## THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, MAY 18, 1871.

## attanted from the Sixth Page.

in the background. Rulloff was identified as the companion of the two other men by a woman

with whom they had boarded. The line of defense adopted by the prisoner was one of the most subtle, novel, and remark-able on record, and withal one requiring the greatest assurance to propose to the considera-tion of a learned court. Their argument was that even if the prisoner did shoot the clerk, his crime was but manslaughter in the second degree, since it was committed to prevent the illegal killing of a man who had abandoned the design of committing a felony. With a refine-ment of subtlety which momentarily perplexed, even while it amused the court, Rulloff himself re-quested the judge to charge the jury that in itself the return of the two burglars merely to rescue their comrade, whose life was in danger, and who was calling for help, was a strictly legal

and justifiable act. But the flimsy pretexts of the defense did not avail. The judge with remarkable common sense ruled out all the false issues raised to confuse the minds of the jurors, and they, after dellberating nearly six hours, returned a verdict of guilty of murder in the first degree. It is said that when the verdict was pronounced there was not a single sympathizing face in the court room, and some even went so far as to clap their hands and express their approval in other ways, so strong was the feeling against him.

A motion for a new trial and a stay of the proceedings was made and argued, but was deied on the 12th of January, 1871, by Judge Hogeboom, who then pronounced the sentence of the court that Rulloff be hanged on the third of March in the Court House yard of the jail of Binghamton. The accused made no speech on ecciving his sentence, but sat down and turned smilingly to his counsel, making some joking remark concerning it.

But even then the prisoner and his couusel did not cease their efforts. The Governor was besought in every way to interfere. He was first asked to respite, and afterwards more ormally was asked to commute the sentence of

death. This was refused. A petition written by Rulloff himself, it is said, was then sent to the Covervor, asking him to appoint a commission de lunatico inquirendo to nake a report upon the mental condition of the prisoner. This request the Governor complied with, and the commissioners made a report showing the perfect sanity of Rulloff. This report was published in full a few days ago. The Governor on Tuesday last notified the counsel of the prisoner that he would not interfere in the execution, so that the doomed man then knew fully what he had to expect.

Notwithstanding the unfavorable look of the case, no effort or legal proceeding was spared to defeat justice. Not only was the customary farce of a motion for a new trial acted, but various other forms were resorted to.

An appeal was taken from the judgment of the lower court to the Supreme Court at Albany, but the decision of the latter was unfavorable. A writ of error to the Court of Appeals was then taken. Under this, success was so far obtained as to produce a postponement of the execution until after the day of sentence fir-t fixed for March 3d, which, therefore, necessi-tated a repassing of the sentence for another date, should the writ not be sustained. The pretexts upon which the stay of proceeding was obtained were of the most flimsy character, and the counsel for the prisoner were not able to uphold them. After hearing the case patiently, the unanimous deci sion of the Court of Appeals, given on March 28, was that the lower court repass sentence upon the prisoner. This was accordingly done, and the second sentence was given, fixing May 18.

Since his hopes have been gradually becoming more faint, Rulloff has made what he calls a full confession, in which he acknowledges his presence at the time of the murder for which he was convicted, but says that he himself did not do the deed. This assertion, however, considering the reputation of the man for truthfulness, must be taken with several grains of allowance

Altogether the story of his career is one of the

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Office, N. E. COT. THIRD and WALNUT LOSSES PAID SINCE FORMATION, ST, OOO, OOO. ASSETS OF THE COMPANY, JANUARY 1, 1871, S205, 397 '89. In CHARD 5, SMITH, President. S205, 397 '89. In CHARD 5, SMITH, President. S205, 397 '89. In CHARD 5, SMITH, President. S205, 397 '89. In CHARD 5, SMITH, President. S400 MOSS, Secretary. CHARTERED 1850. The Insurance at LOWEST RATES consistent with security. Losses promptly adjusted and paid. NO UNPAID LOSSES. Assets Becember 31, 1870	Samuel G. George W Isaac Lea, George F JAMES THEOD THEOD THE Into No. 800 This Con inty for our loss or di inge, either on Furning generally, Their Con is invester bles them rity in the Danie Isaac Thom John WM. G. F A M J INCOR FI Insurance Charles H William John F. S Nathan I George J WILLIA ENCO CAL AN OHINISS CAL AN OHINISS CAL AN OHINISS ENCO Barces for in buildin in buildin Spared to description Spared to description The sub- repairs salety, f etc. etc. GIRA

