ECCLESIASTICAL LAW.

THE RIGHTS OF A CLERGYMAN "SETTLED" AS RECTOR—THE RIGHT OF A VESTRY TO DISMISS A CLERGYMAN-ANOTHER INTERPRETATION OF CANON 4, TITLE 2, OF THE PROTESTANT EPIS-COPAL CHURCH.

The following communication is in answer to one that appeared in our columns a few days ago, and it takes another view of the rights of clergymen and vestries under the civil law and the canons of the Church:-

There is no law in Pennsylvania distinguishing between a contract entered into by a clergyman and one made by any other citizen. So far as the law is concerned, clergymen are on the same footing as other persons.

The position of the rector in the civil courts, unless there is a particular contract, is that of an employe without a fixed term of office, but at a certain rate of compensation. Such a relation may be severed by either party to it at will. (Coffin vs. Landis, 10 Wright, 426. Peacock vs. Chambers, 10 Wright, 434. Kirk vs. Hartman, 13. P. F. Smith, 97.)

It is true the canons or laws of the religious bodies to which the parties belong may impose obligations upon them which supplement the civil law, and become, quoad hoc, the particular contract or a part of it, and which as such will be recognized in the civil tribunals. Has the General Convention of the Protestant Episcopal Church in the United States of America legislated upon the relation of

pastor, and church, or vestry? It has done so distinctly, changing and repealing its canons from time to time, until the only legislation of the Church upon the subject is Title II, Canon 4 of the Digest, entitled "Of the Dissolution of a Pastoral

Connection. This canon recognizes the right, which we have shown exists by the civil law, to dissolve the connection, as residing either in the vestry or the rector. But in exercising that right, it must be done with the concurrence of the Bishop, or in his absence of the Standing Committee, if a union with the convention of the diocese is sought to be maintained.

If the Bishop refuses his concurrence, the party taking the initiative in the discussion s not, ipso facto, forever cut off from union with the convention, but may be restored to it on making such satisfaction as the convention may require. Of course, if the convention approves the action, it can restore without any satisfaction other than a statement of the case, notwithstanding the refusal of the ecclesiastical authorities to concur.

The second section of the canon strengthens this interpretation of the first, it declaring "in case of a regular and canonical dissolution of the connection between a minister and his congrestion the Bishop, or, if there be no Bishop, the Standing Committee, shall direct the Secretary to the Convention to record the same.

Any dissolution is regular and canonical to which the Bishep or Standing Committee, as the case may be, has given consent. If the dissolution has been by the act of the vestry or minister, with the concurrence of the ecclesiastical authority, it is still a dissolution, but not regular and canonical, and in that case it is to be laid before the convention of the diocese.

Canon 2 of this title is not in pari materia. It provides for the punishment of

Canon 4 may come into force without any offense having been committed. It is enough if the ecclesiastical authorities approve the separation. A trial is not necessary—was not intended. All was done which was deemed essential for the protection of either party when the consent of the ecclesiastical authority was required. The dissolution is complete when the vestry or congregation, as the case may be, have dismissed or the rector has resigned. The ecclesiastical authority has no part in the dismissal. It imposes, or relieves from, the penalty—nothing more.

The argument of Judge Ludlow in the case

of Batterson vs. Thompson confounds things entirely distinct when he likens the dissolution of ministerial connection to a degradation. This puts an end to the employment of the clergyman in a particular field. The other displaces him from the ministerial office or function.

The Judge, with all due respect, uses lan-guage bordering on the sensational when he exclaims, "Can it be possible that any minister may be summarily ejected from his parish without a trial?" The true question is, "Is there any difference between a contract with a minister and any other person, in its legal effect?" That the foregoing argument gives the real import of the canon of 1865 will be evident to any person who will compare its language with that of the canons which preceded it.

In 1804 two canons were enacted. One. No. 33, "of the dissolution of the pastoral connection," which ran thus, "When any minister has been regularly inducted or settled in a parish or church, he shall not be dismissed without the concurrence of the ecclesiastical authority of the diocese or State," etc. etc., as in the present canon.

The canon of 1808 was in the same words, except that "instituted" was substituted for "inducted," and the following words were added:—"This canon shall not be obligatory upon those States or dioceses with whose usages, laws, er charters it interferes," which Dr. Hawks on page 310 of his contribution to the ecclesisstical history of the United States explains thus:--"The last (change) arose from the fact, that as a relation between a minister and his people involved a mere civil contract for work and labor to be done, it, of course, like every other civil contract, was subject to the lex loci, and the Church had no power to interfere with the legislation or courts of the several States." Canon 33 of 1832 was the same.

