PROFESS REPORTED TO PROFESSION AND ASSESSED.

#### FOREIGN ITEMS.

-The Israelit, of Mayence, derives the word German from the name of the eldest son of Japhet, Gomer. "One of the oldest Aramaic translations of the Bible, the 'Targum Jerushalmi, falsely ascribed to Jona-than ben Usiel, speaks of 'Germania' as one of the countries in which Gomer's descendants were living. That by a simple metathesis 'Gomer' has become converted into 'German' is clear to any one who knows Hebrew. The Babylonian Talmud, too (Joma, f. 10), and the Talmud 'Jerushalmi,' in the first chapter of the treatise 'Megillah,' describe 'Germania' as the residence of the descendants of Gomer. We cannot here omit to observe that the eldest son of Gomer is called in the Bible Askenas, and that in Jewish literature, as well as in the popular language, this name is commonly used for Germany. Now the Ascanians are, if not the oldest, at least one of the oldest of the German dynastic families. | \* \* Hence it would follow that the descendants of Gomer, called, after their ancestor, 'Gomrans,' or 'Germans,' settled under the direction of Askenas, the eldest son of Gomer, in the country which they then called 'Germania.'"

-Working men may be very good Con-servatives, says an English journal, but Conservative working men do no honor either to their own or to any other class when they send forth such addresses as that which has just been presented to the Emperor Napoleon on the part of the "Deal, Sandwich, and Walmer Working Men's Constitutional Conservative Association." The signers of the address begin by expressing to his Majesty their "condolence on the unparalleled misfortunes and reverses sustained by the French army during the late campaign"—a pleasant re-minder for the military sovereign who fled with his troops from Beaumont to be captured with them at Sedan. The Conservative working men then dwell on "the rapid advancement made in science, educa-tion, literature, art, and all the higher attainments" during the Emperor's reign-a subject on which the opinion of English journeymen and mechanics must be of the highest value-and they express a hope that before long his Majesty, having "resumed the Imperial dignity of France," will "mete out justice to those individuals who are now the promoters of assassination, plunder, anarchy, and confusion." The Emperor having received the address was obliged to reply to it; and he has declared that among the marks of sympathy which have reached him since his arrival in England none have been more agreeable to him than that which proceeds from the working men of Deal. "More amusing" is what his Majesty must have meant.

-Considering the shower of excommuni-cations "with" and "without" which is new falling in Germany, it may be well to say a word or two by way of "scientific" explanation, as there may really be those among our readers who never knew the difference between those wonderful portents. Dr. von Dollinger now lies under the "Excommunicatio major propter hæresim formalem et externam," which means that he is completely excluded from the Church. This exclusion again is fraught with the "Excommunicatio minor" for every member of the Church keeping up any communication with those thus outlawed; in this case, since no "legal exception" has been established, it falls, among a number of other distinguished people, upon the King of Bavaria himself ipso facto. Upon the principal culprit it further entails exclusion from sacrement and prayer, inability of as-quiring benefices, denial of church burial. The distinction between "heresis interna" and "externa" is rather curious. The former betokens the inner denial of a dogma, the latter the outer; though it would seem somewhat difficult at first sight to find out this inner denial unless it be made known by some such outer sign as speech. Even more difficult seems the difference established between "hæresis materialis" and "formalis." the former indicating a state of unconscious. the latter that of conscious, error. Posterity will indeed marvel at all these things, even as we do at a collection of mediaval instruments of torture. We may be satisfied with the knowledge that these ecclesiastical weapons, though still used, have become very harmless indeed.

-As has been frequently pointed out in discussions on the state of Westmeath and Ireland generally, the difficulty of obtaining information is the greatest if not the only difficulty that has to be met. Here is an illustration of the ingenuity which is employed in the intimidation of informers. A man who was known to have given information against some persons implicated in the Fenian movement was observed one day drinking or drawing water at a certain holy well, said to be the residence of a sacred trout. The opportunity was too good to be neglected. A dead trout was pro-cured and placed in the well, and the neighborhood was forthwith invited to behold a miracle. The thing was plain. The fish had been unable to live in water which had reflected the features of an informer. The trout was fished out-inquiry into the identity of the body being for the time waived-fixed on the top of a pole, and carried at the head of a large procession of sympathizers, who immediately proceeded to murder the delinquent. This act of righteous vengeance was not, however, fully consummated, for the police interfered, and with some difficulty rescued the man at that stage of the process when the subject is described, in the dialect of the country, as being "kilt."

# SIR JOHN HERSCHEL.

Obsequies of the Eminent Deceased.

