THE SEPTEMBER MAGAZINES.

"The Atlantic," From the paper on "Confucius and the Chinese" we take the following sketch of the great Chinese philosopher:-

He was born 551 B. c., and was contemporary with Ezra, Pythagoras, and Thales. About this time occurred the return of the Jews from Babylon, and the invasion of Greece by Xerxes, His descendants have always enjoyed high privileges, and there are now some forty thousand of them in China, seventy generations and more removed from their great ancestor. His is the oldest family in the world, unless we consider the Jews as a single family descended from Abraham. His influence, through his writings, on the minds of so many millions of human beings is greater than that of any man who ever lived. excepting the writers of the Bible; and in saying this we do not forget the names of Mohammed, Aristotle, St. Augustine, and Luther. So far as we can see, it is the influence of Confucius which has maintained, though probably not originated, in China, that profound reverence for parents, that strong family affection, that love of order. that regard for knowledge and deference for literary men, which are fundamental principles underlying all the Chinese institutions His minute and practical system of morals studied as it is by all the learned, and constituting the sum of knowledge and the principle of government in China, has exerted and exerts an influence on that innumerable people which it is impossible to estimate, but which makes us admire the power which can comnate from a single soul.

To exert such an infinence requires greatness. If the tree is to be known by its fruits, Confucius must have been one of the muster minds of our race. The supposition that a man of low morals or small intellect, an impostor or an enthusiast, could thus influence the world, is a theory which is an insult to human nature. The time for such theories is happily gone by. We now know that nothing can come of nothing—that a fire of straw may make a bright blaze, but must necessarily soon go out. A light which illumi-nates centuries must be more than an ignifatuus. Accordingly we should approach Confucius with respect, and expect to find something good and wise in his writings. It is only a loving spirit which will enable us to penetrate the difficulties which surround the y, and to apprehend something of the genius of the man and his teachings,

re is no immediate danger of becoming llowers, we can see no objections to course, which also appears to be a of mental hospitality, eminently in ance with the spirit of our own Master. afucius belongs to that small company ect ones whose lives have been devoted moral elevation of their fellow-men. dg them he stands high, for he sought aplant the purest principles of religion onorals in the character of a whole people, and succeeded in doing it. To show that this was his purpose, it will be necessary to give a brief sketch of his life.

His ancestors were eminent statesmen and soldiers in the small country of Loo, then an independent kingdom, now a Chinese province. The year of his birth was that in which Cyrus became king of Persia. His father, one of the highest officers of the kingdom, and a brave soldier, died when Confucius was three years old. He was a studious boy, and when fifteen years be gingerly dealt with. A sensitive imaginaold had studied the five sacred books called Kings. He was married at the age of nineteen, and had only one son by his only wife. This son died before Confucius, leaving as his posterity a single grandchild, from whom the great multitudes of his descendants now with fiends whose bestial grotesquein China were derived. This grandson was ness of shape and ferocity of torment second only to Confucius in wisdom, and was make one shudder, is a coarse obscenity, a the teacher of the illustrious Mencius.

The first part of the life of Confucius was spent in attempting to reform the abuses of society by means of the official stations which he held, by his influence with princes, and by travelling and intercourse with men. The second period was that in which he was recalled from his travels to become a minister in his native country, the kingdom of Loo. Here he applied his theories of government, and tested their practicability. He was then fifty years old. His success was soon apparent in the growing prosperity of the whole people. Instead of the tyranny which before prevailed, they were now ruled according to his idea of good government-that of the father of a family. Confidence was restored to the public nind, and all good influences followed. the tree was not yet deeply enough rooted to resist accidents, and all his wise arrangenents were suddenly overthrown by the caprice of the monarch, who, tired of the astere virtue of Confucius, suddenly plunged nto a career of dissipation. Confucius reigned his office, and again became a wanderbut now with a new motive. He had efore travelled to learn, now he travelled to each. He called disciples around him, and, o longer seeking to gain the ear of princes. e diffused his ideas among the common peole by means of his disciples, whom he sent out everywhere to communicate his doctrines. , amid many vicissitudes of outward forne, he lived till he was seventy-three years ld. In the last years of his life he occupied imself in publishing his works, and in diting the Sacred Books. His disciples had come very numerous, historians estiating them at three thousand, of whom five undred had attained to official station, venty-two had penetrated deeply into his stem, and ten of the highest class of mind ad character were continually near his person. of these, Hwuy was especially valued by him, having early attained superior virtue. He requently referred to him in his conversa-ons. "I saw him continually advance," dd he, "but I never saw him stop in the ath of knowledge." Again he says:-"The isest of my disciples, having one idea, nderstands two. Hwuy, having one, nderstands ten." Another of the se-Hwuy, having one,

e grave of Confucius, wherein to mourn for m after his death. The life of Confucius was thus devoted to mmunicating to the Chinese nation a few eat moral and religious principles, which he lieved would insure the happiness of the ople. His devotion to this aim appears in

et ten disciples, Tszee-loo, was rash

d impetuous like the Apostle Peter.

other, Tszee-Kung, was loving and tender the Apostle John; he built a house near

writings. Thus he says: -"At fifteen years, I longed for wisdom. At irty, my mind was fixed in the pursuit of it. forty, I saw clearly certain principles. At ty, I understood the rule given by heaven. sixty, everything I heard I easily underood. At seventy, the desires of my heart

longer transgressed the law. "If in the morning I hear about the right y, and in the evening I die, I can be happy. He says of himself:-"He is a man who ough his earnestness in seeking knowledge gets his food, and in his joy for having nd it loses all sense of his toil, and thus cupied is unconscious that he has almost ached old age."