There was also a canon of 1804, No. 34, renewed in 1808, and called the thirty-fourth canon of 1832, which was in pari materia, and called "Of differences between ministers and their congregations." This canon required all the presbyters of the diocese to be summoned on a question of dissolution, and was extremely inconsistent in practice. These sets of canons did not stand well together. and accordingly canon 34 of 1832 was re-pealed in 1859. And in 1865 the canon "Of dissolution of a pastoral connection was

amended so as to read:-"In case a minister who has been regularly instituted or settled in a parish or church be dismissed by such church without the concurrence of the ecclesiastical authority of the

diocese," etc. etc. The language is no longer "shall not be," but "in case he is dismissed." The canon of 1804 forbidding, that of 1865 permitting,

but subject to concurrence.

The canon of 1865, if either party insist upon a separation, refers it to the ecclesiastical authority to say whether a penalty shall be imposed. There is no power in the ecclesiastical authority to question the fact of dis-

Dr. Ogden's case and the case from New York quoted by Judge Ludlow were both prior to the amended canon of 1865. In St. Clement's case a good deal has been said about the office of institution. This office was arranged in 1808, when the canons were not the same as they now are. The office of institution was not used in the case of the ministers of St. Clement's parish, and the language of the institution is counterbalanced by the terms of the ordination yow. In the ordaining of priests this language is used—the Bishop addresses these words to the person to be obtained:—

"Will you reverently obey your Bishop and other chief ministers who, according to the canons of the Church, may have the charge and government over you; following with a glad mind and will their godly admo-nitions, and submitting yourself to their godly judgments?"

"Answer-I will so do, the Lord being my A STUDENT OF THE CANONS.

OITY ORDINANCES. COMMON COUNCIL OF PHILADELPHIA

CLERK'S OFFICE, PHILADELPHIA, June 2, 1871. In accordance with a resolution adopted by the Common Council of the City of Philadel-phia on Thursday, the first day of June, 1871, the annexed bill, entitled "An ordinance to authorize a loan for the construction of culverts for public information. JOHN ECKSTEIN, and for police purposes," is hereby published

Clerk of Common Council.

AN ORDINANCE
TO AUTHORIZE A LOAN FOR THE CONSTRUCTION OF CULVERTS AND FOR POLICE PURPOSES.

Section 1. The Select and Common Councils of the City of Philadel his do ordain. That the Mayor of Philadelphia be and he is hereby authorized to borrow at not less than par, on the credit of the city, from time to time, four hundred and twenty-five thousand dollars, to be applied as follows, viz:—
First. For the construction of culverts, one hundred and twenty-five thousand dollars. Second. For the purchase of ground and the erection and extension of buildings for Police Station-houses, three hundred thousand dollars. For which interest, not to exceed the rate of six per cent. per annum, shall be paid half yearly, on the first days of January and July, at the office of the City Treasurer. The principal of said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before, without the consent of the holders thereof; and the certificates therefor, in the usual form of the certificates of City Loan, shall be issued in such amounts as the lenders may require, but not for any fractional part of one hundred dollars; or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the loan therein nention, and the interest thereof, are payable

free from all taxes. Section 2. Whenever any loan shall be made oy virtue thereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates and from the sum raised by taxation, a sum sufficient to pay the interest on said certifiates; and the further sum of three-tenths of one per centum on the par value of such certificates so issued shall be appropriated quarterly out of said income and taxes to a sinking fund, which fund and its ac-cumulations are hereby especially pledged for the redemption and payment of said certifi-

RESOLUTION TO PUBLISH A LOAN BILL. Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers of this city, daily for four weeks, the ordinance presented to Common Council on Thursday, June 1, 1871, entitled "An ordinance to authorize a loan for the construction of culverts and for police purposes;" and that the said lerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA,
Estate of COMLY SHOEMAKER, deceased.
The Auditor appointed by the Court to audit, settle, and adjust the account of ALLEN SHOEMAKER, and EUNICE M. SHOEMAKER, Executors of COMLY SHOEMAKER, deceased, and to report distribution of the balance in the hands of the accountants, and also to report distribution of the fund paid into court, arising from the sale of the real estate of ants, and also to report distribution of the fund paid into court, arising from the sale of the real estate of said decedent, will meet the parties interested for the purpose of his appointment, on WEDNESDAY, June 21, 1871, at 12 o'clock M., at his office, No. 131 South FIFTH Street, in the city of Philadelphia.

