SUBMARINE.

Frightful Torpedoes Sunk in the Darda-

Turkey will have as much to do as ber neighbors when the general disarmament commences, and will not only have to lay down her arms, but also to fish a certain number up. The torpedo department at Zeitoun-Bournou, attached to Tophaneh, under the direction of the Grand Master of Artillery, is, according to the Levant Herald, making rapid progress; but the proceedings are being accomplished so quietly by the able American officer who has organized the works that little is known on the subject to the outside public, and the extent and power of these defenses of the sea approaches to Constantinople will, when they come to be known, probably cause some surprise. The factories at Zeitoun-Bournou have completed a large number of massive hemispherical iron tanks, each of which will contain from 6000 to 7000 pounds of powder, and it is intended to build 200 of these tanks and sink them in suitable parts of the Dardanelles and the Sea of Marmera, at the Black Sea mouth, and in the Bosphorus. They are double riveted, and are made stronger than the strongest steamboilers, as they will, when sunk, have to sunport a pressure of about 70 pounds to the square inch. These tanks are, in short, submarine mines, containing the most terribly destructive charges of powder, lying on the bed of the sea, and explosible at will from the shore by electricity. They will be fitted with an apparatus very durable, but at the same time most delicate and unerring, which indicates at once to the operator at the battery on land the passage of any ship over the spots at which they are sunk. The explosion of one of them in the deep waters of the Bosphorus would utterly annihilate, within a radius of about 200 yards, the largest iron-clad ever built. These submarine mines are destined, of course, only for defensive purposes; but they will also be supplemented by a system of torpedo-rams for offensive attacks. These torpedo-rams are, it is stated, a marked improvement upon those which were used with great effect during the American civil war against the Federal fleet. Within a week or so two vessels will be destroyed as an experiment, at Buyuk-Liman, near the Black Sea entrance of the Bosphorus-one by the explosion of a submarine tank, and the other by a ram torpedo attached to a steam launch. Turkish waters are peculiarly adapted for torpedoes, and with the arrangements now in progress at Zeitoun-Bournou Turkey will soon be in possession of the most extensive and complete system of torpedo defenses now in existence.

of the most remarkable geysers was "The Giantess." For yards around the ground rose gradually to its crater, but immediately about it was no formation rising above the surface, as was the case with all the other geysers which we saw in active operation. When quiet, it was a clear, beautiful pool, caught in a subsilica urn or vase, with a hollow, bottomless stem, through which the steam came bubbling, just like the effervescence of champagne from the bottom of a long, hollow-necked glass. The mouth of the vase, represented by the surface, was twenty feet by thirty; and the neck, fifty feet below, was fifteen feet by ten. The water, at times, retired to the level of the neck, or vent, and at other times rose nearly to the surface. When in action "The Giantess" became fountain with five jets, shooting the spray to a height of two hundred feet. At the surface the largest jet was about two feet in diameter, and is kept in solid column for more than one hundred and fifty feet before breaking into drops and spray. It burst forth just be-fore sunset, and the last rays of light gave prismatic tints to the glistening drops, when, having reached their utmost altitude, they trembled at their coming fall. The clouds of steam, which in this, as in all other instances. accompanied the boiling water, became a golden fleece lit up by wreaths of rainbows. Though inferior to "The Giantess" in immensity of volume, and perhaps in grandeur, "The Giantess" was by far the most beautiful sight we saw in the gayest basin .- The Overland Monthly.