Again:-"Coarse rice for food, water to drink, the bended arm for a pillow, happiness may be enjoyed even with these; but without virtue both riches and honor seem to me like

the passing cloud." The great principles which he taught were chiefly based on family affection and duty. He taught kings that they were to treat their subjects as their children; subjects to respect the kings as parents; and these ideas so penetrated the national mind that emperors are obliged to seem to govern thus, even if they to not desire it. Confucius was a teacher of reverence—reverence for God, respect for parents, respect and reverence for the past and its legacies, for the great men and great ideas of former times. He taught men also to regard each other as brothren, and even the olden rule, in its negative if not its positive orn, is to be found in his writings. Curiously enough, this teacher of reverence

vas distinguished by a remarkable hump on he top of his head, where the phrenologists inve placed the organ of veneration. Rooted in his organization, and strengthened by all his convictions, this element of adoration seemed to him the crown of the whole moral nature of man. But, while full of veneration. he was absolutely deficient in the sense of spiritual things. A personal God was unknown to him so that his worship was directed, not to God, but to antiquity, to ancestors, to propriety and usage, to the State us father and mother of its subjects, to the culer as in the place of authority. Perfectly sincere, deeply and absolutely assured of all that he knew, he said nothing he did not beheve. His power came not only from the depth and clearness of his convictions, but from the absolute honesty of his soul.

We quote a portion from the article on "The Genius of Dore:"-

The dominating trait of Dore is fiendish horror. That which devils most enjoy he most heartily depicts. Added to this is a fecundity of invention and a darksome flow of creative power; which place him the foremost of his terrible kind. Even Dante, cured in media val notions of theology and olities, finds some springs of tenderness. ad always of faith, in his soul. But Doze, n translating his "Inferno into pictorial rench, discards all humanity, and presents the horrors of the Dante-que imagery in forms more appalling than the original. Lefore him we got no entirely adequate con-ception of diabolism. Other interpreters of Dante had given glimpses of its features in a grand way, but it was reserved to Dore to let s into its utter horror. He finds in it a satisfaction alon in depth to the costney which prompted the celestial visions of Fra Angelico. It is no coldly studied design, but a sponta-neous outflow like seething lava. Alike re-markable is the unceasing activity of his phantom creations; they are supernaturally endowed with vitality. He transforms all ma-ture into demoniacal forces in keeping with the weird scenery evoked by his imagination, In the "Wandering Jew," untrammelled by the necessity of illustrating the ideas of another, he gives his own freer play. The powers of darkness are let loose. Heaven itself catches the vindictive spirit of hell, This is art undergoing the delirium tremens, with ravings as blasphemous as they are foul and hideous. This may seem harsh judgment; but an art that distorts and misrepresents the divine attributes, engendering hate or fear in place of love or charity, is not to tion cannot look on it without risk of night mare. In almost every sense it is unwhole some art. Coupled with the cruelty that enjoys human suffering in its most exeruciating conditions, and peoples the world witty licentionsness, the spiritual element in its mocking aspect, which comes naturally in such company. The laseivious pretty is not found in his compositions. Dore's intellect is too deep for light sins. With him there is no dainty disguise or tempting display, but plain, outspoken passion, lust, and indifference to virtue. The four hundred and twentyfive cuts of the "Contes Drolatiques" form a unique monument to his brilliant debauchery of design; a consuming fire to the weak in morals; a wonderful masterwork of invention to the well-trained brain which can appreciate its wit and satire without being conaminated by its smut; and an object of disgust to the one-sided pious mind. * * *

As a landscapist, Dore shows qualities of interpretation that place him above all others of his school. Thus far I know it only by designs like those of Atala. But these manifest his consciousness of the sublime in a remarkable degree. They are ideal compositions interpenetrated with the gloom and mystery of a nature torn by her own wrath, terrified by her own mystic solitude, in general dissociated from man, or when associated with him, akin to his fellest passions, untamed and savage as he was before civilization began. They realize our conceptions of primal creation. There is no caricature in them, but a vast creative or disturbing sense, which makes and destroys with equal facility. Dore grasps the formative idea and shapes his creations to express the animating feeling. It is organic spirit even more than nature that we see in his designs. He thus insists upon the high-est triumphs of art. One who does this may not always be, or intend to be, perfect in drawing, or exact in perspective. If, like Dore, one works immensely, he will often be careless and superficial. We find Dore sometimes blundering in details, weak in consequence of departing from his immediste fields of strength, but almost always making apparent the intended idea and artistic effect. Dealing largely with the supernatural and with caricature, he must exaggerate known forms, or invent new, to create the impressions he has in view. He cannot, therefore, be bound down to the ordinary rules of realistic art. His success depends on his being free of them at will. The grotesque, terrible, and supernstural, or the sublime, have a law unto themselves. An artist who can do what Dore does in this line attains his nins by means at the command only of genius. His deficiencies are those also of genius, and go to prove his intrinsic great-