INSURANCE.	KAILROAD LINES.		
Fire, Inland, and Marine Insurance.	PHILADELPHIA AND READING RAILROAD. May 15, 1871. Depot-THIRTEENTH and CALLOWHILL Streets.		
INSURANCE COMPANY	Until further notice trains will Leave and Arrive as follows:		
07	Heading and Allentown Way		
NORTH AMERICA,	Harrisburg and Pottaville Express		
Incorporated 1794,	ON SUNDAYS, To Reading		
CAPITAL	Potstown Accommodation		
ASSETS January 1 1871 \$3,050,536	Philadelphia and Pottsville W. Tr'n 4:30 p. m. Harrisburg and Pottsville Express 6:15 p. m.		
Receipts of P '70 2,096,154 Interests from Investments, 1870., 187,050	Harrisburg, Pottsville, and Allentown Ac- commodation		

d in 1870......\$1,136,941

## TEMENT OF THE ASSETS.

gages on Philadelphia City Pro-nia State Loans 900,000 ey and other State Loans and 225,510 ids. hia and Reading Railroad Co., failroad Mortgage Bonds and 863,945 a Bank and other Stocks ..... ank. Collateral Security.... Selvable and Marine Premiums 281.049 81,434 438,420 nterest and Premium in course 83,201 ate, Office of the Company ..... 30,000 \$3,050,598

ates of Insurance issued, payable in London inting House of Messrs, BR JWN, SHIP-ARTHUR G. COFFIN.

PBESIDENT.

CHARLES PLATE. VICE-PRESIDENT. HAS MARIS, Secretary.

## EEVES, Assistant Secretary.

DIRECTORS. 

 DIRECTORS.

 C. G. COFFIN,
 FRANCIS R. COPE,

 W. JONES,
 EDW. H. TROTTER,

 BROWN,
 EDW. S. CLARKE,

 S TAYLOR,
 T. CHARLTON HENRY,

 R WHITE,
 ALFRED D. JESSUP,

 A WELSH,
 LOUIS C. MADEIRA,

 ASON,
 CHARS. W. CUSHMAN,

 L HARRISON,
 CLEMENT A. GRISCOM

 WILLIAM BROCKIE
 CHAS

1829. CI	IARTEI	R PERFI	TUAL	1871
Franklip		Insura Ladelp		Company
Office, No:	. 435 a	nd 437	CHES	NUT S:
Assets J	an. 1, '	71,\$3	,087	452.35
CAPITAL ACCRUEDS	URPLUS	ANDPRE	MIUMS	\$400,000.00 .2,687,452.85
INCOME FO \$1,200,000	R 1871,	a company of	SSES PA	AID IN 1870, 891-70,
Losses		Since DOO,O		Nearly
The Assets	of the "I	RANELI	N" are	all invested

curities (over \$2,750,000 in First Bonds and

May 15, 1871. Depot\_THIRTEENTH and CALLOWHILL Streets. Until further notice trains will Leave and Arrive s follows:-TRAINS LEAVE. TRAINS LEAVE. 730 a. m. leading and Allentown Wav. 730 a. m. larrisburg and Pottsville Express. 530 a. m. 'hiladelphia and Pottsville W. Tr'n. 1230 p. m. larrisburg and Pottsville Express. 530 p. m. larrisburg and Pottsville Express. 330 p. m. ON SUNDAYS. ..... 8.15 p. m. Leave depot, Thirteenth and Callowhill streets, S'45 and 11 a. m., 2'15, 4, and 6 30 p. m Leave West Manayuuk, 6'10 and 9'30 a. m., 12 noon, 3'05 aud 5'15 p. m. SUNDAYS, Leave Efficienth street and Support Leave Fiftcenth street and Pennsylvania avenue, for Belmont, 9, 10, 11 a. m., 1, 2, 3, 4, 4 59, 5 40, and 62,496 6:40 P. M. 640 P. M.
 Leave Belmout, 925, 1025, 1125 a. m., 125, 225,
 8 25, 425, 545, 645, and 765 p. m.
 New York Express for Pittsburg and West.
 Trains leave New York at 9 a. m. and 5 p. m., Trains leave New York at 9 a. m. and 5 p. m., passing beading at 155 and 950 p. m. connecting at Harrisburg with Pennsylvania and Northera Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc. Sleeping-cars accompany these trains through be-tween Jersey City and Chicago without change. Trains for New York leave Harrisburg at 240 and 240a m. ard 25 m. 810 n. m., at 4 2 p. m. Additional train leaves New York for Harrisburg at 12:30 noon. For particulars see Guide Books, which can be ob-ta'ned at S. E. corner of Ninth and Chesnut streets, under Continental Hotel, No. SH chesnut street, and at all stations, without charge. Season, School, Mileage, and Commutation Tickets at reduced rates, to be had of S. Bradford, Trea-surer, No. 221 South Fourth street, Philadelphia, or J. E. Wooten, Assistant Superintendent, Reading. STERET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines. at 12.30 noon. Race and Vine streets, connecting with other lines, Race and Vine streets, connecting with other lines, run close to the depot. Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot or at No. 218 S. Fourth street. Through tickets and baggage checks to all princi-pal points in Oil wegions, New York State, Canada, West, and Northwest, may be obtained at the new Union Ticket Office, southeast corner of Ninth and Chesnut streets, under the Continental Hotel, or at No. Sil. Chesnut street. No. S11 Chesnut street, Tickets to principal local points on sale at above offices. Baggage checked from hotels and residences by the Union Transfer Co, GERMANTOWN AND NORRISTOWN BRANCH. Depot, Ninth and Green. ON AND AFIER MAY S. -TO GERMANTOWN-6, 7, 715, 725, 833, 905, 10, 11 a. m.; 12, noon; 1, 2, 220, 315, 345, 405, 430, 505, 510, 545, 6, 630, 7, 8, 815, 9, 1015, 11, 1140, 1230,

