:00 A. M., Cape May Express, due 12:25. 3:18 P. M., Cape May Passenger, due 7:15.
3:18 P. M., Cape May Passenger, due 7:15.
4:00 P. M., Fast Express (commencing on Saturday, July 3), due 0:55 P. M.,
Sanday 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, 8 39 A. M., Morning Mail, due 10 06 A. M. 9 00 A. M., Fast Express (commencing on Mon-9-00 A. M., Fast Express (commencing on Monday, July 5), due 12-07.
5 60 P. M., Passenger, due 8-22 P. M.
Sanday 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 Cape May.

den 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 Giassboro leaves Philadeiphia 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, Milliville, 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.
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THROUGH TO ATLANTIC CITY IN 1½
HOURS.
TAKES EFFECT JULY 1, 1869. Through trains leave Vine Street Ferry as fol-

M.; returning, leave Atlantic City on Monday at Local trains leave Vine street:-Atco Accommodation. 10:15 A. M. Haddonneld do. 2:00 P. M. Hammonton do. 5:45 A. M. Returning, leave

Additional ticket offices have been located in the reading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Flith street. 5 29 D. H. MUNDY, Agent.

NORTH PENNSYLVANIA RAILROAD.—
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SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:—
At 745 A.M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Williamsport, Mahanoy City, Pittston, and Tunk-At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and At 145 F. M. (Express) for Bethlehem, Easton, Chunk, Wilkesbarre, Pittston, Scranton, and Hasteton. At 5:00 P M. for Bethlehem, Easton, Allentown,

and Mauch Chink.

For Doylestown at 8.45 A. M., 2.45 and 4.15 P. M.

For Fort Washington at 6.45 and 10.45 A. M., and For Abington at 1:15, 3:15, 5:20, and 8 P. M. For Lansdale at 6:26 P. M. Fifth and Sixth Streets, Second and Third treets, and Union Cky Passenger Rallways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9:00 A.M., 2:10, 4:40, and 8:25 From Doylestown at 8.25 A. M., 4.55 and 7.25 P. M. From Lansdale at 7.50 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. ON SUNDAYS.

Philadelphia for Bethlehem at 9-30 A, M,
Philadelphia for Doylestown at 2 P, M,
For Abington at 7 P, M,
Boylestown for Philadelphia at 8-30 A, M,
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NORTH, NORTHWEST, AND THE CANADAS. SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1869. Leaving the Company's Depot at Thirteenth and allowing streets, Philadelphia, at the following

hours:- MORNING ACCOMMEDIATION. At 7-30 A. M. for Reading, and all intermediate sta-lons, and Allentown. Returning, leaves Reading at 6 50 P. M.; arrives in Philadelphia at 9:15 P. M.

MORNING EXPRESS.

At 845 A. M. for Reading, Lebason, Harrisburg, Pottaville, Pinegrove, Tantaque, Starbury, Williamsport, Elmira, Rochester, Niegara Falls, Buffalo, ilkesbarre, Pittston, York, Carnale, Chambersburg, agerstown, etc. The 7:30 A. M. train connects at INDADING with

The 730 A. M. train connects at Rhadina with East Pennsylvania Rairoad trains for Alientown, etc., and the 845 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and FORT CLINTON with Catawissa Halroad trains for Williamsport, Lock Haven, Elimira, etc.; at HARRISBURG with Northern Central, Lumbertand Valley, and Schuykul and Susquehanna trains for Northumberiand, Williamsport, York, Chambersburg, Pinegrove, etc.

Leaves Philadelphia at 1250 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Real-ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 625 A. A., stopping at internediate stations; arrives in Physical bullet at 840 A.

M. Returning, leaves Philipping at 450 P. M.;

arrives in Pottstown at \$430 P. M.;

READING ACCOMMODATION.

Leaves Reading at 7-30 A. M., accoming at all way stations; arrives in Philadelphia at 10-15 A. M.; arrives in Reading at 8 P. M., and connects with the market train for Pottsville.

Trains for Pottsville.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Polisville at 9 A. M., arriving in Philadelbia at 1 P. M., Afternoon trains leave Harrisburg t 2 P. M., and Polisville at 245 P. M., acriving at Intradelphia at 6:45 P. M. handerphia at 648 P. M., hardsburg Accommodation leaves Reading at 5 A. M., and Harrisburg at 440 P. M. Connect-t at Reading with Afternoon Accommodation of the 630 P. M., arriving to Philodelphia at 945

Market train, with a passenger car attached, leaves Reading with accommodation train for Philadel-

phis and all way stations.