Dore's art is great. Is it good? It need not be Christian in a nice sense to be this, but it should be natural, truthful, humane. It should also possess the instinct of the beautiful. His art has scarcely a trace of these qualities. Much of it is heartless, sensual, and perverse. It refuses to elevate, instruct, or even amuse, except the mind, like the art, be given to obscene, cruel, or mocking levity; preferring to excite emotions that have in them little that is pleasurable or refining. The general tendency is to deepen and strengthen those proclivities of French art which most need pruning and

PHILADELPHIA RASPBERRY, JUCUN PHILADELPHIA RASPBERRI, JUCUA DA, Agriculturist, and other Strawberry; Lawton Blackberry Plants; Hartford, Concord, and other Grap Vines. For sale by C.S. & C.E. FLETCHER, Delanco, N. J.

RAILROAD LINES!

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing-ton avenue as follows:— Way Mail Train at \$39 A. M. (Sunday excepted).

for Baitimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington or Crisseid and Intermediate stations.

Express Train at 12 M. (Sundays excepted), for callimore and Washington, stopping at Wilmington, berryville, and Havre-de-Grace. Connects at Wil-

Perryville, and Havres-de-Grace. Connects at Wil-mington with train for New Castle. Express Train at 4-90 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elixon, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Begewood, Magnolia, Chase'a, and Stemmer's Run. Night Express at 11 an P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newark, Elixon, North-Bast, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

and Magnelia.

Passengers for Fortress Monroe and Norfolk will also the 1900 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Winnington, Leave Philadelphia at 1100 A. M., 220, 500, and 700 P. M. The 500 P. M. Train connects with Dem-ware Railroad for Harrington and intermediate

were Kalifold for Harrington and Intermediate Stations.

Leave Wilmington 6:30 and 8:18 A. M., 1:48, 4:15, and 7:60 P. M. The 8:16 A. M. Train will not stup between Chester and Palladelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommonation Trains Sundays excepted.

From Haltmore to Philadelphia—Leave Baltimore 7:20 A. M., Way Mail; 9:30 A. M., Express; 2:33 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN PROM HALTIMORE, Leaves Baltimore at 7:30 P. M., suppostant Mars.

Leaves Battimore at 7 to P. M., monoring at Mag-nolla, Perryman's, Aberdsen, Havre-in-Grace, Per-ryville, Charlestown, North-East, El-ton, Newark, Smaton, Newport, Williagton, Claymont, Linwson,

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

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

Leave Philadelphia for Port Deposit (Sandava excepted) at 7 to A. M. and 455 P. M. Leave Palladelphia for Chaods Ford at 750 P. M. Leave Palladelphia for Chaods Ford at 750 P. M. Stations by Many Stop at all Markets by

The Too A. M. train will stop at all stations be-ween Philadelphia and Lamokin.

A Proght Train, with Passegrer Car attached.
Ill leave Philadelphia daily (except Sandays) at the P. M., running to Oxford. the P. M., remning to Oxford.
Leave Post Deposit for Philadelphia (Sundays expited) at 540 A. M., 325 A. M., and 220 P. M. 2000 Chadd's Ford for Philadelphia at 645 A. M. A Sunday Train will leave Philadelphia at 820 A. M. A Sunday Train will leave Philadelphia at 820 A. M. France Stave and intermediate stations. Reprinting, will leave West Grove at 420 P. M.
Trains leaving Witnington at 620 A. M. and 226 P. M. Will contest at amount Junction with 700 A. M. and 220 P. M. Trains for Baillington Central End.

of 4 20 P. M. Trains for Bastlmore Central Rais-Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesmat 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 parriage checked at their resi-dence by the Union Transfer Campany, H. F. KENNEY, Superintendent.

PHHADELPRIA, GERMANTOWN, AND NOR-RISTOWN HARLROAD.
TIME TABLE.
POR GERMANTOWN,
Leave Philodolphia at 6, 7, 8, 9, 95, 10, 11, 12, A, M.,
1, 2, 55, 55, 4, 495, 596, 55, 6, 6, 7, 8, 9, 10, 11, 12
1, M.

P. M.
Leave Germantown at 6, 7, 7 %, 8, 829, 9, 10, 11, 12
A. M., 1, 2, 5, 4, 4 %, 5, 5 %, 6, 6 %, 1, 8, 9, 10, 11 P. M.
The 820 down train and 3% and 5% up trains will not step on the Germantown Branch.
ON 80 NDAYS.
Leave Philadelphia at 9 15 A. M., 2, 405, 7, and 10% P. M.