From the London Times, May 19. In the year 1833 the elder Herschel was buried in the little church of Upton, near Slough; and now, after an interval of nearly half a century, the body of his scarcely less distinguished son has just been publicly consigned to its last rest-ing place in Westminster Abbey. Sir John Herschel's funeral was celebrated yesterday, with full choral service, in the presence of a large circle of attached friends, nearly all the men of science of the day, and a numerous assemblage of the public, who filled the sides and west end of the nave. At 12 o'clock the body, which had arrived by railway from Kent half an hour before at the Charing-cross Station, in a hearse, attended by a single mourning coach, was carried into the nave by the cloister entrance as the choir, accompanying the organ, sang the well-known sentences beginning "I know that my Redeemer liveth.

The procession having wound its way up the pave and reached the sacrarlum, the coffin, which was of plain polished oak, was placed on trestles before the altar. The lesson (from the fifteenth chapter of the First Episile to the Corinthians) was read by Archdeacon Jennings. The remaining portion of the service was sung at the grave by the choir, except the part read by the Dean, and it concluded with the anthem of Handel. "His body is buried in peace; but His name liveth forevermore." The Desn gave the final blessing. The Canons present on the occasion were Canon Nepeau. Canon Jennings, Mixor Canons attended. The grave is at the eastern end of the north sisle, near to the tomb of Sir Isaac Newton, under the painted window recently erected to Robert Stephenson, and at the foot of the monument to Lord Livingston.

The pall-bearers were the Duke of Devonshire, Chancellor of the University of Cambridge; M. le Duc de Broglie, Member of the Institute of France; Mr. George B. Airey, the Astronomer Royal; General Sir Edward Sabine, President of the Royal Society: Sir Charles Lyell, Mr. William Lassell, President of the Royal Astronomical Society; Sir Henry Holland, President of the Royal Institution, and Sir John ubbock. The list of mourners included Mr. A. S. Herschell, chief mourner: Gen. Hon. A. Gor-S. Herschell, chief mourner; Gen. Hon. A. Gordon, Mr. Reginald Marshall, Mr. John Stewart, Messrs. Edward and Henry Hardcastle, Mr. William Spottsiwoode; Dr. Parry, Bishop Suffragan of Dover, Mr. H. C. Morland, Mr. J. P. Gassiot, Colonel Strange, Mr. G. R. Waterhouse, Rev. Charles Pritchard, Savilian Professor of Astronomy; Mr. J. H. Nelson, Mr. A. Beresford Hope, M. P., Prof. Tyndall, Prof. Owen, Prof. Adams, Rev. J. Jeffraya and Sir Charles Wheat Adams, Rev. J. Jeffreys, and Sir Charles Wheatstone.

Among those also present in the Abbey on the mournful occasion were Sir John Bowring, Mr. Charles Darwin, the Dean of Salisbury, Messrs. Norman, Lockyer, M. D., Conway and Warren De la Rue, Professor Sylvester, Lady Augusta Stanley, and several other ladies, and a large number of men celebrated in every de-partment of science. The mournful ceremony was brought to a conclusion shortly after

#### BAFE DEPOSIT COMPANIES THE PENNSYLVANIA COMPANY

FOR INSURANCES ON LIVES AND GRANTING

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Receive money on deposit, returnable on demand, for which interest is allowed. And under appointment by individuals, corporations, and courts, act as
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INSURANCE COMPANY, OFFICE AND BURGLAB-PROOF YAULTS IN
THE PHILADELPHIA BANK BUILDING,
No. 421 CHESNUT STREET,
CAPITAL, \$500,000.
FOR SAFE-KEEPING OF GOVERNMENT BONDS and
other SECURITIES, FAMILY PLATE, JEWELRY, and

other Valuables, under special guarantee, at the

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The Company also offer for Rent, at rates varying from \$15 to \$75 per annum, the renter holding the key, SMALL SAFES IN THE BURGLAR-PROOF VAULTS, affording absolute SECURITY against First THEFT, BURGLARY, and ACCIDENT.
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## CUMBERLAND NAILS \$4'75 Per Keg.

These Nails are known to be the best in the market

All Nails, no waste, and cost no more than other brands, Each keg warranted to contain 100 pounds of Nails.

Also, a large assortment of fine Hinges, Locks, and Salid Bronze, suitable for first-class build ings, at the great

Cheap-for-Cash Hardware Store

OF J. B. SHANNON.

No. 1009 MARKET Street. 9 14 tothes DEPARTMENT OF SURVEYS, OFFICE OF CHIEF ENGINEER AND SURVEYOR, No. 224 S. FIFTH STREET.

PHILADELPHIA, May 26, 1871. NOTICE .- Duplicate plans of the revision of grades on Broad street, from Germantown road to Fisher's lane, are now prepared and depos ited for inspection at the office of Josiah Hibberd, Surveyor and Regulator, Camac and Norris streets, and also at the office of this Department, and the Board of Surveys have appointed MONDAY, June 5th, 1871, at 10) o'clock A. M., to consider any objections that may be urged thereto by any citizen interested

STRICKLAND KNEASS, Chief Engineer and Surveyor.