5'40, 7, 8'45, and 11'05 p. m. FROM GERMANTOWN-6, 6'25, 6'50, 7'25, 8'05, 8'10, 8'45, 9, 9'25, 70, 11'05, 11'55 a. m.; 1, 1'55, 3, 3'30, 3'55, 4'45, 5, 5'30, 6, 6'10, 6'40, 7'10, 8, 9'05, 10, 10'30, 11 25 p. m. SUNDAY-S'10, 9:05 a. m. ; 1:05, 2:35, 3, 5:55, 6, 8:20,

565, and 545 up trains, will not stop on the German-

trains from Germantown will make close connec-tions with the trains for New York at intersection

TO OHESNUT HILL-6, 7, 7 35, 9 05, 10, 12 a. m., 250, 345, 5 05, 5 45, 7, 8, 9, 11, 11 40 p. m. SUADAY-745, 9 05 a. m., 12 45 noon, 215, 5 40,

roads.
11 a. m. (Accommodation) for Fort Washington.
13. and 5.30 p. m. for Abiagton.
2 p. m. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pitts.on, and Hazleton. 7, 845, p. m. FROM CHESNUT HIL-610, 710, 750, 830, 910, Piltston, and Hazleton.
230 p. m. (Accommodation) for Doylestown.
At 320 p. m. (Bethlehem Accommodation) for Bethlehem, Faston, Allentown, Mauch Chnak, Wilkesbarre, and Scranton.
At 4 p. m. (Accommodation) for Bethlehem.
430 p. m. (Mail) for Doylestown.
515 p. m. for Bethlehem, Easton, Allentown, and Mauch Chunk. 40 a. m., 140, 340, 545, 625, 655, 850, 1015, 830 p. m. (Accommodation) for Lansdale. 845 and 11:30 p. m. (Accommodation) for Fort

RAILROAD LINES.

THE CAMDEN AND AMBOY AND PHILADSL. PHIA AND TRENTON RAILROAD COM PANIES' LINES FOR NEW YORK AND WAY PLACES FROM WALNUT STREET WHARF. At 615 a. m. Accommodation via Camden and Am-boy, and at 8 a. m. Express, and 330 p. m. Accom-modation via Camden and Jersey City. At 2 and 6 p. m. for Amboy and Intermediate sta-tions.

At 6'15 a. m. and 3'30 p. m. for Freehold and Far-

At 9:30 a. m. for Pennington, Lambertville, and intermediate stations.

At 645, 8, and 9:30 a. m., 12 m., 2, 330, an 15 p. m.

Ior Trenton.
At 6 15, 8, and 9 20 a. m., 12 m., 9, 3 30, 5, 6, 7, and 11 30 p. m. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.
At 6 15 and 9 30 a. m., 12 m., 2, 3 30, 5, 6, 7, and 11 30 p. m. for Edgewater, Fiverside, and Palmyra.
At 6 15 and 9 30 a. m., 12 m., 5, 6, 7, and 11 30 p. m. for Fiab House.

for Fish House. The 11 30 p. m. Line leaves from Market Street Ferry (upper side). FROM WEST PHILADELPHIA DEPOT.

At 7 and 10 a. m., 120, 3, 530, 645, and 12 p. m., New York Express Lines, and 1130 p. m Emigrant Line, via Jersey City.

At 7 and 10 a. m., 1 20, 3, 5 30, 6 45, and 12 p. m.

At 7 and 10 a. m., 120, 3, 530, 645, and 12 p. m. for Trenton. At 7 and 10 a. m., 645 and 12 p. m. for Bristol. At 12 p. m. (Night) for Morrisville, Tallytown. Schenck's, Eddington, Cornwells, Torrisdile, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. Sunday Lines leave at 10 a. m., 645 p. m., and 12 hight

night.

hight, FROM KENSINGTON DEPOT. At 7 and 9 20 a. m., 9 20, 3, and 5 p m. for Tren-ton and Bristol. And at 6 p. m. for Bristol. At 7 and 9 20 a. m., 2 30 and 5 p. m. for Morris-

wille and Tullytown 2.55 and 5 p. m. for Morris-At 7 and 930 a. m. 230, 5, and 6 p. m. for Schenck's, Eddington, Cornweils, Torrisdale, and Holmesburg Junction. At 645 a. m., 1230, 515, and 7 15 p. m. for Bustle-ton, Holmesburg, and Holmesburg Juncton. At 645 and 930 a. m., 1230, 230, 515, 6, and 715 p. m. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD.