GEO. M. CONARROE,

Additor

IN THE ORPHANS COURT FOR THE CITY AND COUNTY OF PHILADELPHIA. Estate of JOHN WILKINSON, deceased.

The Auditor appointed by the Court to audit, settle, and adjust the first and final account of MATTHEW ROBINSON, executor and trustee of the estate of JOHN WILKINSON, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on TUESDAY, June 26, 1871, at 11 o'clock A. M., at his office, No. 514 WALNUT Street, in the city of Philadelphia. JAMES W. M. NEWLIN, 6 13 tuthf5t*

Auditor.

NOTICE.—LETTERS TESTAMENTARY under the Will of THOMAS BELLAS, decrased, late of the city of Philadelphia, having been granted to the undersigned, all persons indebted to the estate of said testator are required to make pay-ment, and all persons having claims to make the same known to

PACHEL K. BELLAS, JANE BELLAS, EMMA L. BELLAS, MARY R. BELLAS, Executrixes. No. 1805 ARCH Street, Philada. 5 23 tuet*

ESTATE OF JOSEPH NICHOLLS, DE-Letters testamentary on the above estate having been granted to the undersigned, all persons in-debted to the said decedent are requested to make payment, and those having claims to present the same to ANN NICHOLLS,

No. 125 GO THIO Street, JOS. C. FERGUSON, No. 520 WALNUT Street, Or her attorney, ESTATE OF WILLIAM HAMILTON, LATE ACtuary of the Franklin Institute. Letters of administration having been graated to the undersigned, all persons indebted are requested to make
payment, and those having claims against said
estate to present them to

TURNER HAMILTON,
5 23 tu6t

No. 106 S. TENTH Street.

FURNITURE. FURNITURE.

The undersigned most respectfully announces to his patrons, friends, and the public generally, that in anticipation of extensive alterations and improve-ments to his store and warerooms, he will offert h

ance of his entire stock of FURNITURE At Greatly Reduced Prices. All of which is warranted fully as well made as

nade to order. Be adopts this method of giving purchasers an Extremely Low Prices

In preference to having a sale at auction.

A cordial invitation is hereby extended to all who are in need of first-class goods.

C. VOLLMER,

Manufacturer of Cabinet Furniture, No. 1108 CHESNUT STREET. PHILADELPHIA. 5 5 stuth2m

JOSEPH H. CAMPION (late Moore & Campion). WILLIAM SMITH, RICHARD R. CAMPION. SMITH & CAMPION. Manufacturers of

FINE FURNITURE, UPHOLSTERINGS, AND IN-TERIOR HOUSE DECORATIONS. Manufactory, Nos. 215 and 217 LEVANT Street.

RAILROAD LINES.

THE CAMDEN AND AMBOY AND PHILADEL-PANIES. On and after MONDAY, June 12, 1871.

TRAINS WILL LEAVE AS FOLLOWS:

FROM WALNUT STREET WHARF.

At 6-25 a. m. Accommodation via Camden and Am
boy, and at 3-30 p. m. Accommodation via Camden
and Jersey City for New York.

At 2 and 6 p. m. for Amboy and intermediate stations. At 6:15 a. m. and 3:30 p. m. for Freehold and Far-

At 6:15, 8, and 10 a. m., 12 m., 2, 3:30, and 5 p. m. 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,

for Fish House.
The 1130 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
p. m. for Trenton.

FROM KENSINGTON DEPOT.
At 7 and 9'30 a. m., 2'30, 8, 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, 2'30 and 5 p. m. for Morrisville and Tullytown, 2'30 and 5 p. m. for Morrisville and Tullytown, 2'30 and 5 p. m. for Morrisville and Tullytown, 2'30 and 5 p. m. for Morrisville and Tullytown, 2'30 and 5 p. m. for Morrisville and Tullytown, 2'30 and 5 p. m. for Morrisville and Tullytown, 2'30 and 5 p. m. for Morrisville and Tullytown, 2'30 and 5 p. m. for Morrisville and Tullytown, 2'30 and 5 p. m. for Morrisville and Tullytown, 2'30 and 5 p. m. for Morrisville and Tullytown, 2'30 and 5 p. m. for Morrisville and Tullytown, 2'30 and 5 p. m. for Morrisville and Tullytown, 2'30 and 5 p. m. for Morrisville and Tullytown, 2'30 and 5 p. m. for Morrisville and Tullytown, 2'30 and 5 p. m. for Morrisville and Tullytown, 2'30 and 5 p. m. for Morrisville and Tullytown, 2'30 and 5 p. m. for Morrisville and Tullytown, 2'30 and 3'30 and

At 7 and 9'30 a. m., 2'30 and 5 p. m. for Morrisville and Tullytown.