### CREEN SAXON

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

PAINTS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. OHESNUT Street, next door to the Post Office.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER & P. M., SUNDAY, MAY 14, 1870. AFTER 8 P. M., SUNDAY, MAY 14, 1876.
The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Depot.
Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

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.

Bryn Mawr Accommodation Mail Train

Lock Haven and Elinira Express

9:40 A. M.
Paoli Accommodation, 10:10 A.M. & 1:10 and 7:30 P. M.
Eric Express

Harrisburg Accommodation

12:40 P. M.
Harrisburg Accommodation

12:40 P. M.
Languager Accommodation

12:40 P. M.
Languager Accommodation

12:40 P. M. 12:40 P. M. 9:80 P. M. 4:10 P. M. Ancaster Accommodation . . 5-80 P. M. 7-20 P. M. 7-90 P. M. . . . Cincinnati Express .

Market street.
Sunday Train No. 1 leaves Philadelphia at 8:40

A. M.; arrives at Paoli at 9.40 A. M. Sunday Train No. 2 leaves Philadelphia at 6.40 P. M.; ar-rives at Paoli at 7.40 P. M. Sunday Train No. 1 leaves Paoli at 6.50 A. M.; arrives at Philadelphia at 6.10 A. M. Sunday Train No. 2 leaves Paoli at 6.00 P. M.; arrives at Philadelphia at 6.20.

TRAINS ARRIVE AT DEFOT.
Cincinnati Express
Philadelphia Express . . 6 40 A. M Bryn Mawr Accommodation 7:40 A. M. Paoli Accommodatin, 8:20 z. M. & 8:50 & 6:40 P. M. . . . . . . 12.20

Lancaster Train

Lancaster Train

Rie Express

Goof P. M.
Lock Haven and Elmira Express
Goof P. M.
Pacific Express
Sistemation Express
Harrisburg Accommodation
For further information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 801 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACB,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not 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.

General Superintendent, Altoona, Pa.

PHIA AND TRENTON RAILROAD COM-PANIES LINES FOR NEW YORK AND WAY PLACES FROM WALNUT STREET WHARF. At 6.15 a. m. Accommodation via Camden and Am boy, and at 8 a. m. Express, and 3.30 p. m. Accommodation via Camden and Jersey City.

At 2 and 6 p. m. for Amboy and Intermediate sta-

At 6.15 a. m. and 3.30 p. m. for Freehold and Farmingdale. At 6:15, 8, and 10 a, m., 12 m., 2, 3:30, and 5 p. m. for Trenton.
At 6.15, 8, and 10 a. m., 12 m., 2, 3.30, 5, 6, 7.30, and 11:30 p. m. for Bordentown, Florence, Burlington, Edgewater, Beverly, Delanco, and Riverton.

At 6:15 and 10 a. m., 12 m., 2, 3:30, 5, 6, 7:30, and 11:30 p. m. for Riverside, and Palmyra.

At 6:15 and 10 a. m., 12 m., 5, 6, 7:30, and 11:30 p. m. for Fish House.
The 11:30 p. m. Line leaves from Market Street

Ferry (upper side).
FROM WEST PHILADELPHIA DEPOT. At 7, 8:15, and 11 a. m., 1:20, 3, 5:30, 6:45, and 12 p. m., New York Express Lines, and 11:30 p. m. Emigrant Line, via Jersey City. At 7, 8:15 and 11 a. m., 1:20, 3, 5:30, 6:45, and 12 At 7, 8 15 and 11 a. m., 6 25 and 12 p. m. for Trenton.

At 7, 8 15, and 11 a. m., 6 25 and 12 p. m. for Bristo'.

At 12 p. m. (Night) for Morrisville, Tullytown,
Schenck's, Eddington, Cornwells, Torrisdale,
Holmesburg Junction, Tacony, Wissinoming,
Bridesburg, and Frankford.

Sanday Lines leave at 11 a. m., 6 45 p. m., and 12

Sunday Lines leave at 11 a. m., 6-45 p. m., and 12 FROM KENSINGTON DEPOT. At 7 and 9 30 a. m., 9 30, 3, and 5 p. m. for Trenton and Bristol. And at 6 p. m. for Bristol. At 7 and 9'30 a. m., 2'30 and 5 p. m. for Morrisville and Tullytown.
At 7 and 930 a. m., 230, 5, and 6 p. m. for

Schenck's, Eddington, Cornwells, Torrisdale, and Holmesburg Junction. At 6'45 a. m., 12'39, 5'15, and 7' 15 p. m. for Bustleon, Holmesburg, and Holmesburg Junction.
At 645 and 930 a. m., 1230, 230, 515, 6, and 715
b. m. for Tacony, Wisslaoming, Bridesburg, and

VIA BELVIDERE DELAWARE RAILROAD. At 7 a. m. and 3 p. m. for Niagara Falls, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Scranton, Wilkesbarre, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc., and 7 a. m. for Schooley's Mountain. At 9'80 a. m. and 5 p. m. for Pennington, Lambertville, and intermediate stations, and at 5 p. m. for

FROM MARKET STREET FERRY (UPPER SIDE).
VIA NEW JERSEY SOUTHERN RAILROAD.
At 11 a. m. for New York, Long Branch, and intermediate places.
VIA CAMDEN AND BURLINGTON COUNTY
RAILROAD.