At 7 a.m. and 3 p. m. for Nagara Falis, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Scranton, Wilkesbarre, Stroudsburg, Water Gap, Belvidere, Easton, 1 ambertville, Flemington, etc., and 7 a. m. for Schooley's Mountain.

At 9:30 a, m. and 5 p. m. for Pennington, Lambert-lile, and intermediate stations, and at 5 p. m. for

Millord, FROM MARKET STREET FERRY (UPPER SIDE). VIA NEW JERS Y SOUTHERN RALLROAD. At 11 a. m. for New York, Long Branch, and Inter-VIA CAMDEN AND BURLINGTON COUNTY

At 6 and 11 a. m., 1, 230, 330, 5, and 630 p. m., and on Thursday and Saturday nights at 1130 p. m., for Merchantsville, Moorestown, Hartford, Mason-ville, Hainsport, and Mount Holly.

6 a. m., 2 20 and 6 30 p. m. for Lumberton and

Medford. At 6 and 11 a. m., 3:30, 5, and 6:30 p. m. for Smithville, Ewansville, Vincentown, Birmingham,

Smithville, Bwansville, Filedam, and Pemberton. At 6 a. m., 1 and 3:20 p. m., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystowo, Sharon, and Hightstown, WM. H. GATZMER, Agent. May 15, 1871. Agent.

NORTH PENNSYLVANIA RAILROAD-THE short Middle Route to the Lehigh and Wyoming Valleys, Northern Pennsylvania, Southern and Interior New York, Buffalo, Auburn, Rochester, the great Lakes, and the Dominion of Canada. SUMMER ARRANGEMENT,

Takes effect May 15, 1871.

Sixteen Daily Trains leave Passenger Depot, cor-ner of Berks and American streets (Sundays ex-

ner of Berks and American streets (Sundays ex-cepted), as follows:-700 a. m. (ccommodation), for Fort Washington, 735 a. m. (Express), for Bethlehem, Easton, Al-lentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahanoy City, Hazleton, Piliston, Towanda, Waverly, Anburn, Eimira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falis, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. S'25 a. m. (Accommodation) for Doylestown. 945 a. m. (Express) for Bethlehem, Easton, Allen-

945 a. m. (Express) for Bethlehein, Easton, Allen-town, Mauch Chunk, Williamsport, Wilkesbarre, Pittstor, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Rail-

AUOTION BALES.

M 139 and 141 S. FOURTH Street. HENRY W. & B. SCOTT, JR., AUCTIONEERS, No. 1129 (HESNUT Street (Girard Row).

SALE OF MODERN PAINTINGS.

On Thursday and Friday Evenings, 18th and 19th instant, at 1/2 before S o'clock, at the Art Gadery, No. 1129 Chesnut street, will be sold a collection of modern paintings, comprising lake, river, and mourtain scenery, Scriptaral and fruit pieces, etc., all by excellent artists. 517 St

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 1107 Sansom street.

A COMMINSION MERCHANTS, No. 1110 Onession Street: NUT Street: rear entrance No. 1107 Sansom street.
 Sale at No. 1110 Obesput street.
 HANDSOME WALNUT, PARIOR LIBRARY, CHAMBER, AND DINING-ROOM FURNITURE: Veivet, Brusseis, Lograin, and Venetian Carpets; Gill Frame Mantel and Pier Usasses; Rosewood Pisno-fortes; Sulis of Cottage and Chamber Fur-biture: Soring, Hair, Husk, and S.gaw Mathesse; Feather Beds, Bolsters, and Pilfows; invoice of the Silver plated Wafe; China, Glassware, Chro-mes, Engravings; a large Assortiment of Furni-ture from Families declining Housekeeping, etc. On Fridsy Morning;
 At 9 o'clock, at No. 1110 Chemut street, will be sold a very large assortment of new and second-band furniture and carpets, comprising parlor suits of various styles, covered with plush, brocatelle, reps, terry, and hair cloth; wainut chamber suits and cottage furniture of the newest styles and un-ished in the best manner by careful workmen.
 OAK AND WALNUT DINING-ROUM FURNI-TURE.
 Also calt and walnut dining-reom furniture.
 CARFETS, EASY CHAIRS, MIRRORS, TABLES, ETC.
 Also, a large assortment of Brussels and other cerpets, easy chairs, office lables, centre tables, marble tops, etc.
 MAND WALNUT DINING-ROUM FURNI-SECOND-HAND FURNITURE.
 At 1 o'clock will be sold planos, refrigerators, meth-proof chests, etc.
 At 1 o'clock will be sold planos, refrigerators, meth-group ensert.
 SECOND-HAND FURNITURE.
 Also a large assortment of furniture from families declining housekeeping.
 SOIID SILVERWARE.
 At 12 o'clock will be sold an involve of solid silver warein morocco ceses, comprising ladles, spoons, forks, knives, tongs, pepper-boxes, etc.

forks, knives, tongs, pepper-boxes, etc. At 1% o'clock will be sold an tavoice of Canton china meat and vegetable dishes, plates, cups and saucers, etc. 11

Bank street, Successors to John B. Myore & Co.