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

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:48, and 4:30 P. M. trains

points take the 7-20 A. M., 12-36, and 4-30 P. M. trains from Philadelphia. Returning from Downingtown at 6-10 A. M., 1-30 and 5-35 P. M.

Passengers for Skippack take 7-30 A. M., 4-30 and 5-35 P. M. trains for Philadelphia, returning from Skippack at 6-15 and 8-15 A. M. and 1-00 P. M. Singe lines for the various points in Persionen Valley connect with trains at Collegoville and Skippack.

NEW YORK EXPRESS FOR PHTISBURG AND THE WISST.

Leaves New York at 9-A. M. and 5 and 8 P. M., passing Rending at 1-05 A. M. and 5 and 9 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Hallond Express trains for Pursburg. Chicago, Williamsport, Elmira, Baltimore, etc.

more, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 350 and 550 A.M. and 1956 P.M., bassing Reading at 554 and 154 A.M. and 1956 P.M., and arriving at New York at 11 A.M. and 1950 and 5 P.M. Sleeping cars necompany these trains through between Jersey City and Pittsburg without change.

through be-ween Jersey City and Pillsburg without change.

A Mail train for New York leaves Harrisburg at \$10 A. M. and 205 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsyille at 030 and 1120 A. M., and 640 P. M., returning from Tamaqua at \$35 A. M., and 215 and 415 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 425 A. M. for Pinegrove and Harrisburg, and at 1219 noon for Pinegrove and Trains leave Authorn at \$25 A. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 6:20 P. M., and from Tremont at 6:45 A. M. and 7:40 P. M. TICKETS.

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

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

day only, are sold at Rending and intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the file of S. Bradford, Treasurer, No. 227 S. Fourth treet, 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.

EXCURSION TICKETS
From Philadelphia to principal stations, good for aturday, Sunday, and Monday, at reduced fares, to be had only at Callowbill streets. FREIGHT. e had only at the Ticket Office, at Thirteenth and Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Whiow streets.

MALES

Close at the Philadelphia Post Office for all places in the road and its branches at 5 A. M., and for the

principal stations only at 245 P. M.
FIGHT TRAINS
Leave Philadelphia daily at 485 A. M., 1245 noon, 5 and 745 P. M., for Beauing, Lebauon, Harrisburg, Pottsville, Port Clinton, and all points beyond. BAGGAGE.
Dungan's Express will collect baggage for all trains

eaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Tairteenth and Callowbill streets.

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 Markot streets thirty panutes before its departure. The Chesnut and Walnut streets cars run within one square of the Sleeping-car Tickets can be had on application

at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Dapot.

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.

will receive attention.

TRAINS LEAVE DEFOT, VIE.:

Mail Train

Paoli Accommodat'n, 10'80 A. M., 1'10 and 7'00 P. M.
Fast Line

Fire Express

11'50 A. M.
Harrisburg Accommodation

Language Accommodation

Language Accommodation

4'00 P. M. Harrisburg Accommodation 400 P. M.
Parkesburg Train 530 P. M.
Cincinnati Express 800 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 Paliadelphia at 12 clock. Philadelphia Express leaves dally. 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.

THAINS ARRIVE AT DEPOT, VIZ.:— Cincinnati Express. 3:10 A. M. Philadelphia Express 6:50 A. M. Paoli Accommodat'n, 8:20 A. M., 3:40 and 6:20 P. M.

Paoli Accommodat'n, 8-20 A. M., 5-40 and 6-20 P. M. Eric Mail	9-35 A. M.
Fast Line	9-35 A. M.
Parkesburg Train	9-10 A. M.
Lancaster Train	12-30 P. M.
Southern Express	4-20 P. M.
Southern Express	4-20 P. M.
Harrisburg Accommodation	9-40 P. M.
For further information, apply 10	
JOHN F. VANLEER, Jr. Ticket Agent.	
No. 841 CHESNUT Street.	
FRANCIS FUNK, Ticket Agent.	
No. 116 MARKET Street.	
SAMUEL H. WALLACE,	
Ticket Agent at the Depot.	