At 6 and 11 a. m., 1, 250, 330, 5, and 630 p. m.,
and on Thursday and Saturday nights at 1130 p. m.,
for Merchantsville, Moorestown, Hartford, Masonville, Hainsport, and Mount Holly.
At 6 a. m., 230 and 630 p. m. for Lumberton and
Mediord.

Medford.
At 6 and 11 a. m., 3-30, 5, and 6-30 p. m. for Smithville, Bwansville, Vincentown, Birmingham, and Pemberton.
At 6 a. m., 1 and 3-30 p. m., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WM. H. GATZMER, May 29, 1871.
Agent.

PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.
On and after MONDAY. May 15, 1871,
the trains on the Philadelphia and Erie Railroad will run as follows from the Pennsylvania Railroad Depot, West Philadelphia:— 

williamsport... 5 to F. M.
arrives at Erie... 7 40 A. M.
ELMIRA MAIL leaves Philadelphia... 9 30 A. M.
Williamsport... 6 35 P. M.
arrives at Lock Haven... 7 50 P. M. arrives at Philadelphia. 6-30 A. M.
ERIE EXPRESS leaves Erie. 900 P. M.
"Williamsport. 8-25 A. M.
"Arrives at Philadelphia. 5-30 P. M.
ELMIRA MAIL leaves Lock Haven. 8-06 A. M.
"Williamsport. 9-15 A. M.
"Arrives at Philadelphia. 5-30 P. M.
BUFFALO EXP. leaves Williamsport. 1-25 A. M.
"Support". 1-25 A. M. " Sunbury... arrives at Philadelphia.

Mail East connects east and west at Eric with S. & M. S. R. W. and at Corry and Irvineton with Oil Creek and Alleghen R. R. W. Mail west with west-bound trains on L. S. & M. S. R. W. and at Corry and Irvineton with Oil Creek and Allegheny R. H. W. Warren Accommodation east and west with trains on L. S. and M. S. R. W. east and west and at Corry with O. C. and A. R. R. W. Eric Accommodation east at Corry and west at Corry and Irvinetewn with O. C. and A. R. R. W. Elmira Mail and Buffalo Express make close connection at Williamsport with the N. C. R. W. trains,

Catawissa passenger trains will be run east from Williamsport on Eric Express, and west to Wil-liamsport on Elmira Mail. WM. A. BALDWIN, General Superintendent. WEST JERSEY BAILBOADS.

foot of Market street (apper ferry),
5-15 A. M., Passenger for Cape May, Bridgeton,
Salem, Swedesboro, Vineland, Millville, and way
stations. stations.

11-46 A. M., Woodbury Accommodation.

8-16 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.

8-20 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.

5-45 P. M., Accommodation for Woodbury, Glassboro, Cinyton, Swedesboro, and intermediate stations.

hreight Train leaves Camden daily, at 12 M.
WILLIAM J SEWELL, Superintend

RAILROAD LINES.

DHILADELPHIA AND READING RAILROAD. May 15, 1871.

Depot—THIRTEENTH and CALLOWHILL Streets.
Until further notice trains will Leave and Arrive as follows:-TRAINS LEAVE.

TRAINS LEAVE.

TRAINS LEAVE.

7 30 a. m. Harrisburg and Pottsville Express. 8 30 a. m. Philadelphia and Pottsville W. Tr'n. 12 30 p. m. Harrisburg and Pottsville Express. 8 30 p. m. Pottstown Accommodation. 4 30 p. m. Reading and Pottsville Accommodation. 5 15 p. m. To Reading ...... 8.00 a. m

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.
For Downingtown and points on Chester Valley Railroad take 7:30 a. m., 12:30 and 4:30 p. m.
For Schwenksville and points on Perkiomen Rail road take 7:30 a. m., 12:30 and 4:30 p. m.
For Mt. Pleasant and points on Colebrookdale Railroad take 7:30 a. m. and 4:30 p. m.
PARK ACCOMMODATION TRAINS, DAILY EXCEPT SUNDAY.

Leave depot, Thirteenth and Callowhill streets, 8:45 and 11 a. m., 2:15, 4, and 6:30 p. m.
Leave West Manayunk, 6:10 and 8:30 a. m., 12 noon, 3.05 and 5.15 p. m.

Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10, 11 a. m., 1, 2, 3, 4, 4 50, 5 40, and 6 40 P. M. 6:40 P. M.
Leave Belmout, 9:25, 10:25, 11:25 a. m., 1:25, 2:25, 2:25, 4:25, 5:15, 6:15, and 7:65 p. m.
Exchange Tickets to and from Belmont are sold by conductors of Park train of this Company, and Thirteenth and Fifteenth, Seventeenth and Nineteenth, add Green and Coates street cars, good on lines resistance.

lines mentioned.