Bankrunt Sale on four months' credit SPECIAL AND PEREMPTORY SALS OF THE ENTIRE STOCK OF WATSON & DE YOUNG.

On Friday Morning, May 19, on four months' credit, at their store, No. 563 Market street, by order of assignee in bank ruptcy. 5 12 5t

SALE OF CARPETINGS, OIL CLOTHS, 500 ROLLS White and Red Check Canton Mattings, Etc. On Friday Morning, May 19, at 11 o'clock, on 4 months' credit. [5135t

SALE OF 2000 CASES BOOTS, SHOES, TRAVEL-LING BAGS HATS, ETC. On Tuesday Morning. May 23, at 10 o'clk, on four months' credit. [5 17 5t

LANGE SALE OF FRENCH AND OTHER SU-PEAN DRY GOODS, On Monday Moralog,

May 22, at 10 o'clock, on 4 months' credit. 5 18 3t

BY EARRITT & CO., AUCTIONEERS CASH AUCTION HOUSE, No. 230 MARKET Street, corner of Bank street, Cash advanced on consignments without extra charge. 11 245

L IPPINCOTT, SON & CO., AUCTIONEERS. Nos. 221 MARKET and 210 CHURCH Street. CONCERT BALL AUCTION ROOMS, No. 1918

CONCERT HALL AUCTION ROOMS, No. 1918 T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household fuz-niture at dwellings. Public sales of furaiture at the Auction Rooms. No. 1919 Chesnut street, every Monday and Thark-day.

day. For particulars see "Public Ledger." N. B.--A superior class of furniture at private sais HENRY MOLTEN, AUCTIONEER. BY HENRY MOLTEN & CO., Salesroom, Nos. 21 and 23 MEROER Street, New York.

night. SUNDAY-745, 905 a.m.; 1245, noon; 215, 405,

and 10 20 p m. The S 05 and 9 25 a. m. down trains, and 2 30, 3 45,

town Branch. Passengers taking the 7 25 a. m. and 640 p. m.

Station

most remarkable that could possibly be imagined. It is said that when he was the leader of the robber band, he not only devised plans of robbery, but also plans of escape for his fellows when in custody, and even went so far as to appear himself in open Court in their defense, having at one time entered the bar. In such cases his fine intellect was able to do them good service.

The moral of the recital is obvious. What could be more of a warning to those about to enter a life of crime than the end of this man, who, though possessed of the greatest learning and intelligence, was not able to evade the laws? Not one criminal in a thousand has the same advantages as this man, and yet it all availed him not. And then to think of the hardships which he has undergone in the pursuit of vice, none of which he would have had to suffer had the aim been virtue. His reward in life was penury, not wealth as he anticipated. If one-tenth of the skill and knowledge used in the bad practices had been used for good ends, he might now be respected, a happy and even a wealthy man. All his ingenuity served only to bring him at last where a common crimical would have arrived years ago. Such a warning to young men, and also to public educators who care only for the development of the mind to the neglect of the conscience, has not been heard of for many a day.

1	WINDOW I	BLINDS,	ETO.
1	WINDOW	N BLIN	DS,
100	Curtains,	Curtain	Cornices,

HOLLAND SHADES. PAINTED SHADES of the latest tints.

La

BLINDS painted and trimmed STORE SHADES made and lettered. Picture Cord, Tassels, Etc, Repairing promptly attended to.

B. J. WILLIAMS, Jr., No. 16 NORTH SIXTH STREET. PHILADELPHIA 37 tuths8m LEGAL NOTICES.

E STATE OF JOSEPH S. NATT, DECEASED. K Letters testamentary upon the estate of JOSEPH S NATT, dec'd, having been duly granted to the undersigned, all persons indebted to the said estate are requested to make immediate payment, and those having claims or demands against the same to make them known without delay to JOHN G. FORD, Administrator, 4 27 th 6t No. 304 CHESNUT St., Philu.



JOHN T. BAILEY, N. S. Cor. WATER and MARKET Sts. ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super Phosphate of Lime, Sone Dust, Etc.