P. M. CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD,
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3 ½, 5 ½,
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 Philadelphia at 2:15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philade phis at 6, 745, 9, and the 5 A. M., 136, 446, 5, 546, 646, 805, 1005, and 1156 P. M. Leave Norristown at 5 40, 645, 7, 744, 9, and 11 A. d., 156, 3, 456, 65, 8, and 956 P. M. The 7% A. M. train from Norristown will not step Mogee's, Potts' Landing, Domino, or Schur's The 5 P. M. train from Philadelphia will stop only

at School lane, Manayunk, and Conshohocken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 23, 4, and 73; Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

FOR MANAYUNK. FOR MANAYUNK.

Leave Philadelpnia at 6, 7½, 9, and 11:05 A. M., 13; 3, 4½, 5, 5½, 6½, 8:05, 10:05, and 11:35 P. M.

Leave Manayank at 6:10, 7, 7½, 8:10, 9½, and 11:½

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 Manayank.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 236, 4, and 7½ P. M. Leave Marayunk at 7½ A. M., 1½, 6, and 9½ P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets,

FOR CAPE MAY, VIA WEST JERSEY RAIL COMMENCING THURSDAY, JULY 1, 1889.

Leave Philadelphia, foot of Market street, as fol-

8 15 P. M., Cape May Passenger, due 7:15. 4-00 P. M., Fast Express (commencing on Satur-day, July 8), due 6-55 P. M. Sunday Mail Train leaves at 7:15 A. M., due 10-45. Cape May Freight leaves Camden Gally at 9-20

RETURNING, TRAINS LEAVE CAPE MAY, 6:30 A. M., Morning Mail, due 10:06 A. M. 8:00 A. M., Fast Express (commencing on Mon-

day, July 5), due 12:07.

5:00 P. M., Passenger, due 8:22 P. M.

Sunday Mail Train leaves Cape May at 5:10 P. M.

Cape May Freight Train leaves daily at 6:40 A. M.

TIOKETS.

Annual Tickets, \$500; Quarterly Tickets, \$50; to

be had only of the Treasurer, at Camden. 20 Cou-pon Tickets, \$40; 10 Coupons. \$25. Excursion Tickets, \$5, for sale at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Cam-

den and Cape May.

For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 500 A. M., mail, and 330 P. M., passenger.

An accommodation train for Woodbury, Mantua, Baynsbore, and Glassbore leaves Philadelphia daily at 6 00 P. M. Returning, leaves Classboro at 20A. M. Commutation books of 100 checks each, at reuced rates, between Philadelphia and all sta-

For Cape May, Miliville, Vineland, etc., etc., 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.

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

Through trains leave Vine Street Ferry as fol-Atlantic Accommodation

LEAVE ATLANTIC CITY.

Atlantic Accommodation.

Express, through in 1% hours.

Freight (with passenger car).

Matternal Accommodation. ...6.06 A. M. ...7.24 A. M. ...11.60 A. M. ...4.17 P. M. Special Excursion An extra Express train (through in 1% hours) will leave Vine Street Ferry every Saturday at 200 d.; returning, leave Atlantic City on Monday at Local trains leave Vine street:-Atto Accommodation. 10:15 A. M. Haddonfield do. 2:00 P. M. Hammonton do. 5:45 A. M.

Returning, leave Ateo 12:15 noon.

Haddonfield 2:45 P. M.

Hammonton SUNDAY MAIL TPAYS 6:40 A. M. Haddonned.

Hammonton
SUNDAY MAIL TRAIN
Leaves Vinestreet
800 A. M.
Leaves Atlantic
Fare to Atlantic City, \$2. Round trip tickets, good for the day and train on which they are issued. sued. \$3.

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

D. H. MUNDY, Agent.

RAILROAD LINES.

RAILROAD LINES.

1869. FUR NEW YORK... THE CAMDEN AND AMBOY AND PHILADELPRIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

FROM WALNUT STREET WHAPS.
At 8:30 A. M., via Camden and Amboy Accom, \$2:25 At 8 A. M., via Camden and Amboy Sxpress. . 3:00 At 2 P. M., tor 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 Trepton. Trepton. At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 8, 7, and

1100 P. M. for Bordentown, Florence, Burlington, Beverly, and Dolanco. At 6:30 and 10 A. M., 12 M., 3:39, 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

(upper side).

PROM RENSINGTON DEPOT.

At 11 A. M., via housington and Jersey City,
New York Express Line. Fare, \$3.

At 7-30 and 11 A. M., F35, 3-6, 3nd 5 F. M. for
Trenton and Bristol, and at 10 18 A. M. and 6 P. M. A17-39 and H A. M., 230 and 5 P. M. for Morrisville and Tullytown. At 5:30 and 10:15 A. M., and 2:30, 5, and v P. M.

At 5:30 and for 15 A. M., and 2:30, 5, and & P. M. for Schenek's are Eddington.
At 7:31 and 10:15 A. M., 2:30, 4, 5, and 8 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissin ming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations.
FireM WEST PHILADELPHIA DEPOP,
VIA Connecting Rellway.
At 2:30 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Pare, \$1:25.
At 11:30 P. M., Emigrant Line. Face, \$2.
At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Trenton.

at 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol. At 12 1. M. (Night), for Morrisville, Tallytawn, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridasburg, and Frankford.
The way A. M., 645 and 12 P. M. Mues will run. The 9-30 A. M., 6-45 and 12 P. M. Lindally. All others, Sundays excepted, BELVIDERE DELAWARE RAILROAD LINES.