New York Express for Pittsburg and West.

Trains leave New York at 2 a.m. and 5 p. m.,
passing Reading at 1 55 and 9 50 p. m. connecting
at Harrisburg with Pennsylvania and Northern
Central trains for Chicago, Cincinnati, Pittsburg,
Baltimore, Williamsport, etc.
Sleeping-cars accompany these trains through between Jersey City and Chicago without change.

Trains for New York leave Harrisburg at 40 5 and
\$10 a. m., and 2 p. m. lines mentioned.

8:10 a. m., and 2 p. m.
Additional train leaves New York for Harrisburg at 12:30 noon.

at 12:30 noon.

For particulars see Guide Books, which can be obtained at S. E. corner of Ninth and Chesnut streets, under Continental Hotel, No. 311 Chesnut street, and at all stations, without charge.

Season, School, Mileage, and Commutation Tickets at reduced rates, to be had of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or J. E. Wooten, Assistant Superintendent, Reading.

STREET CARS.—The Thirteenth and Fifteenth, and 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 collected and delivered by Dungan's
Baggage Express. Orders left at Depot or at No.
213 S. Fourth street.

Through tickets and baggage checks to all principal points in Oil Regions, 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. 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 8.
TO GERMANTOWN—6. 7, 715, 735, 836, 905, 10, 11 a.m.; 12, ngon; 1, 2, 230, 315, 345, 405, 430, 505, 510, 545, 6, 630, 7, 8, 815, 9, 1015, 11, 1140, 1230, night. night, SUNDAY-745, 905 a.m.; 1245, noon; 215, 405, 5'40, 7, 8'45, and 11'95 p. m. FROM GERMANTOWN-6, 6'25, 6'50, 7'25, 8'05, 810, 845, 9, 925, 10, 11 05, 11 55 a. m.; 1, 1 55, 3 30, 3 55, 445, 5, 5 30, 6, 6 10, 6 40, 7 10, 8, 9 05, 10, 10 30, 1'25 p. m. SUNDAY—\$10, 9'05 a. m.; 1'05, 2'35, 3, 5'55, 6, 8'20, and 10 20 p. m. The 8 05 and 9 25 a. m. down trains, and 2 30, 3 45,

Passengers taking the 6 50, 7-25, 10, a m., and 5-30 and 6.40 p. m. trains from Germantown will make close connections with the trains for New York at Intersection Station. TO CHESNUT HILL—6, 7, 7:35, 9:05, 10, 12 a.;m., 2:30, 3:45, 5:05, 5:45, 7, 8, 9, 11, 11:40 p. m. SUNDAY-745, 905 a. m., 1245 noon, 218, 540, FROM CHESNUT HILL-6-10, 7-10, 7-50, 8-30, 9-10.

50, 11 40 a. m., 1 40, 3 40, 5 45, 6 25, 6 55, 8 50, 10 15, Sunday-7:50, 8:45 a. m., 12:45, noon, 2:15, 5:40, 8 D. M. CONSHOHOCKEN AND NORRISTOWN-10 CONSHOHOCKEN AND NORRISTOWN—6-05, 7-30, 9, and 11-05 a.m., 12-05, m., 1-30, 3,4, 4-40, 5, 5-30, 6-25, 8-05, 10-20, and 11-45 p. m. Sunday—7:30, 9 a. m., 1:30, 3, 7:15, and 9:30 p. m. FROM NORRISTOWN—5:30, 6:30, 7, 7:40, 8, 8:50, 11 s. 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.

2.05 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, 3 445, 715, 930 p. m. FROM MANAYUNK—6, 6.58, 7.34, 8.65, 8.22, 9.20, 10.45, 11.30 s. m., 1.98, 2.15, 3, 3.58, 5, 6.25, 6.45, 7.45, 8-30, 9:45, 10:30 p. m. day\_7.30, 9, 9.30, 10.50 a.m., .30, 1.45, 3.10, 5.30, 7. 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

nday-Leave Oreland at 6.30 a. m. and 6.36 p. m. The 740 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 Conshohocken and Manayunk only.