ONE OF THE YELLOWSTONE GEYSERS, -- One

LAKE YELLOWSTONE.-Lake Yellowstone is a lonely but lovely inland sea, everywhere surrounded by "forests primeval," and nestled in the bosom of the Rocky Mountains. Some trappers have insisted that its waters ran both to the Atlantic and Pacific, but such is not the case. The summit of the main chain, however, approaches within half a mile of its south shore, and in places the divide is very little above the lake. Its shape resembles the broad hand of an honest German who has bad his forefinger and the two adjoining shot off at the second joint, while fighting for glory and Emperor William. The palm of the hand represents the main body, or north part of the lake. The fingers and thumb, spread to their utmost extent-the thumb and little finger being much the longest-represent inlets indenting the south shore, and stretching inland, as if to wash away the Rocky Mountains. Between these inlets project high, rocky promontories, covered with dense timber. The largest stream flows into the lake at its upper end, or the extreme southeast corner. This stream is really the Yellowstone river, which, for a distance of thirty miles, has an average width of over fifteen This enlargement constitutes the lake, which, after being augmented by several smaller streams, narrows down to the width of an eighth of a mile, and flows northward toward the great falls .- The Overland Monthly

THE LANGUAGE OF THE GIPSIES.-The vulgar notion has long been that the gipsies were nothing more than the gatherings-up of the nomadic rogues and tramps of the countries wherein they were to be found, and that their language was little more than a mere thieves' slang. But the more learned in matters ethnological maintain that their physical features and peculiarities alone sufficiently answer the first taunt; and that, as regards the second, the folk-speech of the gipsies is really a language. One enthusiastic German doctor says:- "This national language does not originate either in the Egyptian or any other tongue, but solely in the idioms of Northern Hindustan; and thus, though ever so much adulterated, it stands in affinity with—of all tongues, the most perfect in combination and structure-the proud Sanscrit, and, however modestly, may glory in the parentage.' has been often asserted that Indian officers have been able to understand the gipsy language, simply from their knowledge of Hindustani, and it is a curious fact that if some of the gipsy words in George Borrow's interesting story of "Lavengro" are taken and compared with the Hindustani, they are found to correspond almost exactly -as, for instance,

the words signifying snake, man, knife, woman, -Once a Week. -The German Imperial Government will present Bismarck with the Dukedom of Krotos-chin, in Prussian Poland. The estate is worth

COLOR BLINDNESS. -J. Clerk Maxwell writes in Nature:—"Experiments on color indicate very considerable differences between the vision of different persons, all of whom are of the ordinary type. A color, for instance, which one person on comparing it with white will pronounce pinkish, another will pro-nounce greeenish. This difference, however, does not arise from any diversity in the nature of the color sensations in different persons. It is exactly of the same kind as would be observed if one of the persons wore yellow spectacles. In fact, most of us have, near the middle of the retina, a yellow spot through which the rays must pass before they reach the sensitive organ; this spot appears yellow because it absorbs the rays, which are of a greenish blue color. Some of us have this spot strongly developed. I am indebted to Professor Stokes for the knowledge of a method by which any one may see whether he has this yellow spot. It consists in looking at a white object through a solution of chromium, or at a screen on which light which has passed through this solution is thrown. This light is a mixture of red light with the light which is so strongly absorbed by the yellow spot. When it falls on the ordinary surface of the retina it is of a neutral tint, but when it falls on the yellow spot, only the red light reaches the optic nerve, and we see a red spot floating like a rosy cloud over the illuminated field.

"There are several interesting facts about the color sensation which I can only mention briefly. One is that the extreme parts of the retina are nearly insensible to red. If you hold a red flower and a blue flower in your band as far back as you can see your hand, you will lose sight of the red flower, while you still see the blue yne. Another is, that when the light is diminished red objects become darkened more in proportion than blue ones. The third is, that a kind of color blindness in which blue is the absent sensation can be produced artificially by taking doses of santonine. This kind of color blindness is described by Dr. Edmund Rose, of Berlin. It is only temporary, and does not appear to be followed by any more serious consequences than headaches. I must ask your pardon for not having undergone a course of this medicine, even for the sake of becoming able to give you information at first hand about color blindness."

## CITY 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 and for police purposes," is hereby published for public information. JOHN ECKSTEIN,

Clerk of Common Council.