At 7 and 9'30 a. m., 2'30, 5, and 6 p. m. for Schenck's, Eddington, Cornwells, Torrisdale, and Holmesburg Junction.

At 6'45 a. m., 12'30, 5'15, and 7' 15 p. m. for Bustleton, Holmesburg, and Holmesburg Junction.

At 6'45 and 9'30 a. m., 12'30, 2'30, 5'15, 6, and 7'15 p. m. for Tacony, Wissinoming, Bridesburg, and Frankford.

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

At 930 a. m. and 5 p. m. for Pennington, Lambertville, and intermediate stations, and at 5 p. m. for Paston.

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 7 a. m. and 2:30 p. m. for New York, Long
Branch, and intermediate places, via New Jersey

Southern Railroad.

The 7 a. m. and 2 30 p. m. lines leave Walnut street wharf, all others will leave from Market street At 6, 7, and 9 a. m., 1, 230, 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 At 6, 7, and 9 a. m., 3:30, 5, and 6:30 p. m. for smithville, Ewansville, Vincentown, Birmingham, Smithville, Ewansville, 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,
Agent, Hightstown. May 29, 1871.

PHH.ABELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.

COMMENCING MONDAY, NOVEMBER 21, 1870.
Trains will leave Depot, corner of Broad street and Washington avenue, as fellows:—
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 Railroad, at Seaford with Eastern Shore Railroad, and at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

road.

Express Train at 11 45 A. M. (Sundays excepted), for Baltimere and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmingto Lwith train for New Castle. Battimore and Washington, Stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-pert, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. and Stemmer's Run.

Night Express at 11'80 P. M. (Dally), for Baltimore and Washington, stopping at Chester, Linwood, Clayment, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11'45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

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 5'45 and 8'10 A. M., 2'00, 4'00, and 7'16 P. M. The 5'10 A. M. train will not stop between Chester and Fhiladelphia. The 7'15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6'45 A. M. and 4'00 P. M. will connect at Lamokin Junction with the '00 A. M. and 4'30 P. M. trains for Baltimore Con-

ral Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7-26 A. M., Way Mali; 9-35 A. M., Express; 3-25 P. M., Express; 5-25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE. Leaves Haltimore at 7:25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester.

On Sundays leave Philadelphia for Oxford at 8:30

A. M.; returning, leave Oxford at 3 40 P. M., stop-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 Chesnut 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 baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

NORTH PENNSYLVANIA 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 ARRANGEMENT,
Takes effect May 15, 1871.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:

cepted), as follows:—
7 00 a. m. (accommodation), for Fort Washington. 7:35 a m. (accommodation), for Fort Washington.
7:35 a m. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverly, Auburn, Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
8:25 a. m. (accommodation) for Dovlestown.

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 Rail-

roads.

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

120 and 520 p. m. for Abington.

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

230 p. m. (Accommodation) for Doylestown.

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

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

430 p. m. (Mail) for Doylestown.

515 p. m. for Bethlehem, Easton, Allentown, and

430 p. m. (Mail) for Doylestown. 515 p. m. for Bethlehem, Easton, Allentown, and Mauch Chunk.
630 p. m. (Accommodation) for Lansdale.
8:18 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
Bethlehem at 8:55 and 10:35 a.m.; 2:15, 5:20, 8:15, 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 30 a. m., 3 05 and

Abington at 2:45 and 7:00 p. m.
ON SUNDAYS.
Philadelphia for Bethlehem at 2:30 a. m.
Philadelphia for Doylestown at 2:00 p. m.
Philadelphia for Fort Washington at 9:00 s and 6 45 p. m.
Loylestown for Philadelphia at 6 45 p. m.
Bethlehem for Philadelphia at 4 60 p. m.
Fort Washington for Philadelphia at 10 00 a

and 8.00 p. m.

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

May 15, 1811.

ELLIS CLARK, Agent.

RAILROAD LINES. DHILADELPHIA AND READING RAILROAD. Depot—THIRTEENTH and CALLOWHILL Streets.
Until further notice trains will Leave and Arrive as follows;—

TRAINS LEAVE.

ON SUNDAYS. To Reading.... S-00 a. m commodation. 9-10 p. m. From Pottsville......12:35 a. m.