The 4 p. m. train up from Philadelphia is the only rain that stops at Domino Lane. Chester Valley Railroad—Leave Philadelphia at p. m. Leave Downingtown at 640 a.m. nonixville Train—Leaves Philadelphia at 9 a. m and 1°30 p. m. Leaves Phoenixville at 12°25 and 5°20 For points on Perkiomen Railroad leave Ninth

and Green at 1.50 p. m. Returning, leave Schwenks-ville at 4.45 p. m., arriving at Ninth and Green at 6.50 p. m.
Passengers by 1.30 p. m. train connect at Phœnix-ville with train for Pottstown and Reading. Passengers taking the 7, 7.35, and 11 a.m. and 5.30 and 6.30 p. m. trains from Ninth and Green streets will make close connection with trains for New York at Intersection

The 9:30 a. m., 12:30, 5, and 7 p. m. trains from New York stop at Intersection. G. A. NICOLLS, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
On and after MONDAY, April 24.
Trains will leave and arrive at the Depot, THIRTYFIRST and CHESNUT Streets, as follows:—
FROM PHILADELPHIA
For West Chester at 7-25 and 10 A. M., 2-30, 7-10,
and 11-20 P. M. Stops at all stations.
For West Chester at 4-45 P. M. This train stops
at stations west of Media (Greenwood excepted).
For B. C. Junction, 5-30, 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.
FOR PHILADELPHIA
From West Chester at 6-30 and 10 A. M., 2, 5, and
6-55 P. M. Stops at all stations.
From West Chester at 7-25 A. M. Stops at stations west of Media (Greenwood excepted).
From B. C. Junction at 5-25, 8-10 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. 2-30, and 6-45 P. M.

Leave Philadelphia at 9 A. M. 9:30, and 6:45 P. M. Leave West Chester at 7 A. M., 4 and 5 P. M. H. K. SMITH, Superintendent.

CAMDEN AND ATLANTIC RAILROAD. SPRING ARRANGEMENT.
On and after MONDAY, May 15, 1871, trains will leave VINE Street Ferry as follows:— Returning, leave Atlantic:-Trains will leave Philadelphia as follows:-- From Atco, 12-15 P. M.: Hammonton 6 A. M.
Night line for Haddonfield leaves Camden 11-30
P. M.

Freight must be delivered at Vine street wharf by 4 P. M. to insure its transportation next day.

5 12 D. H. MUNDY Agent.

RAILROAD LINES.

NORTH PENNS YLVANIA RAILROAD—TH 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 ARANGEMENT,

Takes effect May 15, 1871.
Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:7 00 a. m. (accommodation), for Fort Washington.

7.00 a. m. (accommodation), for Fort Washington.
7.35 a. m. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pitiston, Towanda, Waverly, Auburn, Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falis, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
8.25 a. m. (Accommodation) for Doylestown.
9.45 a. m. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

roads.

11 a. m. (Accommodation) for Fort Washington.

123 and 530 p. m. for Abington.

2 p. m. (Express) for Bethlenem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

230 p. m. (Accommodation) for Doylestown.

At 320 p. m. (Bethlenem Accommodation) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton.

At 4 p. m. (Accommodation) for Bethlehem,

430 p. m. (Mall) for Doylestown.

430 p. m. (Mail) for Doylestown. 515 p. m. for Bethiehem, Easton, Allentown, and Manch Chunk. 630 p. m. (Accommodation) for Lansdale. 845 and 11'30 p. m. (Accommodation) for Fort

Washington.
The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM dehem at 8.55 and 10.35 a. m.; 2.15, 5.20, 8.15, and 10-20 p. m.

o, m. wn at 8.25 a. m., 4.45 and 6.45 p. m. Doylestown at 8-25 a. m., 4-45 and 6 a. p. Lansdale at 7-30 a. m. Fort Washington at 9-20 and 11-20 a. m., 3-05 and 10:00 p. m. Abington at 2:45 and 7:00 p. m.

ON SUNDAYS.
Philadelphia for Bethlehem at 9 30 a. m. Philadelphia for Doylestown at 2000 p. m. Philadelphia for Fort Washington at 9000 a. m. and 6:45 p. m.

nd 6 45 p. m. Poylestown for Philadelphia at 6 45 p. m. Bethlehem for Philadelphia at 4 00 p. m. Fort Washington for Philadelphia at 10 00 a. m. and 8-00 p. m.

Tickets sold and baggage checked through to all principal points at Maun's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

May 18, 1871.

ELLIS CLARK, Agent.

PHILAPELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.— TIME TABLE, COMMENCING MONDAY, NOVEMBER 21, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:

Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-read, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Posomoke Rail-

at, Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11.45 A. M. (Sundays excepted),
for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Cennects at Wilmingto I with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for
Baltimore and Washington, stopping at Chester,
Thurlow, Linweod, Claymont, Wilmington, Newpert, Stanton, Newark, Elkton, North East,
Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's
and Stemmer's Run.