Ticket Agent at the Depot.

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

EDWARD H. WILLIAMS,

4 29 General Superintendent, Altoona, Pa.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN,
NORRISTOWN BAILROAD,
TIME TABLE,
On and after MONDAY, May 3, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-95, 10, 11, 12 A. M.,
1, 2, 334, 334, 4, 435, 5-66, 532, 6, 6)2, 7, 8, 9, 10, 11, 13
P. M.

P. D.
Leave Germantown at 6, 7, 7½, 8, 820, 9, 10, 11, 12
A. M., I. 2, 3, 4, 4%, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8 20 down train and 3½ and 5½ up trains will not stop on the Germantown Branch.

Leave Philadeiphia at 9:10 A. M., 2, 4:96, 7, and Leave Germantown at 8:15 A. M., 1, 3, 6, and 9%

P. M. OHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3M, 5%, 7, 9, and 11 P. M. Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M.,

Leave Philadelphia at 9-15 A. M., 2 and 7 P. M.
Leave Philadelphia at 9-15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and
9-25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 8, 714, 9, and 11-98 A. M., 15c, 3, 45c, 5, 55c, 65c, 8-05, 10-05, and 11-98 P. M. Leave Norristown at 5-40, 65c, 7, 754, 9, and 11 A. M., 15c, 3, 45c, 65c, 8, and 95 P. M. The 75 A. M. train from Norristown will not stop at Mogec's, Poits' Landing, Domine, or Schur's Landing, Points, 18-18, 18 The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken. ON SUNDAYS

Leave Philadelphia at 9 A. M., 256, 4, and 7% P. M., Leave Norristown at 7 A. M., 1, 5 M., and 9 P. M., FOR MANAXUNK.
Leave Philadelphia at 6, 7 M., 9, 8, and 11 M., 11 M., 5, 4 M., 5, 5 M., 6 M., 10 M., 12 M., 13 M., 12 M., 13 M., 14 M., 15 M.

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

WEST CHESTER AND PHILADELPHIA
OR AND RAILROAD, SUMMER ARRANGEMENT.
On and after MONDAY, April 12, 1869, Trains will
leave as follows:
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 726 A. M., 920 A.
On and M. & 416 P. M. 426 P. M., 715 and 1130

P. M., 4 36 P. M., 4 36 P. M., 7 18 and 11 30 Leave West Chester from Depot, on East Mar.

Leave Philadelphia for B. C. Junction and intermediate points at 12:30 P. M. aud 6:45 P. M. Leave B. C. Junction and intermediate points at 12:30 P. M. aud 6:45 P. M. Leave B. C. Junction for Philadelphia at 6:30 A. M. ned 1 45 P. M.

Trains leaving West Chester at 7 40 A. M. will step at B. C. Junction, Leani, Glen Hiddle, and Media: leaving Philiadelphia at 4 35 P. M. will step 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.

Leave Philadelphia for B. C. Junction at 7:15 Leave West Chester for Philadolphia at 7:45 A. Land 445 P. M.
Leave B. C. Junction for Philadelphia at 8:00
Leave B. C. Junction for Philadelphia at 8:00
WILLIAM C. WHEELER,
4195
General Superintendent.

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

fellows:-MAIL TRAIN leaves Philadelphia. 10:45 P. M.

Williamsport 8:15 A. M.

ERIE EXPRESS leaves Philadelphia 11:50 A. M.

Williamsport 8:50 P. M.

ELMIRA MAIL leaves Philadelphia 10:00 A. M.

Williamsport 8:50 P. M.

ELMIRA MAIL leaves Philadelphia 8:00 A. M.

Williamsport 6:50 P. M.

EASTWARD.

MAIL TRAIN leaves Erie 11:15 A. M.

Williamsport 12:20 A. M.

ERIE EXPRESS leaves Erie 6:25 P. M.

Williamsport 7:50 A. M.

ERIE EXPRESS leaves Erie 7:50 A. M.

ERIE EXPRESS leaves Erie 7:50 A. M.

Williamsport 7:50 A. M.

ERIE EXPRESS leaves Erie 8:625 P. M.

Williamsport 7:50 A. M.

ERIE EXPRESS leaves Erie 8:625 P. M.