PABE ACCOMMODATION TRA'NS, DAILY EXCEPTSUNDAY, Leave depot, Thirteenth and Callowhill streets, For West Manaynnk at 8 45 a.m. and 6 30 p.m. Leave West Manayunk, 6:10 and 10:10 a.m. For Belmont at 8:45 and 11:30 a.m., and 2, 4, and 6 80 P. M. Leave Belmont at 6.24 and 10.26 a. m., 12.14 noon, 2.45 and 5.30 p. m.

Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10, 11 a. m., 1, 2, 3, 4, 4 50, 5 40, and Leave Belmont, 9-25, 16-25, 11-25 a, m., 1-25, 2-25, 3-25, 4-25, 5-15, 6-15, and 7-05 p. m.

Exchange Tickets to and from Belmont are sold by conductors of Park train of this Company, and by conductors of Park train of this Company, and Thirteenth and Fifteenth, Seventeenth and Nineteenth, add Green and Coates street cars, good on

lines mentioned.

New York Express for Pittsburg and West.

Trains leave New York at 9 a.m. and 5 p. m.,
passing Heading 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.

Trains for New York leave Harrisburg at 40.5 and \$10 a. m., and 2 p. m.
Additional train leaves New York for Harrisburg 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. \$11 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. \$27 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.

Depot, Ninth and Green. TO GERMANTOWN—6, 7, 715, 735, 838, 905, 10, 11 a. m.; 12, noon; 1, 2, 230, 315, 345, 405, 430, 505, 510, 545, 6, 630, 7, 8, 815, 9, 1015, 11, 1140, 1230, noth. night, SUNDAY—7:45, 9:05 a. m.; 12:45, noon; 2:15, 4:05, 5:40, 7, 8:45, and 11:25 p. m. FROM GERMANTOWN—6, 6:25, 6:50, 7:25, 8:05, 8:10, 8:45, 9, 9:25, 10, 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—8:10, 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, 5 05, and 5 45 up trains, will not stop on the German-

town Branch. 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 Close connections with the trains for New York at Intersection Station.

TO OHESNUT HILL—6, 7, 7 35, 9 05, 10, 12 a.m., 230, 345, 5 05, 5 45, 7, 8, 9, 11, 11 40 p. m.

SUADAY—7 45, 9 05 a. m., 12 45 noon, 2 15, 5 40, 7, 8 45, pp. m. FROM CHESNUT HILL—6 10, 7 10, 7 50, 8 30, 9 10, 10 50, 11 40 a. m., 1 40, 3 40, 5 45, 6 25, 6 55, 8 50, 10 15,

11:10 p. m. Sunday—7:50, 8:45 a. m., 12:45, noon, 2:15, 5:40, 8, CONSHOHOCKEN AND NORRISTOWN TO CONSHOHOCKEN AND NORRISTOWN—605, 730, 9, and 1105 a.m., 1205, m., 130, 3,4, 440, 5, 530, 625, 805, 1020, and 1145 p. m.
Sunday—730, 9 a. m., 130, 3, 715, and 930 p. m.
FROM NORRISTOWN—530, 630, 7, 740, 8, 850, 11
a. m., 1, 230, 330, 430, 6, 615, 8, 10 p. m.
Sunday—7, 9 a. m., 115, 5, 7, 930 p. m.
TO MANAYUNK—605, 730, 9, 1005, 1105 a. m.
1205 noop, 1245, 130, 3, 4, 440, 5, 530, 625, 705, 805, 905, 1020, 1135 b. m.

9 05, 10 20, 11 45 p. m. Sunday—7 30, S, 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, 3-58, 5, 6-25, 6-45, 7-45, 8 30, 9 45, 16 30 p.m. Sunday -7 30, 9, 9 30, 10 50 a.m., 30, 1 45, 3 10, 5 30, 6, 7:30, 10 p. m. PLYMOUTH BRANCH.—Leave Philadelphia at 7:30, 11:65 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 7:16 nday-Leave Oreland at 6.30 a m. and 6.30 p. m. 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, Springfield or

Schurrs' Lane, The S a, m. train from Norristown stops at Conshohocken and Manayunk only.

The 5:30 and 7 a. m., and 4:30 and 6:15 p. m. down trains, and the 9 a. m. and 4.5:30, and 6:25 p. m. up trains are the only trains that stop at Springfield. Chester Valley Railroad—Leave Philadelphia at 4:40 p. m. Leave Downingtown at 6:40 a m. Phonixville Train—Leaves Philadelphia at 9 a. m. and 1.30 p. m. Leaves Phonixville at 12.25 and 5.20

p. m. For points on Perkiomen Railroad leave Ninth and Green at 1:30 p. m. Returning, leave Schwenks-ville at 4:45 p. m., arriving at Ninth and Green at 6:50 Passengers by 1.30 p. m. train connect at Phonixville 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.