Night Express at 11.30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton,
North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will
take the 11.46 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, ant 7:00 P. M. The 5:00 P. M. train connects with Delaware Railroad for Milford and intermediate stations. Leave Wilmington 6:45 and 8:16 A. M., 2:00, 6:00. and 7-15 P. M. The 8-10 A. M. train will not stop between Chester and Fhiladelphia. The 7-15 P. M.

train from Wilmington runs Daily; all other acommodation trains Sundays excepted. Trains leaving Wilmington at 6.45 A. M. and 4.00 P. M. will connect at Lamokin Junction with the M. and 4.30 P. M. trains for Baltimore Cenral Railroad. From Baltimore to Philadelphia .- Leave Balti-

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express, SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays leave Philadelphia for Oxford at 8:30

On Sundays leave Philadelphia for Oxford at 3-30 A. M.; returning, leave Oxford at 3-40 P. M., stopping at all intermediate stations.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Reoms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD.—CHANGE OF HOURS. On and after SUNDAY, June 4, 1871, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R., corner Broad street and Wash-

ington avenue:—
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.,
Wednesdays and Saturdays only at 2:30 P. M. For Chadd's Ford and Chester Creek Railroad at 7 and 10 A. M., 430 and 7 P. M. Wednesdays and Saturdays only 230 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 430
P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad. Trains for Philadelphia leave—

Port Deposit at 9-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore. Oxford at 606 and 10:85 A. M. and 5:80 P. M. Mondays at 5 15 A. M. only. Chadd's Ford at 7:26 A. M., 11:58 A. M., 4:20 and 649 P. M. Mondays only at 632 A. M. On Sandays train leaves Philadelphia at 8:30 A. M for Oxford; returning, leaves Oxford for Philadel-phia at 3 40 P. M.

Phis at 3 40 P. M.

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 Superintendent.

PLUMBING, CAS FITTING, ETO. PANCOAST & MAULE. THIRD and PEAR Streets, Plain and Galvanized Wrought and Cast Iron Pipes

FITTINGS, BRASS WORK, TOOLS, BOILER TUBES.

For Gas, Steam and Water.

# 3NITA3H MA3TE

Pipe of all Sizes Cut and Fitted to Order

CARD.

Having sold HENRY B. PANCOAST and FRAN-CIS I. MAULE (gentlemen in our employ for seve-ral years past) the Stock, Goodwill and Fixtures of our KETAIL ESTABLISHMENT, located at the our RETAIL ESTABLISHMENT, located at the corner of THIRD and PEAR Streets, in his city, that branch of our business, together with that of HEATING and VENTILATING PUBLIC and PRIVATE BUILDINGS, both by STEAM and HOT WATER, in all its various systems, will be carried 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 competent to perform all work of that character MORRIS, TASKER & CO. Philadelphia, JSD. 22, 1870. Philadelphia, Jan. 22, 1870.

WILSON'S CARPET CLEANING ESTABLISHMENT.

413m No. 611 South SEVENTEENTH Street.

AUOTION SALES. M THOMAS & SONS, AUUTIONEERS, NOS.

Sale N. E. corner Seventh and Parrish streets.
VALUABLE CAMELIAS AND OTHER PLANTS.

June 5, at 10 o'clock, by catalogue, the stock of valuable plants of Peter Raabe, declining busi6135

SALE OF REAL ESTATE AND STOCKS. On Tuesday, June 6, at 12 o'clock, noon, at the Exchange, will

June 6, at 12 o'clock, noon, at the Exchange, will include:—
6 GROUND RENTS—\$36 a year.
FRONT (north), No. 912—Genteel dwelling.
THERTEENTH (north), No. 653—Modern residence.
VINE, No. 1628—Modern residence.
SIXTH (BORTH), No. 422—Modern residence.
ELEVENTH (SORTH), No. 422—Modern residence.
ELEVENTH (SORTH) No. 725—Store and dwelling.
SOUTH AVENUE—Country seat, 6 acres, Spring Hill station, West Chester Railroad.
TENTH (north) No. 1956—Store and dwelling.
HANCOCK, Germantown—Modern residence.
FILSENT, No. 1837 and 1832—Genteel dwelling.
ELLSWORTH, No. 2164—Genteel swelling.
OIL FARN, 220 acres, Venango county, Pa.; also, machinery, tubing, tanks, etc.
2 shares Kensington National Bank.
6 shares Merchauts' Hotel Co.
25000 Fredericksburg and Gordonsville Railroa I.
Pew No. 83 Tenth Presbyterian Church.
1 share Woodlands Cemetery Co.

l share Woodlands Cemetery Co. 10 shares National Bank of the Republic. 81000 United States five-twenty bonds, 1865, 1000 shares McClintockville Petroleum Co. 6 shares Cooper's Point Ferry Co. 104 shares Delaware Mutual Insurance Co. 634 shares Vinton Furnace and Coal Co. 623t

Recorder's Sale by order of the Court of Common

Pleas.
VALUABLE WATCH MOVEMENTS.
On Friday Morning.
June 16, at 10 o'clock, about 800 Watch Movements
of the Philadelphia Watch Company. Catalogues now ready.

HENRY W. & B. SCOTT, JR., AUCTIONEERS, No. 1129 CHESNUT Street (Girard Row). THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street: rear entrance No. 1107 Sansom street. BUNTING, DURBOROW & CO., AUCTIONAERS
BARK Street, Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EU-On Monday Morning,
June 5, at 10 o'clock, on 4 months' credit. 5 30 5t

ALSO, 500 cartons bonnet and sash ribbons. 300 cartens Paris artificial flowers. 645 dozen linen cambric hdkfs. 200 dozen twenty-inch linen shirt fronts. 200 pieces striped and figured piques.