AN ORDINANCE
TO AUTHORIZE A LOAN FOR THE CON
STRUCTION 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 tweaty-five thousaud 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

mention, 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 accumulations are hereby especially pledged for the redemption and payment of said certifi-

or one thousand dollars; and it shall be ex-

pressed in said certificates that the loan therein

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 Thurs-June 1, 1871, entitled "An ordinance to authorize a loan for the construction of culverts and for police purposes;" and that the said Clerk, 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 made.

## ADIES' HUMAN HAIR EMPORIUM No. 7 S. TENTH Street.

Having opened a new and splendid store for the accommodation of the ladies who desire fine HAIR WORK, the best talent that can be procured is employed in this line of business, who have had twelve years' experience in France and Germany, making up all the various designs of HAIR FROM COMB-INGS, which some have the presumption to claim as their inventions The ability of MISS WEEKS ID HAIR DRESSING is acknowledged by ar tists in the business to stand unrivalled. (4 isw261) G. F. WEEKS.

## LEGAL NOTICES.

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA.
City of Philadelphia vs. ROBERT L. CURRY, owner, etc. Lev. fa.; sur claim. D. 70, No. 150.

The Auditor appointed by the Court to report distribution of the funds arising from the Sheriff's sale under the above writ of all that certain two-story basement and stone dwelling-house and lot of ground, situate on the north side of Eadline, for-merly Elm street, in the Twenty-fourth ward of the merly Sim street, in the Twenty-fourth ward of the city of Philadelphia, 26 feet eastward from Poplar street, containing in front on Eadline street 26 feet 6 inches, and in depth 165 feet to Grape street, will meet the parties interested, for the purposes of his appointment, on TUESDAY, the 27th day of June, 1871, at 4 o'clock P. M., at his office, southeast corner of WALNUT and SIXTH Streets, Philadelphia, when the property of the purpose of the purpo when and where all persons are required to make their claims, or to be debarred from coming upon said fund. HENRY S. HAGERT,

FURNITURE.

JOSEPH H. CAMPION (late Moore & Campion), WILLIAM SMITH, RICHARD B. CAMPION. SMITH & CAMPION.

Manufacturers of FINE FURNITURE, UPHOLSTERINGS, AND IN-TERIOR HOUSE DECORATIONS, No. 249 SOUTH THIRD Street, Manufactory, Nos. 215 and 217 LEVANT Street,

COTTON SAIL DUCK AND CANVAS, OF ALL O numbers and brands, Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufac turers' Drier Feits, from thirty to seventy sinches, with Paulins, Beiting, Soil Twine, etc.

NO. 19 CHUECH Street [ORY Stores]. RAILROAD LINES.

THE CAMDEN AND AMBOY AND PHILADEL-PHIA AND TRENTON RAILROAD COM-

PANIES, On and after MONDAY, June 12, 1871, FROM WALNUT STREET WHARF. At 6:15 a. m. Accommodation via Camden and Am by, 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 sta-At 6.15 a. m. and 3.80 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. or Fish House. The 11 30 p. m. Line leaves from Market Street 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. At 7, 845, and 11 a. m., 645 and 12 p. m. for Bristo. At 7, 845, and 11 a. m., 645 and 12 p. m. 101 billion.
At 12 p. m. (Night) for Morrisville, Tullytown,
Schenck's, Eddington, Cornwells, Torrisdale,
Holmesburg Jonetion, Tacony, Wissinoming, Bridesburg, and Frankford.
Sunday Lines leave at 11 a. m., 6-45 p. m., and 12

FROM KENSINGTON DEPOT. At 7 and 9 30 a. m., 2 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 Morris-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, Stroudsburg, Water Gap. Belvidere, Easton, Lambertville, Flemington, etc. and 7 a. m. for Schooley's Mountain. and 7 a. m. for Schooley's Mountain. At 930 a. m. and 5 p. m. for Pennington, Lambert-ville, and intermediate stations, and at 5 p. m. for

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 Marker street

Ferry (upper side).
At 6, 7, and 9 a, m., 1, 2.30, 3.30, 5, and 6.30 p. m., and on Thursday and Saturday nights at 11 30 p. m. for Merchantsville, Moorestown, Hartford, Mason-ville, Hainsport, and Mount Holly. At 6 a. m., 2 30 and 6 30 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,

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.

PHILABELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.— COMMENCING MONDAY, NOVEMBER 21, 1870.

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 Clayten with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Lorchester and Delaware Railroad, at Seaford with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmington, with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-

deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:30 P. M. (Daliy), for Baltimore and Washington, stopping at Chester, Linwood, Clayment, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. man's, and Magnoita. Passengers for Fortress Monroe and Norfolk will take the 11-45 A. M. train. WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. train connects with Delaware Rallroad for Milford and intermediate stations.

Leave Wilmington 6'45 and 8'16 A. M., 2'00, 4'00, and 7:16 P. M. The 8:10 A. M. train will not store between Chester and Fhiladelphia. The 7:15 P. M. train from Wilmington runs Datly; all other ac-commodation trains Sundays excepted.

Trains leaving Wilmington at 6.48 A. M. and 4.00 P. M. will connect at Lamckin Junction with the 1.00 A. M. and 4.80 P. M. trains for Baltimore Con-From Baltimore to Philadelphia.--Leave Baltie 725 A. M., Way Mail: 935 A. M., Express; P. M., Express; 725 P. M., Express SUNDAY THAIN FROM BALTIMORE.

Leaves Baltimore at 7-25 P. M., stopping at Mag-nolis, Perryman's, Abordeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Eikton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-

On Sundays leave Philadelphia for Oxford at 8:30
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 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 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 IS, 1871.
Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

ner of Berks and American streets (Sundays excepted), as follows:—
7 00 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, Auburb, 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 Doviestown.

all points in the Great West.

5 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 Rall-

roads.

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

12 and 530 p. m. for Abington.

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

230 p. m. (Accommodation) for Doylestown.

At 520 p. m. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton.

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

450 p. m. (Mail) for Doylestown.

4 30 p. m. (Mail) for Doylestown. 5 15 p. m. for Bethlehem, Easton, Allentown, and

630 p. m. (Accommodation) for Lansdale, 8:15 and 11:30 p. m. (Accommodation) for Fort 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. Dovlestown at 8 25 a. m., 4 45 and 6 45 p. m. Doylestown at 8-25 a. m., 4-45 and 6-45 p. m. Lansdale at 7-80 a. m. Fort Washington at 9-20 and 11-20 a. m., 3-65 and

Philadelphia for Port Washington at 9:00 a. m.
Philadelphia for Doylestown at 2:00 p. m.
Philadelphia for Doylestown at 2:00 p. m.
Philadelphia for Fort Washington at 9:00 a and 6 45 p. m.
Doylestown 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 Main's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

May 15, 1871.

ELLIS CLARK, Agent.

HAILROAD LINES. THILADELPHIA AND READING RAILROAD. June 5, 1871.

Depot—THIRTEENTH and CALLOWHILL Streets.

Until further notice trains will Leave and Arrive as follows:-

Reading and Allentown Way...... 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. 3:30 p. m. Pottstown Accommodation. 4:30 p. m. Reading and Pottsville Accommodation. 5:15 p. m. ON BUNDAYS. To Reading. 8.00 a. m. commodation. 9-10 p. m. 

Leave depot, Thirteenth and Callowhill streets, For West Manayank at 8:45 a. m. and 6:30 p. m. Leave West Manayank, 6:10 and 10:10 a. m. For Belmont at 8:45 and 11:30 a. m., and 2, 4, and 6:30 P. M. Leave Belmont at 6:24 and 10:26 a. m., 12:14 noon,

Leave Bellion. 2.45 and 5.30 p. m. SUNDAYS. 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. Leave Belmont, 9.25, 10.25, 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 Thirteenth and Fifteenth, Seventeenth and Nine-teenth, add Green and Coates street cars, good on New York Express for Pittsburg and West

New York Express for Pittsburg and West.

Trains leave New York at 9 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,
Baitmore, Williamsport, etc.

