

Professional Criminals. From the Fall Staff Gazette. The bill for the suppression of the profession of crime, which is to be introduced by Lord Kimberley, will mark a completely new era in our criminal jurisprudence. We have reason to believe that it will aim at two objects never before seriously contemplated by Parliament. The first of these objects is to throw upon persons reasonably suspected of crime the burden of proving their innocence in certain cases. The second is the object of restricting, under certain circumstances, the wide discretion as to the amount of punishment to be awarded which is at present vested in the judges, and of compelling them after a certain number of convictions to pass heavy sentences of penal servitude. Each of these objects is, we think, a good one, subject always to certain limitations which are imperatively required by the peculiar manner in which the law of this country has been framed. With regard to the burden of proof, we have always felt that by laying it on persons reasonably suspected of being criminals, it would be possible to bring to justice upon very short notice almost every man known to the police to be a professional criminal. The only difficulty in doing so are two. In the first place there is the difficulty of defining the class who are to be brought under the operation of the law; and in the second place there is the difficulty of deciding what to do with the professional criminal when you have got him. The fact that each of these questions does present a real difficulty is no reason for not proceeding with the measure, but it is highly desirable to discover, if possible, the nature and limits of the difficulties in question, in order to see what is the best way of dealing with them. With respect to the definition of the class who are to be called upon when required to prove their innocence by showing that they have some honest means of making a living, there can be little doubt that the Legislature will be asked to resort to the test of previous convictions for felony.

which that punishment should identify the prisoner with the class of professional criminals, ought to be as fully discussed as the question of guilt or innocence. The judge ought to be provided with evidence and with the means of collecting evidence, as to the general character and habits of the prisoner, and as to the circumstances under which he came to commit his crime; he ought to be not only allowed but required to interrogate him at length upon the subject, and to adjourn the matter until he had, if he thought fit, verified his statements by independent evidence; and the final sentence ought to be the result of these inquiries. The test of a certain number of previous convictions for any one of the numerous crimes which are included in the word "felony" which is absolutely essential, it proves nothing at all as to the real criminality of the person who is to receive sentence. Lastly, any measure for the suppression of the profession of crime will be very imperfect which does not provide some means by which those who are supported by it may be otherwise provided for. Suppose, upon ascertaining the fact that a man is a professional criminal, you send him to a goal for six months; what is to do when he comes out? You increase the difficulty of his finding honest employment by punishing him for not having found it. Some well-managed system of public works for criminals and quasi-criminals, from which they might be drafted as opportunities occurred, and as they established a character for industry and honesty, appears to us indispensable as a supplement to any provision for punishing people who cannot show that they are earning an honest living. If there can be no such system, and are not to be allowed to starve or to turn the workhouse into moral workshops, or to labor in their vocation as thieves, some other work must be found for them. The problem is certainly hard, but it is not, we think, insoluble.

GOVERNMENT SALES. AUCTION SALE OF GOVERNMENT PROPERTY. PHILADELPHIA, Pa., March 11, 1869. Will be sold at public auction, at 10 o'clock A. M., on THURSDAY, April 1, 1869, the following articles of clothing, rated unserviceable for issue to troops: 10,000 pairs pegged boots. 10,000 pairs puttees. 25,000 grey flannel shirts. Also, a quantity of old rags, tent cuttings, burlap, petroleum paper, cotton cuttings, old packing boxes, etc. Terms cash. In Government funds. Cash at the time of purchase for all sales below \$25. A deposit of 25 per cent. will be required on all sales above this sum. Catalogues of the property to be sold will be furnished upon application to this office. H. M. ENOS, Auctioneer, 111 N. 2d St., Philadelphia. Depot, Quartermaster's.