General Superintendent.

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 11-30 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, 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.
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 7-35 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 West Chester at 7-A. M., 4 and 5-P. M.
H. K. SMITH, Superintendent.

WEST CHESTER AND PHILADELPHIA RAIL-

ROAD.

BXTRA SUNDAY TRAINS.

On and after June 4, 1811, an Extra Passenger Train will leave West Chester at 4 P. M. for Palladelphia.

Returning, will leave Philadelphia at 6 M. P. M.

or West Chester. These trains stop at all stations. May 29, 1871. H. K. SMITH, Superintendent. WEST JERSEY BAILEOADS. Trains will leave Philadelphia as follows:-From foot of Market atreet (upper ferry), 8-15 A. M., Passenger for Cape May, Bridgeton, Salem, Swedesboro, Vinciand, Miliville, and way

stations.

11.45 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.

6.45 P. M., Accommodation for Woodbury, Glassboro, Clayton, Swedesboro, and intermediate stations. Freight Train leaves Camden daily, at 12 Mr. WII-LIAM T SEWELL, Superintend

RAILROAD LINES.

DENNSYLVANIA CENTRAL BAILROAD. AFTER 8 P. M., SUNDAY, JUNE 4, 1871.
The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street care, 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. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ohesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 801 Chesnut street, or No. 118 Market street, will receive attention.

will receive attention.
TRAINS LEAVE DEPOT. Bryn Mawr Accommodatiou . 6:30 A.
Mail Train . 8:00 A
Lock Haven and Elmira Express . 9:40 A
Paoli Accommodation, 10:10 A.M. & 1:10 and 7:30 F
Fast Line . 12:40 P
Rrie Express . 12:40 P
Harrisburg Accommodation . 2:30 P 4·10 F 6·30 F 7·20 F 7·20 F Lancaster Accommodation . Parkesburg Train
Cincinnati Express
Eric Mail and Buffale Express Erie Mali and Buffale Express . 7-20 P. M.
First Pacific Express . 946 P. M.
Way Passenger Train . 11-20 P. M.
Oincinnati Express, Pacific Express, and Erie
Mail and Buffalo Express leave daily.
All other trains daily except Sunday.
The Western Accommodation Train runs daily,
except Sunday. For this train tickets must be procured and baggage delivered by 8 P. M. at No. 116
Market street.
Sunday Train No. 1 leaves Philadelphia at 8-40
A. M.; arrives at Pacifi at 9-59 A. M. Sunday
Train No. 2 leaves Philadelphia at 6-40 P. M.; arrives at Pacifi at 7-30 P. M.
Sunday Train No. 1 leaves Pacific 17-10 A. M.;

Sunday Train No. 1 leaves Paoli at 7:10 A. M.; arrives at Philadelphia at 8:2) A. M. Sunday Train No. 2 leaves Paoli at 5:00 P. M.; arrives at Philadelphia at 6:20.

Cincinnati Express
Philadelphia Express
Eric Mail Bryn Mawr Accommodation Bryn Mawr Accommodation 5-40 A Paoli Accommodat'n, 8-30 A. M. & 2-50 & 6-40 I Parkesburg Train 9-00 Fast Line and Buffalo Express 11-15 A Lancaster Train . . . Erie Express Lock Haven and Elmira Express

Lock Haven and Limita Express 500 F. in
Pacific Express 815 P. M.
Harrisburg Accommodation 945 P. M.
For jurther information apply to
JOHN F. VANLEER, JR., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACR,
Ticket Agent at the Depot.

SAMUEL H. WALLACE,
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.
A. J. CASSATE,
General Superintendent, Altoona, Fa.

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:—
WESTWARD. WESTWARD.

connects east and west at Erie 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. R. W. and Allegheny R. R. 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.
Erie 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, north and south.

north and south.

Catawissa passenger trains will be run east from Williamsport on Erie Express, and west to Williamsport on Elmira Mail.

WM. A. BALDWIN, General Superintendent. THE PHILADELPHIA AND BALTIMORE CENTRAL 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. R., corner Broad street and Wash-

of P. W. & B. K. R., corner Broad street and Washington avenue:—
For Port Deposit at 7 A. M. and 430 P. M.
For Oxford at 7 A. M., 430 P. M., and 7 P. M.
Wednesdays and Saturdays only at 430 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 4.30
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 6-25 P. M., on arrival of trains from Baltimore.