FROM RENSINGTON DEPOT.

At 7:30 A. M. for Pargara Falls, Buffale, Dunkirk, Elmira, Ithaca, Owago, Rocuester, H. m. Lamion. Oswego, Syracuse, Oreat Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton. Strondsburg, Water Cap, Belvidere, Easton, Lambertville, Flomington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Churk, Allentown, Bethlehem, etc.

At 11 A. M. and 5 P. M. for Lambertville and the

At I A. M. and & P. M. for Lambertville and in-termediate stations CAMBEN AND BURLENGTON COUNTY AND MBERTON AND HIGHTSTOWN RAIL ROADS,
FROM NARRET STREET FRENT (CFFER SIDE).
At 7 and 10 A. M., 1, 2 15, 30h, 8, and 6 35 P. M. for Merchantville, Moorestown, Hantford, Mas myline, Hainesport, Mount Holly, Smithville, Ewansville,

Vincentown, Birmingham, and Pemberton At 10 A. M., for Lewistown. Wrightstown, Cookstown, New Fgypt, and Hornerstown.
At 7 A. M., 1 and 350 P. M. for Lewistown, Wrightstown, Capastown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharou, and

Hightstown. WILLIAM H. GATZMER, Agent. DERNSYLVANIA CERTRAL RAILBOAD.

SUMMER TIME.

The trains of the Fennsylvania Central Reffrond leave the Fepot, at "HIRTY-TRST and AFARET Streets, which is reached directly by the Marson street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesaut and Walnut streets cars run within one square of the Beyon.

Bepot.
Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut street, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders lett at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

Philacelphia Express, 12 night.

Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 nights.

Hiddelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured as a bargage delivered, by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ .: -Cincinnati Express 8 10 A. M. Philadelphia Express 8 50 A. M. Paori Accommodat n. 8 20 A. M., 3 40 and 6 20 P. M. Paint deights Express . 6-50 A. M.
Paoit A ecommodat'n, 8-20 A. M., 3-40 and 6-20 P. M.
Brie Mail . 9-35 A. M.
Fapt Line . 9-36 A. M.
Parkesburg Train . 9-10 A. M.
Luneaster Train . 12-30 P. M.
Erie Express . 4-20 P. M.
Erie Express . 4-20 P. M.
Southe'n Express . 4-20 P. M.
Southe'n Express . 6-40 P. M.
Harrisburg Accommodation . 9-40 P. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHES NUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MarkET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Ponnsylvania kallroad Company will not assume any risk for Bargage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value, All Haggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.
FDWARD H. WILLIAMS,
4-29 General Superintendent, Altoona, Pa.

4 29 General Superintendent, Altoona, Pa. WEST CHESTER AND PHILADELPHIA MENT.-On and after MONDAY, April 12, 18:09, Trains will leave as follows:—
Leave Philadelphia from New Depot, THIRTYFIRST and OHESNUT Streets, 7.25 A. M., 9.30 A.
M., 2.30 P. M., 4.16 P. M., 4.35 P. M., 7.15 and 11.30

F. M.
Leave West Chester from Depot, on East Market street, at 625 A. M., 725 A. M., 740 A. M., 1940
A. M., 155 P. M., 450 F. M., and 645 P. M.
Leave Philadelphia for B. C. Junction and Intermediate points at 1230 P. M. and 545 P. M. Leave
B. C. Junction for Philadelphia at 530 A. M. and

Train leaving West Chester at 740 A. M. will step at B. C. Junction, Lenni, Glen iciddle, and siedia; leaving Philadelphia at 4:35 P. M. will step at Media. Glen Hiddle, Lenni, and B. C. Junction. Patsengers 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 Fhiladelphia at 4:35 P. M., and will chunge cars at B. C. Junction.

thange cars at H. C. Junetion.

The Depot in Philadelphia is reached directly by
the Chesrut and Walnut streets cars. Those of
the Market street line run within one square. The both lines connect with each train upon its

ON SUNDAYS. Leave Philadelphia for West Chester at 8:00 A. Leave Philadelphia for B. C. Junction at 7:15 Leave West Chester for Philadelphia at 7:45 A.

i. and 445 F. M.
Leave B. C. Junction for Philadelphia at 8:00
Leave B. C. Junction for Philadelphia at 8:00
Leave B. C. Junction for Philadelphia at 8:00
Leave West Manual Structure of the philadelphia at 8:00
Leave West Manual Structure of the philadelphia at 8:00
Leave West Manual Structure of the philadelphia at 8:00
Leave B. C. Junction for Philadelphia at 8:00
Leave B. C. Leave B. PHILADELPHIA AND ERIE RAILROAD.—
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, BARRISBURG, WILLIAMS. BALTIMORE, HARRISBURG, WILLIAMS-PORT, AND THE GREAT OIL REGION OF PENNSYLVANIA.