Large and small GUNNY BASS constantly on hand. Also, WOOL SACES, A LEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS No. 56 NORTH WHARVES

NO. SE NORTH WATER STREET, PHILADELPHIA. ALEXANDER G. CATTER: RELIAN CATTER WILSON'S

CARPET CLEANING ESTABLISHMENT, 413m No. 611 South SEVENTEENT

ecurities (over \$2, 50,000 in First Bonds and es), which are all interest bearing and paying. The Company holds no Bills Re-taken for Insurances effected, nal and Temporary Polities on Liberal The Company also issues polities upon the all kinds of Buildings, Ground Rents and DIRECTORS. Alfred Filler, Thomas Sparks, William S. Grant, Thomas S. Eilis, Baker, rant. Richards, ales, Gustavus S. Benson. ALFRED G. BAKER, President. GEORGE FALES, Vice-President, S W. MCALLISTER, Secretary, OORE M. REGER, Assistant Secretary. PENNSYLVANIA FIRE INSURANCE COMPANY. accorporated 1825—Charter Perpetual. WALNUT Street, opposite Independence Square. ompany, favorably known to the commu-ver forty years, continues to insure against iamage by fire on Public or Private Builder permanently or for a limited time. Also iture, Stocks of Goods, and Merchandise on liberal terms. apital, together with a large Surplus Fund, d in the most careful manner, which enato offer to the insured an undoubted secue case of loss. DIRECTORS. 5. Thomas Smith, Henry Lewis, J. Gillingham Fell, Daniel Haddock, Hazlehurat, Deverenx, Franklin A. Comly. DANIEL SMUTH, JR., President, CROWELL, Secretary. E INSURANCE COMPANY, No. 809 CHESNUT Street, RPORATED 1856. CHARTER PERPETUAL. CAPITAL \$200,000. IRE INSURANCE EXCLUSIVELY. e against Loss or Damage by Fire either by Perpetual or Temporary Policies.

DIRECTORS, Robert Pearce, John Kessler, Jr., Richardson, H. Rhawn, Edward B. Orne, M. Seyfert, Smith. Charles Stokes, John W. Everman, A. West, Mordecal Buzby, CHARLES RICHARDSON, President, WILLIAM H. RHAWN, Vice-President, AMS I. BLANCHARD, Secretary.

## GINES, MACHINERY, ETO.

PENN STEAM ENGINE AND BOILER VORKS.-MEAFIE & LEVY, PRACTI-ND THEORETICAL ENGINEERS, MA. STS, BOILER-MAKERS, BLACKSMITHS, DUNDERS, having for many years been in did operation, and been exclusively engaged ing and repairing Marine and River Engines, di low pressure, Iron Bollers, Water Tanks, ers, etc. etc., respectfully offer their services public as being fully prepared to contract for s of all sizess, Marine, River, and Stationary sets of patterns of different sizes, are pro-o execute orders with quick despatch. Every execute orders with quick despatch. Every b execute orders with quick despaced. Every tion of pattern-making made at the shortest High and Low Pressure Fine Tubular and r Bollers of the best Pennsylvania Charcoal Forgings of all size and kinds. Iron and Castings of all descriptions. Roll Tarning, Cutting, and all other work connected above business.

above business. ings and specifications for all work done blishment free of charge, and work gua

d. subscriber: have ample wharf dock-room for of boats, where they can lie in perfect and are provided with shears, blocks, falls o., for raising heavy or light weights. JACOB C. NEAFIE, JOHN P. LEVY, BEACH and FALMER Streets,

RD TUBE WORKS AND IRON CO.,

PHILADELPHIA, PA.,

Manufacture Plain and Galvanized WROUGHT-IRON PIPE ndries for Gas and Steam Fitters, Plumbers chinists, Railing Makers, Oli Refiners, etc. WORKS, ENTY-THIRD AND FILBERT STREETS. OFFICE AND WAREHOUSE, No. 42 N. FIFTH STREET.

TON SAIL DUCK AND CANVAS, OF ALL mbers and brands. Tent, Awning, Truns Vagon-cover Buck. Also, Paper Manufao Drier Feits, from thirty to seventy-sl. with Paulins, Belting, Sail Twing, etc. JOHN W. BVERMAN, Ho. 10 CHURCH Street CORY Exceed.

11 10 p. m. Sunday-7 50, 845 a. m., 1245, noon, 215, 540, 8.

10 p. m. TO CONSHOHOCKEN AND NORRISTOWN— 6 06, 7 30, 9, and 1105 a.m., 1205, m., 130, 3, 4, 440, 5, 5 30, 6 25, 8 05, 10 20, and 11 45 p. m. Sunday—7 30, 9 a. m., 130, 3, 7 15, and 9 30 p. m. FROM NORRISTOWN—5 30, 6 30, 7, 7 40, 8, 8 50, 11

FROM NORRISTOW N-530, 530, 1, 140, 5, 8 50, 11 3. m., 1, 2:30, 3:30, 4:30, 6, 6 15, 8, 10 p. m. Sunday-7, 9 a. m., 1:15, 5, 7, 9:30 p. m. TO MANAYUNK-6:05, 7:30, 9, 10 05, 11:05 a. m. 12:05 noon, 12:45, 1:30, 3, 4, 4:40, 5, 5:30, 6:25, 7:05, 8:05,

9 05, 10 20, 11 45 p. m. Sunday-7 30, 8, 9, 10 a. m., 12 40 noon, 1 30, 2 10, 3,

4:45, 7:15, 9:30 p. m. FROM MANAYUNK-6, 6:58, 7:34, 8:05, 8:22, 9:20, 10:45, 11:30 a. m., 1:28, 2:15, 3, 8:58, 5, 6:25, 6:45, 7:45, 8 80, 945, 1630 p m. Sunday-730, 9, 930, 1050 a m., 30, 145, 810, 580,

6, 7 30, 10 p. m. PLYMOUTH BRANCH.-Leave Philadelphia at 7 30, 11 05 a. m. and 5 p. m. Leave Oreland at 6 15.