SALE OF 2000 CASES BOOTS, SHOES, HATS, TRAVELLING BAGS, ETC. On Tuesday Morning. June 6, at 16 o'clk, on four months' credit.

SHERIFF'S SALE.

By order of WILLIAM R. LEEDS, Esq., High
Sheriff of the city and county of Philadelphia, under
and by virtue of divers writs of Fieri Facias to him

directed.

BUNTING, DURBOROW & CO., Auctioneers, will sell at Public Vendue or Auction,

On Wednesday,

June 7, 1871, at 10 o'clock A. M., at the store of Peabody & Weston, No. 723 Chesnut street, for cash, the entire stock of carpetings, mattings, etc., to-gether with the lease, good will, and fixtures of store. Taken in execution and to be sold as the

property of Peabody & Weston.

5 31 5t WILLIAM R. LEEDS, Sheriff,
Sheriff's Office, Philadelphia, May 30, 1871. LARGE SALE OF FOREIGN AND DOMESTIC

DRY GOODS,
On Thursday morning,
June 8, at 10 o'clock, on four months' credit. 6 2 5t. SPECIAL PEREMPTORY SALE OF 10,000 DOZEN HOSIBRY AND GLOVES.

June 9, at 16 o'clock, on four months' credit, by order of Messrs. Charles Vezin & Co., who will close the balance of their spring importation prior street. I.

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.
Gash advanced on consignments without extra
charge. L PPINCOTT, SON & CO., AUCTIONERRS.

CONCERT HALL AUCTION ROOMS, No. 1918
OHESNUT Street.
T. A. MCCLELLAND, AUCTIONEEL. Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Rooms. o. 1219 Chesnut street, every Monday and Thurs-

or particulars see "Public Ledger." N. B .- A superior class of farniture at private sale HENRY MOLTEN, AUCTIONERS. Salesroom, Nos. 21 and 23 MERCER Street, New York.

REGULAR TRADE SALE FUR AND WOOL HATS,
LADIES' AND GENTS' READY-MADE FURS,
STRAW, FELT, AND VELVET GOODS,
Every THURSDAY during the season.

Cash advances made on consignments withou additional charges. PROPOSALS.

I RON FOR LANDING PIER, NEAR LEWES,

UNITED STATES ENGINEER'S OFFICE, PHILADELPHIA, Pa., No. 1830 CHESNUT STREET,

May 6, 1871.

SEALED 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 Iron required for this work. The iron must be delivered on the railroad pier at Lewes, or at the works where made.

The bids will state carefully the proposed places The bins will state carefully the proposed places of delivery, with the corresponding prices.

There will be required for the pier about one million eight hundred thousand pounds of rolled and hammered from, 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

Specifications and drawings can be seen at this Office, where information will be supplied on application. Envelopes to be endorsed "Proposals for

J. D. KURTZ, Lieutenant-Colonel of Engineers. QUARTERMASTER'S OFFICE, UNITED STATES ARMY,
PHILADELPHIA, Pa., May 26, 1871.
SEALED PROPOSALS in triplicate will be received at this office until 12 o'clock M. on MON-DAY, June 26, 1871. for building a brick or stone wall; with one double and one single iron gate, at the following named NATIONAL CEMETERIES,

VIZ.;—
Culpeper C. H., Va., Fort Harrison, near Richmond, Va., and Beverly, N. J.

The rubbish resulting from the excavation for the walls to be removed from the grounds of each cemewalls to be removed from the grounds of each cemetery at the expense of the successful bidder.
Bidders will be required to specify the price per
linear foot, and no bid will be entertained that does
not conform to this requirement.
Plans, specifications, and blank forms for bids
furnished by the undersigned.
HENRY J. HODGES,
526 6t Major and Quartermaster U. S. Army.

TRANKFORD ARSENAL

OFFICE A. C. S., PHILADELPHIA, Pa., May 15, 1871.} PHILADELPHIA, Pa., May 16, 1871.)

SEALED PROPOSALS in deplicate will be received at this office until 12 M., June 16, 1871, for furnishing the fresh beef required by the Subsistence Department, U. S. A., at this station during 18 x months, commencing July 1, 1871. Information 18 to conditions, quality of beef, payments, etc., can be obtained by application to WILLIAM PRINCE,

First Lieut, Ord., A. C. S. COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands, Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Fests, from thirty to seventy-all mohes, with Faulins, Belling, Sent Wine, etc.

JOHN W. EVERMAN,

Mo. 16 CHURCH SERSETURE SLOTEL

PRODUCE COMMISSION MERCHANTS, No. 56 NORTH WHARVES NO. ST NORTH WATER STREET;
PHILADELPHIA.
ALEXANDRE G. CATTER.