Elegant Siceping Cars on all Night Trains. On and after MONDAY, April 25, 1865, the trains on the Philadelphia and Eric Raifroad will run as relieved.

WESTWARD.

on the Philadelphia WESTWARD.

follows:— WESTWARD.

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.

Williamsport 8-50 P. M.

ELMIRA MAIL leaves Philadelphia 8-00 A. M.

Williamsport 6-60 P. M.

arrives at Lockhaven 7-45 P. M.

MAIL TRAIN leaves Eric . 11 15 A. M. Williamsport 12 29 A. M. arrives at Philadelphia 925 A. M 4.10 P. M.

Mail and Express Connect with Oil Creek and Allegheny River Railroad. Baggage checked through. Al.FRED L. TYLER,

RAILROAD LINES.

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

VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS,
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, JULY 15, 1569. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours;—

MORNING ACCOMMODATION.

At 730 A. M. for Reading, and all intermediate sta-tions, and Allentown. Returning, leaves Reading at 630 P. M.; arrives in Philadelphia at 245 P. M.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pettsville, Pinegrove, Tamaqua Sindourt, Williamsport, Elmira, Rochester, Niagura Falls, Buifalo, Wilkeabarre, Preston, York, Carlisle, Chambersburg, Hagerstown, etc.
The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trans for Alientawn, etc., and the 845 A. M. train conficus with the Lebanon Valley train for Harrisourg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Endra etc.; at HAR-RISBURG with Northern Central Comberland Val-ley, and Schuylkill and Snequelatina trains for Northumberland, Williamsport, York, Chambers-burg, Pinegrove, etc.

Leaves Philadelphia at 2-20 1. Al. for Reading, Pottsville, Harrisburg, etc., committing with Reading and Columbia Rairoad traces for Columbia, etc. POTTSTOWN ACCOM SPATION.

Reighna at 10-15 A. M.,

Heturaing, leaves Philadelp in at 5-15 P. M.; arrives in Reading at 8 P. M., a real Poitsville at 5-30

Trains for Philadelphia leave burnsburg at 840 A. , and Pottsville at 9 A. M., and the in Philadelin at 1 P. M. Afternoon to a pave Harrisburg S P. M., and Pottsville at 2 S P. M., arriving at the ciprus at 645 P. M.

Philadelphia at 645 P. M.
Harrisburg Accommodation beives Reading at 745 A. M., and Harrisburg at 400 P. M. Connecting at Reading with Affect of Accommodation south at 640 P. M., arriving a Functiophia at 245 M. Market train, with a passenger our atlacted, leaves Finisely that 1245, noon, for Polystile and all way stations; leaves Poutsville at 5 - 0.1. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

ma and an way stations.
All the above trains run dall. Sandaya excepted.
Sunday trains leave Polisying at S.A. M., and
Thindelphia at 3-15 P. M. Leave Philadelphia for

Philadeiphia at 8-15 P. M. Leave Philadeiphia for Reading at 8 A. M.; returning from Reading at 425 P. M.

CHESTER VALLEY RAUDOAD.

Passengers for Downingtown and intermediate points take the 7-20 A. M., 1245, and 4-30 P. M. trains from Philadeiphia. Returning from Downingtown at 6-10 A. M., 1-00 and 5-45 P. M.

PERKIOMEN RAUDOAD.

Passengers for Scippack take 7-30 A. M., 4-30 and 5-15 P. M. trains for Philadeiphia, restraing from Skippack at 6-15 and 8-15 A. M. and 1-30 P. M. Stage lines for the various points in Porkiomen Valley connect with trains at Collegevine and Scippack.

NEW YORK EXPRESS FOIL PRITISBURG AND THE WEST.

Leaves New York at 9 A. M. and bands P. M., passing leading at 1-35 A. M. and bands P. M., passing leading at Harrisburg with Pomsylvania and Northern Central Railrond Express trains for Pittsburg, Chicago, Williamsjort, Edulra, Baltimore, etc.

Returning Express train leaves Harrisburg on

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Putsburg at 350 and 550 A. M. and 1050 P. M., passing Reading at 544 and 731 A. M. and 1250 P. M., and arriving at New York at 11 A. M. and 1250 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, Trains leave Pottsville at 6-30 and 11-30 A. M., and 6-40 P. M., returning from Tamaqua at 8-35 A. M., and 2-15 and 4-15 P. M., SCHUYLKILL AND SUSQUEHANNA RAUROAD.

Trains leave Anburn at 845 A. M. and 320 P. M. for Finegrove and Harrisburg, and at 1240 noon for Pinegrove and Tremont, returning from Harrisburg at 745 A. M. and 340 P. M., and from Tremont at 645 A. M. and 550 P. M.