Oxford at 6-05 and 10-25 A. M. and 5-30 P. M. Mondays of the A. M. and 5-30 P. M. Mondays of the A. M. and 5-30 P. M. Mondays of the A. M. and 5-30 P. M. Mondays of the A. M. and 5-30 P. M. Mondays of the A. M. and 5-30 P. M. Mondays of the A. M. and 5-30 P. M. Mondays of the A. M. and 5-30 P. M. Mondays of the A. M. and 5-30 P. M. Mondays of the A. M. and 5-30 P. M. Mondays of the A. M. and 5-30 P. M. Mondays of the A. M. and 5-30 P. M. Mondays of the A. M. and 5-30 P. M. Mondays of the A. M. and 5-30 P. M. Mondays of the A. M. and 5-30 P. M. Mondays of the A. M. and 5-30 P. M. Mondays of the A. M. and 5-30 P. M. and 5-30 P. M. and 5-30 P. M. M. and 5-30 P. M. and Oxford at 606 and 1038 A. M. and 530 P. M. Mondays at 515 A. M. only.

Chadd's Ford at 726 A. M., 1158 A. M., 420 and 649 P. M. Mondays only at 632 A. M.

On Sundays train leaves Philadelphia at 830 A. M.

for Oxford; returning, leaves Oxford for Philadelphia at 340 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 the same.

General Superintendent.

PLUMBING, GAS FITTING, ETO. PANCOAST&MAULE THIRD and PEAR Streets, Plain and Galvanized

Wrought and Cast Iron Pipes For Gas, Steam and Water. FITTINGS, BRASS WORK, TOOLS, BOILER TUBES.

STEAM HEATING

Pipe of all Sizes Cut and Fitted to Order

CARD.

Having sold HENRY B. PANCOAST and FRANCIS L. MAULE (gentlemen in our employ for several years past) the Stock, Goodwill and Fixtures of
our RETAIL ESTABLISHMENT, located at the
corner of THIRD and PEAR Streets, in this 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 sarried
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. MORRIS, TASKER & CO. Philadelphia, Jan. 22, 1870.

Corn Exchange Bag Manufactory, JOHN T. BAILEY, N. R. Cor. WATER and MARKET Sts.

ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, B Large and small GUNNY BAGS cons hand. Also, WOOL SACKS.

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Conestoga Tick-ing, etc. etc., No. 223 CHESNUT Street, Philadel-

AUOTION SALES. M THOMAS & SONS, AUCTIONEERS, NOS

Sale No. 734 Pine street.

SUPERIOR FURNITURE, ELEGANT PIANO, ETC.

On Wednesday Morang,

June 14, at 10 o'clock, by catalogue, the superior furniture; also, superior sewing machine by Willcox A. Gipha.

Extensive Sale at the Anction Rooms,
SUPERIOR HOUSEHOLD FURNITURE, MIRRORS, Bookesses, Wardrobes, Fine Hair Mattresses, Feather Beds, Chins, Glasaware, Office Furniture, Refrigerators, Stoves, Fine Velvet, Brussels,
and other Carpets, Etc.
On Thursday Morning,
June 15, at 9 o'clock, about 900 lots superior Household Furniture, comprehence received assortments.

hold Furniture, comprising a general assortment,

Recorder's Sale by order of the Court of Common Pleas.

VALUABLE WATCH MOVEMENTS.

On Friday Morning,

June 16, at 10 o'clock, about 500 Watch Movements of the Philadelphia Watch Company.

Also, a large fire-proof safe, by Marvin & Co.

May be examined on Wednesday and Thursday between 10 A. M. and 3 P. M.

Catalogues now ready.

61 18t

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.

Sale at No. 304 South Juniper street,
WALNUT AND MAHOGANY HOUSEHOLD FURNITURE, Brussels, Ingrain, and Venetian Carpets, China, Glassware, Etc.
On Wednesday Morning,
June 14, at 10 o'clock, at No 304 South Juniper
street, will be sold the parlor, chamber, diningroom, and kitchen furniture, carpets, chinaware,
giassware, kitchen utensils, etc.

SALE OF A PRIVATE LIBRARY OF VALUABLE MEDICAL AND MISCELLANEOUS BOOKS, SURGICAL INSTRUMENTS, ETC.