10 a. m. and 3.30 p. m. Sunday-Leave Philadelphia at 9 a. m. and 7.15

P. H. Bunday-Leave Oreland at 6:30 a m. and 6:36 p. m. The 7:40 a m. train from Norristown does not stop at Magee's, Pott's Landing, Domino or Schus'

The S a, m. train from Norristown stops at Con-

The s a. m. train from Norristown stops at Con-shohocken and Manayunk only. The 4 p. m. train up from Philadelphia is the only train that stops at Domino Lane. Chester Valley Fairoad-Leave Philadelphia at 440 p. m. Leave Howningtown at 640 a m. Phoenixville Train-Leaves Philadelphia at 9 a. m. and 1:30 p. m. Leaves Phoenixville at 1225 and 520

p. m. For points on Perkiomen Railroad leave Ninth and Green at 1:30 p. m. Returning, leave Schwenks-ville at 4:75 p. m., arriving at Ninth and Green at 5:50

p. m. Passengers by 1:30 p. m. train connect at Phœnix-ville with train for Pottstown and Reading.

Passengers taking the 7-30 and 7-35 a. m. and 6-30 p. m. trains from Ninth and Green streets will make close connection with trains for New Yors at Inter-

section. The 12 30 and 5 p. m. trains from New York stop G. A. NICOLLS, General Superintendent. at Intersection.

W EST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY. Ou and after MONDAY, April 24.

On and after MONDAY, April 24. Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:-FROM PHILADELPHIA For West Chester at 7:25 and 10 A. M., 2:30, 7:10, and 11:30 P. M. Stops at all stations. For West Chester at 4:45 P. M. This train stops at stations west of Media (Freenwood excepted). For B. C. Junction, 6:30, 8:50 A. M., 12 M., and 4 and 5:30 P. M. Stops at all stations. The 5:30 P. M. will run to West Chester on Saturdays.

will run to West Chester on Saturdays. FOR PHILADELPHIA From West Chester at 6:30 and 10 A. M., 2, 5, and 6 to P. M. Stops at all stations. From West Chester at 735 A. M. Stops at sta-

From West Chester at a b A. Stops at sta-tions west of Media (Greenwood excepted). From B. C. Junction at 5'25, S'10 A. M., 12 M., 4 and 6 P. M. Stops at all stations. A train will leave West Chester for Philadelphia at 5 A. M. every Monday. ON SUNDAY

Leave Philadelphia at 9 A. M. and 2:30 P. M. Leave West Chester at 17 A. M. and 5P. M. H. K. SMITH, Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD.-CHANGE OF HOURS, On and after MONDAY, May 15, 1871, trains will ran as follows:-Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Wash-

For Port Deposit at 7 A. M. and 4'30 P. M. For Oxford at 7 A. M., 4'30 P. M., and 7 P. M. For Oxford Wednesdays and Satardays only at 9'30 P. M.

2:30 P. M. For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4:30 P. M., and 7 P. M. Wednes days and Satordays only 2:30 P. M. 10 A. M. train will run to Kennett till other size or-

dered Train leaving Philadelphia at 10 A. M. connects at

Train leaving Philadelphia at 10 A. A. Connects at Port Deposit with train for Baltimore. Trains leaving Philadelphia at 7 A. M. and 430 P. M. connect at Chadd's Ford Junction with the Wilmington and Beading Railroad. Trains for Philadelphia leave Port Deposit at 9:25 A. M. and 4:25 P. M., on arrival of trains from Balti-

A. M. and 425 P. M., 00 MINUT OF COMMONS. More. Oxford at 608 A. M., 1038 A. M. and 530 P. M. Sundays at 530 P. M. only. Chadd's Ford at 746 A. M., 1158 A. M., 420 P. M., and 649 P. M. Sundays 649 P. M. only. Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for HENRY WOOD, the same. General Superintemdent.

Weshington. The Fift, and Sixth streets, Second and Third streets, and Union Lines City Cars run to the

TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8:55 and 10:35 a. m.; 2:15, 5:20, 8:15.

and 10 20 p. m. Doylestown at 8:25 a. m., 4:45 and 6 45 p. m. Lansdale at 7.30 a.m. Fort Washington at 9.20 and 11.20 a.m., 3.05 and

't.0 p. m.

0°00 p. m. Abington at 2 45 and 7°00 p. m. ON SUNDAYS. Philadelphia for Betniehem at 9°30 a. m. Philadelphia for Doylestown at 2°00 p. m.