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

cursion Tickets from Philadelphia to Reading

and intermediate stations, good for one day only, are sold by Morning Accommonation, Market Train ng and Pottstown Accommodation Trains, at reduced rates.
Excursion Tickets to Philadelphia, good for one day only, are sold at Rending and intermediate sta-tions by Rending and Pottstown Accommodation Frams, at reduced rates,

The following tickets are obtainable only at the office of S. Bradford, Trensuver, No. 237 S. Fourth street, Physicalphia, or of G. A. Nicolis, General Superintendent, Reading, COMMUTATION TICKETS,

At 25 per cent, discount, between any points destred, for families and firms.

MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$5270

each, for families and tirms 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 Thirdeenth and Callowhill streets. FREIGHT.

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

MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at h. M., and for the principal stations only at 2:15 P. M.
FREIGHT TRAINS
Leave Philadelphia daily at 4:25 A. M., 12:45 noon, 5 and 7:15 P. M., for Reading, Lebacon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

RAGGAGE.

BAGGAGE. Dungan's Express will collect beggage for all trains caving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth

and Callowhall streets. NORTH PENNSYLVANIA RAILROAD,
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT PITTSTON, TUNKHANNOCK, AND

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

At 7.45 A. M. (Express) for Bethlenem, Allentown, Manuel Chunk, Hazieton, Williamsport, Wilkesbarre, Mahanoy City, Fittston, and Tunk-At 945 A. M. (Express) for Bethlehom, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and At 145 P. M. (Express) for Kethiehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton. 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.
For Fort Washington at 6:45 and 10:45 A. M., and 20 P. M. For Abington at 1:15, 3:15, 5:20, and s P. M. For Lansdale at 0:20 P. M. Fifth and Sixth Streets, Second and Third Streets, 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 From Doylestown at 8.25 A. M., 4.55 and 7.05 P. M. From Lansdale at 7:30 A. M. From Fort Washington at 9:20, 10:35 A. M., and From Abington at 2:35, 4:35, 6:45, and 9:35 P. M.

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 8 30 A. M. Bethlehem for Philadelphia at 4 F. M.
Abington for Philadelphia at 8 F. 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, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

E. COLEMAN,

AUD FION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

Executor's peremptory sale at Pier No. II, Port Richmond, Philadelphia, GANAL, BOAT, CAT HARINE LOGAN.

Con Wednesday Afternoon,
August 25, at as 3 o'clock, without reserve, at Pier No. II. Fort Reimond, one-half interest in the canal boat known as the Catharine Logan.

8 22 25

BUNTING, DURBOROW & CO., AUCTION-EERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

SALE OF 200 CASES BOOTS, SHOES, BROGANS, On Tueslay Morning.

Aug. 24, at 10 o'clock, on four months' credit. 18 18 56 LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, August 26, at 10 o'clock, on four months' credit. (82) 54

LARGE SALE OF CARPETINGS, OIL CLOTHS, August 27, at 11 o'clock, on four months' credit, 230 pieces ingrain. Venetian, list, hemp, cottage, and rag carpetings, oil cloths, etc. [821 5]

MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmen for M. Thomas & Sons.)
No. 52: CHESNUT Street, rour entrance from Minor.

HANDSOME Sele No. 528 Chosaut street.

HANDSOME WALNUT PARLOR FURNITURE, ELEGANT WALNUT CHAMBER SUTIS. HAND, SOME WALNUT CABINET ORGAN, LARGE FEINCH PLATE MANTEL AND PIER MIRRORS, LARGE AND SUPERIOR FIRE PROPE SAFES, FINE BELISSEIS AND OTHER CARPETS, FINE PLATED WARM, ETC.

On Weinesday Morning, 25th inst., at 10 o clock, at the sanction rosms, by catalogue, very excellent houseomold furniture.

8232

HANDNOME WAINUT PARTON FURNITURE,
Two Handsome Wainut Chamber Study, Handsome
Ruffet Sideboard and Extension Table, Fine French
Churs, Cur Glasseare, Fine Hair Mattresses, Handsome
Britseste, Imperial, and Venetian Carpets; Kitchen Furniture, Etc.

On Thresday Marning,
Sub lust, at Ho cock, at No. 457 George street, between
Poplar street and Grard avenue, below Virth street, by
analogue, the entire household furniture, etc. [2 19 ct.

HANDSOME WALNUT HOUSEHOLD FURNITURE,
Fine French China Daner Service, Spring and Hair
Mattresses, Hardsome English Brussels Carpets, Eine
Venerian Carpets, Riccion Utensils, Etc.
On Friday Microling,
27th inst, at the older, by catalogue, at No. 1123 N. Sixteenth streat, above Master street, the bandsome walnut

May be seen carly on the morning of sale. 18 19 7t.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear softance No. 1147 Sansom errort. SALE AT FRANKLIN MILLS.

S. W. COTHER OF TWOMEN MALLS.
VALUABLE COTTON MAN HINER. SHADEING.
PI LLEYS, BELTING, STEAM AND GAS PIPE,
ETC. August 35, at the Princhin Mills 5, W. corner of Twenty-lourin, and Spaces stream, will be sold, as public sale, collable cotton machinery, consisting of Dauforth & Bing splinning frames, hand-makes drawing-frames, starting, publishes, bestime, bubbling, speeders, etc. Also, in come and gassenge throughout the mill. Terms cosmittely per cent to be paid at the time of sale, and machinery to be removed in four days from time of

Untilogues ready at the austinu sture: 8 21 21.