On Wednesday Aftermoon,
June 14, at 3% o'clock, at the auction store, No
1119 Chesnut street, will be sold a private library of
valuable English and foreign medical works; also,
valuable miscellaneous works, surgical instruments,
etc. Catalogues will be ready for delivery on Tuesday.
612 2t

Sale at No. 1619 Mount Vernon street, ELEGANT PARLOR FURNITURE, VELVET AND BRUSSELS CARPETS, Rosewood Schomacker Plano-Forte, Chamber and Dining-Room Furni-

ture, Etc.

On Thursday Morning.

June 15, at 10 o'clock, at No. 1619 Mount Vernon street, will be sold the furniture of a family removing from the city, comprising elegant walnut antique parlor suits in plush; velvet and Brassels carpets; lace parlor curtains; French china mantel vases; walnut chamber suits, wardrobe, oak sideboard, extension dining-table, walnut bookcase, library table, framed engravings and paintings, silver-plated ware, etc. ver-plated ware, etc.
PIANO-FORTE.
An elegant rosewood piano-forte made by Scho-

macker & Co.

PLAY-HOUSE.

One large play-house, furnished.

Catalogues can be had at the auction store on Wednesday.

BUNTING DURBOROW & CO., AUCTIONBEI S. Nos. 232 and 234 MARKET street, corner a. Bank street. Successors to John B. Myers & Co. 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 Flori Facias to him directed, BUNTING, DURBOROW & CO., Auctioneers, will sell at Public Vendue or Auction, will sell at Public Vendue of Auction,
On Wednesday,
June 14, 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., together with the lease, good-will, and fixtures of
store. Taken in execution and to be seld as the pro-

periy of Peabody & Weston.

WM. R. LEEDS, Sheriff.

Sheriff's Office, Philadelphia, May 30. 685t

LARGE SALE OF FOREIGN AND DOMESTIC DRY GOODS, On Thursday morning. June 15, at 10 o'clock, on four months' credit. 6 9 55 SALE OF CARPETINGS, OIL CLOTHS, 500 ROLLS WHITE AND RED CHECK CANTON MAT-June 16, at 11 o'clock, on four months

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS.
On Monday Morning.
June 19, at 10 o'clock, on four months' credit. 6[18 55

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE,
No. 280 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra
charge.
11 245 Regular Sale.
SALE 1000 CASES BOOTS, SHOES, BROGANS,
HATS, CAPS, ETC.
On Wednesday Morning,

June 14, at 10 o'clock, on four months' credit.
Also, 35 cases men's fine city-made patent leather,
buff, and calf Congress Boots, to which we call the
particular attention of buyers.

6 10 3t

L IPPINCOTT, SON & CO., AUCTIONEERS. CONCERT HALL AUCTION ROOMS, No. 1918 CONCERT HALL AUCTION ROOMS, No. 1218
T. A. MCOLIELLAND, AUCTIONEER.
Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Rooms.
No. 1219 Chesnut street, every Monday and Thursday.

For particulars see "Public Ledger." N. B.—A superior class of furniture at private sale HENRY MOLTEN, AUCTIONEER
BY HENRY MOLTEN & CO.,
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.

OLOTHS, CASSIMERES, ETC. CLOTH HOUSE.

JAMES & HUBER. Mo. 11 North SECOND Street. Sign of the Golden Lamb,

Are wreceiving a large and splendid assortmen of new styles of FANOY CASSIMERES And standard makes of DOESKINS, CLOTHS and COATINGS, (8: AT WHOLESALE AND RETAIL (3 28 mws

DARLOW'S INDIGO BLUE IS THE CHEAPEST and best srticle in the market for BLUEING CLOTHES.
It does not contain any scid.
It will not injure the finest fabric.
It is put up at WILTBERGER'S DRUG STORE, No. 283 N. SECOND Street, Philadelphia, And for sale by most of the Grocers and Druggists. The genuine has both BARLOW'S and WILTBERGER'S name on the label; all others are COUNTERFEIT. will color more water than four times the sam weight of indigo.

8 28 tuths3m

SAXON CREEN.

is Brighter, will not Fade, Costs Less than any oth SOLD BY ALL DEALERS IN

PAINTS.

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-distinches, with Paulins, Beilting, Sail Twine, etc.

JOHN W. EVERMAN,

Ed. 19 CHURCH Street CRE Stored.

LORMING, EMBOSSING, PERFORATING. Cutting and Scoring Machines, for Metals, Bornets and Hats, Paper and other materials, MOULDS, Dies, Punches, and Cutters.

GEORGE C. HOWARD,

No. 17 S. EIGHTEENTH Street.