RAILROAD LINES. 1868. FOR NEW YORK.—THE CAMDEN AND PHILADELPHIA RAILROAD COMPANY'S LINES. PHILADELPHIA TO NEW YORK, AND WYOMING VALLEYS. FROM WEST PHILADELPHIA DEPOT. At 8:00 A. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 8:30 A. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 9:00 A. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 9:30 A. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 10:00 A. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 10:30 A. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 11:00 A. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 11:30 A. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 12:00 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 12:30 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 1:00 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 1:30 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 2:00 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 2:30 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 3:00 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 3:30 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 4:00 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 4:30 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 5:00 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 5:30 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 6:00 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 6:30 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 7:00 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 7:30 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 8:00 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 8:30 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 9:00 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 9:30 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 10:00 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 10:30 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 11:00 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 11:30 P. M. via Camden and Jersey City, New York Express Line, Fare \$2. At 12:00 A. M. via Camden and Jersey City, New York Express Line, Fare \$2.

RAILROAD LINES. PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—WEEKLY TRAINS. PHILADELPHIA TO BALTIMORE. Leave Philadelphia at 8:00 A. M., 12:00 P. M., 6:00 P. M., and 8:00 P. M. Arrive Baltimore at 10:00 A. M., 2:00 P. M., 10:00 P. M., and 12:00 A. M. PHILADELPHIA TO WASHINGTON. Leave Philadelphia at 8:00 A. M., 12:00 P. M., 6:00 P. M., and 8:00 P. M. Arrive Washington at 10:00 A. M., 2:00 P. M., 10:00 P. M., and 12:00 A. M. PHILADELPHIA TO NEW YORK. Leave Philadelphia at 8:00 A. M., 12:00 P. M., 6:00 P. M., and 8:00 P. M. Arrive New York at 10:00 A. M., 2:00 P. M., 10:00 P. M., and 12:00 A. M. PHILADELPHIA TO PITTSBURGH. Leave Philadelphia at 8:00 A. M., 12:00 P. M., 6:00 P. M., and 8:00 P. M. Arrive Pittsburgh at 10:00 A. M., 2:00 P. M., 10:00 P. M., and 12:00 A. M. PHILADELPHIA TO PHOENIXVILLE. Leave Philadelphia at 8:00 A. M., 12:00 P. M., 6:00 P. M., and 8:00 P. M. Arrive Phoenixville at 10:00 A. M., 2:00 P. M., 10:00 P. M., and 12:00 A. M. PHILADELPHIA TO HARRISBURG. 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M., and 12:00 A. M. PHILADELPHIA TO SCRUYKILL. Leave Philadelphia at 8:00 A. M., 12:00 P. M., 6:00 P. M., and 8:00 P. M. Arrive Scrurykill at 10:00 A. M., 2:00 P. M., 10:00 P. M., and 12:00 A. M. PHILADELPHIA TO SUDBURY. Leave Philadelphia at 8:00 A. M., 12:00 P. M., 6:00 P. M., and 8:00 P. M. Arrive Sudbury at 10:00 A. M., 2:00 P. M., 10:00 P. M., and 12:00 A. M. PHILADELPHIA TO CHESTER. Leave Philadelphia at 8:00 A. M., 12:00 P. M., 6:00 P. M., and 8:00 P. M. Arrive Chester at 10:00 A. M., 2:00 P. M., 10:00 P. M., and 12:00 A. M. PHILADELPHIA TO WYOMING. Leave Philadelphia at 8:00 A. M., 12:00 P. M., 6:00 P. M., and 8:00 P. M. Arrive Wyoming at 10:00 A. M., 2:00 P. M., 10:00 P. M., and 12:00 A. M. PHILADELPHIA TO BRIDGEVILLE. Leave Philadelphia at 8:00 A. M., 12:00 P. M., 6:00 P. M., and 8:00 P. M. Arrive Bridgeville at 10:00 A. M., 2:00 P. M., 10:00 P. M., and 12:00 A. M. PHILADELPHIA TO HAVRE DE GRACE. Leave Philadelphia at 8:00 A. M., 12:00 P. M., 6:00 P. M., and 8:00 P. M. 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