Philadelphia for Fort Washington at 9 09 a and 6 45 p. m. I ovjestown for Philadelphia at 6.45 p. m.

Bethlehem for Philadelphia at 400 p.m. Fort Washington for Philadelphia at 1000 a.m.

Tickets sold and baggage checked through to all principal points at Mann's North Pennsylvania Bag-gage Express Office, No. 105 S. Fifth streat, May 15, 1871. ELLIS OLARK, Agent.

PHILADELPHIA AND ERIE RAILROAD.-The trains on the Philadelphia and Erie Rail-road will run as follows from the Pennsylvania Rail-road Depot, West Philadelphia:-

WESTWARD, 

Express, Niaii, and Accommodation, east and West, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad. WM. A. BALDWIN, General Superintendent.

WEST JERSEY RAILBOADS.

FALL AND WINTER ARRANGEMENA! COMMENCING MONDAY, SEPTEMBER '9, 1870. Trains will leave Philadelphia as follows:-From

Trains will leave Philadelphia as follows:--From foot of Market street (upper ferry), \$16 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vinetand, Millville, and way stations. 1145 A. M., Woodbury Accommodation. 8-15 P. M., Passenger for Cape May, Millville, and way stations below Glassboro. 8-30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations. 5-30 P. M., Accommodation for Woodbury, Glass-boro, Clayton, Swedesboro, and intermediate sta tions. tions

Bretail Train leaves Camden daily, at 12 M. WII-LIAM J SEWELL, Superintendent

# SAXON CREEN

is Brighter, will not Fade, Costs Less than any other because it will Paint twice as much surface. SOLD BY ALL DEALERS IN

# PAINTS.

## M'MAHON. ASTON & MCMAHON,

SHIPPING AND COMMISSION MERCHANTS, No. 3 COENTIES SLIP, New York, No. 16 SOUTH WHARVES, Philidelphia, No. 45 W. PRATT STREET, Baltimora We are prepared to ship every description i Freight to Philadelphia, New York, Wilmington, and Intermediate points with promptness and despatch. Canal Boats and Steam-Ungs furnished at the shortest



Pipe of all Sizes Cut and Fitted to Order

## CARD.

Having sold HENRY B. PANCOAST and FRAN-CIS 1. MAULE (gentlemen in our employ for seve-ral years past) the Stock, Goodwill and Fixtures of our RETAIL ESTABLISHMENT, located at the our RETAIL ESTABLISHMENT, located at the corner of THIRD and PEAR Striets, in this city, that branch of our business, together with that of HEATING and VENTILATING PUBLIC and PRI-VATE BUILDINGS, both by STRAM and HOT WATER, in all its various systems, will be earried on under the firm name of PANCOAST & MAULE, at the old stand, and we recommend them to the trade and business public as being entirely compe-tent to perform all work of that character-MORRIS, TASKER & CO. Philadelphia, Jan. 22, 1870.

Philadelphia, Jan. 22, 1870.

UNITED STATES ENGINEER'S OFFICE, PHILA-DELPHIA, Pa., NO. 1330 CHESNUT STREET, May 6, 1871. SEAI ED PROPOSALS, in duplicate, of the form furnished by the undersigned, with a copy of this advertisement attached to each, will be received at this office until 12 o'clock M. on MONDAY, the 12th day of June, 1871, for the supply of Wrought and Cast Jron required for this work. The iron must be delivered on the ratiroad pier at Lowes, or at the works where made.

The iron must be delivered on the railroad pler at Lewes, or at the works where made. The bids will state carefully the proposed places of delivery, with the corresponding prices. There will be required for the pler about one mil-lion eight hundred thousand pounds of rolled and hammered iron, and about three hundred and forty thousand pounds of cast iron. The present letting will be for about 600,000 pounds of wrought iron and about 140,000 pounds of cast iron.

From Specifications and drawings can be seen at this Office, where information will be supplied on appli-cation. Envelopes to be endorsed "Proposals for Iron."

FRANKFORD ARSENAL

F Construction of the sub-Frink of the sub-Frink of the sub-SEALED PROPOSALS in duplicate will be received at this office until 12 M., June 15, 1871, for furnishing the fresh beef required by the Sub-sistence Department, U. S. A., at this station during six months, commencing July 1, 1871. Information as to conditions, quality of beef, payments, etc., can be obtained by application to WILLIAM PRINCE, 6 15 6t First Lieut. Ord., A. C. S.

OOAL.

P. OWEN & CO., COAL DEALERS, FILBERT STREET WHARF, SCHUYLKILL.

S NOWDON & RAU'S COAL DEPOT, CORNER S DILLWYN and WILLOW Streets.—Lehigh and Schuylkill COAL, prepared expressly for family use at the lowest cash prices. 118

J. D. KURTZ, Lieutenant-Colonel of Engineers.

8 10 1yi

Iron.'

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PROPOSALS. THON FOR LANDING PIER, NEAR LEWES, DELAWARE