ERIE EXPRESS Leaves Erie 8:625 P. M.

arrives at Phila

Mail and Express connect with Oil Crook and Alleghony River Ratiroad. Baggage abecked through.
ALFRED L. TYLER, General Superintendent

AUDITION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 SALE OF REAL ESTATE AND STOCKS.

SALE OF REAL ESTATE AND STOCKS.
On Tuesday.
July 27, at 12 o'clock, noon, at the Exchange, will include:
JEFFERSON AND CLARION COUNTIES—4740 acres
White Pine, and other timber lands.
GROUND RENTS—868, 851, 848 a year.
NINTH (South), Nos. 120 and 122—Store, Tavern, and
Dwelling. welling.
UTIS, Northwest of Girard avenue. Building Lot.
MARRIOTT, No. 522 Frame Dwelling.
FIFTEENTH AND WILLOW, Northwest cornerarge and Valuable 1 ding. CATHARINE, No. 1 Three Frame Dwellings. TWENT'S SECOND (South), No. 529 Genteel Dwell-

OTTER, No. 20 — Brick Dwelling and Frame Shop.
CHESNUT, No. 405—Tavern and Dwelling.
OAK LANE—Elegant Country Seat and Mansion, 9
teres, Montgomery country, Pennsylvania.
STOCKS, LOANS, ETU.
400 shares Union Passenger Railway Uo.
300 shares Green and Coctos Streets Passenger Railway
Company.

Jompany. 250 shares Chesnut and Wainut Streets Passenger Railay Company.

5 shares Central National Bank. ray Company.

5 shares Central National Bank.

5 shares Philadelphia and Southern Mail Steamship Co.

2 shares Franklin Institute.

\$155 Delaware Minisal Insurance Co.

\$2000 Chosnut and Walnut Streets Passenger Railway
longany Ronds.

\$1700 Reading and Ceiumbia First Mortgage Bonds.

\$1700 Reading and Ceiumbia First Mortgage Bonds.

\$5 shares Cua Township Line Turnpike.

\$ shares Eask of North America.

1 share Point Breeze Park.

\$100 starce Epper Economy Petroleum Co.

\$40 shares East Oil Creek Petroleum Co.

\$40 shares East Oil Creek Petroleum Co.

\$40 shares East Oil Creek Patroleum Co.

\$40 shares Northern Liberties National Bank.

\$1000 Cennecting Railroad Bonds.

\$5000 St. Louis, Vandalia and Terra Haute.

7 25 36

MARTIN BROTHERS, AUCTIONEERS, 1 (Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT Street, rear entrance from Minor.

Sale No. 2106 Mount Vernon street.
SUPERIOR HOUSEHOLD FURNITURE.
On Thesias Morning.
27th inst., at 10 o'clock, at No. 2006 Mount Vernon street, the superior parlor and chamber furniture, landsome sideboard, extension table, fine wax fruit, china and class etc.
7.25-34

Sale No. 529 Chosunt street.

HANDSOME WALNUT HOUSEHOLD FURNITURE,
FINE BRUSSELS AND OTHER CARPETS, SUPERIOR FIREPROOP SAFES, ELEGANT FRENCH
PLATE MIRRORS, ETC.
On Wednesday Morning,
At 10 o'clock, at the auction rooms, by catalogue, very
superior furniture, etc.

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

SUPERIOR HOUSEHOLD FURNITURE, FINE FRENCH PLATE MANTEL MIRROR, HIGH CASE CLOCK, FINE OARPETS, GOLD H. C. WATCH, 2 GOLD UHAINS, SILVER PLATE, ETC.

28th inst., at 10 o'clock, at No. 714 North Eighth street, by calalogue, by order of Administrator, the entire superior household furniture, sold silver forks, spoons and ladies, gold hunting case watch, 2 gold chains, etc.

May be seen early on the morning of sale.

723-5t

THOMAS BIRCH & SON, AUCTIONEERS CHESNUT Street, rear untrance No. 1107 Sansom street. C. D. MCCLEES & CO., AUCTIONEERS,

BUNTING, DURBOROW & CO., AUCTION-of Bank street. Successors to John B. Myors & Co.

L IPPINCOTT, SON & CO., AUGTIONEERS, BSCOTTS ART GALLERY, No. 1020 OHESNOT

K EENAN, SON & CO., AUCTIONEERS, NO