ROUSEHOLD II KNITURE, BEDS, BEDDING, ETC.
On Wolnesday Morning.
August 25, at in o'clock, ot No. 2-26 Poplar street, will be said, the Furniture of a rainfly removing from the city, comprising diracsons, versian and ingrain carpets; walnut parket menture, inches lets, blankets, chamber furniture, diracsons and kitchen furniture; 2 large book. ones, etc.
The larniture can be examined after 8 o'clock on the motung of sale.
82326

C. D. MCCLEES & CO., AUCTIONEERS, SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC., ETC., ETC.
On Trunday Norming,
August 26, at 10 o'clock, including a large line of city-made

N. B. - Sale every Monday and Thursday, 8 23 St LIPPINCOTT, SON & CO., AUCTIONEERS,

LARGE POSITIVE SALE OF FOREIGN AND DO-MESTIC DRY GOODS, NOTIONS, HOOP SKIRTS, CORSETS, ETC. On Wednesday Morning, August 25, commencing at 10 o'clock. 18 22 24

BSCOTTS B. S.C.O.T.T. J.R.,
Street, Philadelphia, 1020 OHESNUT

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND
PENN STEAM ENGINE AND
PENN STEAM ENGINE ALEVY,
PRACTICAL AND THEORETICAL
PENSTYLERS MACHINISTS, BOILER.
MARJERS, BLAUKSMITHS, and FOUNDERS, having
for many years been in successful operation, and been exclusively engaged in building and repairing Marine and
River Engines, high and low-pressure, from Boilers, Water
Tanks, Propellers, etc., etc., respectfully offer their astvices to the public as being fully prepared to contract ferengines of all sizes, Marine, River, and Stationary; having,
sets of patterns on different sizes, are prepared to execute
orders with quick Jespatch. Every description of patternmaking made at the showlest notice. High and Low-pressure Fine Tubular and Cylinder Boilers of the bost Pounsylvania, Charconi Iron. Forgings of all sizes and kinds,
Iron and Brass Castings of all descriptions. Roll Turning,
Series Cutting, and all other work connected with the
above business.

Drawings and specifications for all work done at the
establishment free of charge, and work guaranteed.

The subactivers have ample wharf dock-room for repairs
of boats, where they can lie in porter saisty, and are pro
vided with alterns, blocks, falls, etc. etc., for raising heavy
or light weights.

JACOB C. NEAFIE, JOHN P. LEVY, BEACH and PALMER Streets. MERRICK & SONS SOUTHWARK FOUNDRY,

No. 450 WASHINGTON AVENUE, Philadelphia. WILLIAM WRIGHTS PATENT VARIABLE CUT-OF STEAM ENGINE, Regulated by the Governor.

MERRICK'S SAFETY HOISTING MACHINE, Patented June, 1868. DAVID JOY'S PATENT VALVELESS STEAM HAMMER

D. M. WESTON'S
PATENT SELF-CENTRING, SELF-BALANCING
CENTRIFUGAL SUGAR-DRAINING MACHINE HYDRO EXTRACTOR. For Cotton or Woollen Manufacturers. 7 10 mwi J. VAUGIIN MERRICK. WILLIAM E. MERRICK.
JOHN E. COPE.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets, ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.
Boliers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either Iron or Brass.
Iron Frame. Boofs for Gas Works Workshops, and

fron Frame Roofs for Gas Works, Workshops, and Retorts and Gas Machinery of the latest and most approved construction.

Every description of Plantation Machinery, also, ugar, Saw, and Grist Mills, Vacuum Paus, Oli team Trains, Defecators, Filters, Pumping En-

gines, etc.

Sole Agents for N. Billeux's Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Brain-CIRARD TUBE WORKS. JOHN H. MURPHY & BROS.

Manufacturers of Wrought Iron Pipe, Etc. PHILADELPHIA, PA. WORKS, TWENTY-THIRD and FILBERT Streets.

OFFICE, No. 43 North FIFTH Street. WOODLANDS CEMETERY COMPANY .-

W CODLANDS CEMETERY COMPANY.—
clacted for the year leastelacted for the year leastELI K. PRIOE, President.

William H. Moore,
Samuel S. Moon,
Gilhes Dallett,
Edwin Greble,
Secretary and Treasurer, JOSEPH B. TOWNSEND.
The Managers have passed a resolution requiring both
Lot-holders and Visitors to present tickets at the entrance
for admission to the Cemetery. Tickets may be had at the
Office of the Company, No. Ell ARCH Street, or of any
the Managers.

C O R N E X C H A N G E

BAG MANUFACTORY,
JOHN T. BAILEY
N. E. corner of MARKET and WATER Streets,
Philadelphia.

Philadelphia,
DEALER IN BAGS AND BAGGING
Of every description, for
Grain, Fleur, Salt, Super-Phosphate of Lime, Bons,
Lorge and small GUNNY BAGS constantly on hand,
2200 Also, WOOL SA KS.