Sieeping-cars accompany these trains through between Jersey City and Chicago without change. Trains for New York leave Harrisburg at 40-5 and

8-10 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,

tained at S. E. corner of Ninth and Chesnut streets, under Continental Hotel, No. S11 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, run close to the depot.

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. 811 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 APIER MAY S.
TO GERMANTOWN—6, 7, 715, 735, 830, 905, 10, 14 a.m.; 12, noon; 1, 2, 230, 315, 345, 405, 430, 505, 510, 545, 6, 630, 7, 8, 815, 9, 1015, 11, 1140, 1230, night. night. SUNDAY-7:45, 9:05 a. m.; 12:45, noon; 2:15, 4:65, 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, 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 Intersection Station. TO CHESNUT HILL—6, 7, 7 85, 9 05, 10, 12 a.m., 2 30, 3 45, 5 05, 5 45, 7, 8, 9, 11, 11 40 p. m., SUNDAY—7 45, 9 05 a. m., 12 45 noon, 2 15, 5 40,

845, p. m. FROM CHESNUT HILL—640, 740, 750, 830, 940, 50, 11 40 a. m., 1 40, 3 40, 5 45, 6 25, 6 55, 8 50, 10 15, Sunday-750, 8:45 a. m., 12:45, noon, 2:15, 5:40, 8 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 L. 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, 3·58, 5, 6·25, 6·45, 7·45, 8·30, 9·45, 10·30 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. 7.80, 10 p. m. PLYMOUTH BRANCH.—Leave Philadelphia at

7:80, 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 7:15 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 The S a. m. train from Norristown stops at Con-

shohocken 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 Kailroad—Leave Philadelphia at 4.40 p. m. Leave Downingtown at 6.40 a m. Phœnixville Train—Leaves Philadelphia at 9 a. m. and 1 30 p. m. Leaves Phœnixville 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 Phoenixville 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

From Philladeliphia

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 F. 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

For B. C. Junction, 6:30, 8:50 A. M., 12 M., and 4 and 5:30 P. M. Stops at all stations. The 5:20 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. svery Monday. 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.

ROAD.

EXTRA SUNDAY TRAINS.

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

Returning, will leave Philadelphia at 6% P. M. for West Chester. These trains stop at all stations. May 29, 1871. H. K. SMITH, Superintendent. WEST JERSEY BAILBOADS, Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry), 8-15 A. M., Passenger for Cape May, Bridgeton, Salem, Swedesboro, Vinciand, miliville, and way stations

stations.

11 '45 A. M., Woodbury Accommodation.

8 '16 P. M., Passengerfor Cape May, Millville, and
way stations below Glassboro.

3 '80 P. M., Passenger for Bridgeton, Salem,
Swedesboro, and way stations.

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

Protects Trees leaves Campan dally at 10 M. Freight Train leaves Camden dally, at 19 Mr WIPLIAM T SEWELL, Superintend

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER S.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 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.

TRAINS LHAVE DEPOT. TRAINS LEAVE DEFOR.

6:30 A. M.
Mail Train
Lock Haven and Elmira Express
Paoli Accommodation, 10:10 A.M. a. 1:10 and 7:30 P. M.
Fast Line
12:40 P. M.
Harrisburg Accommodation
Lancaster Lancaster Accommodation
Lancaster Lanca Parkerburg Train . . . Cincinnati Express . Erie Mail and Buffalo Express First Pacific Express . . .

Way Passenger Train

Way Passenger Train

Cincinnati Express, Pacific Express, and Eric

Mail and Burfalo 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 & P. M. at No. 118

Market street. Market street.
Sunday Train No. 1 leaves Philadelphia at 5:40

A. M.; arrives at Paoli at 9.46 A. M. Sunday Train No. 2 leaves Philadelphia at 8.40 P. M.; arrives at Paell at 7:30 P. M., Sunday Train No. 1 leaves Paell at 7:10 A. M.; arrives at Philadelphia at 8:21 A. M., Sunday Train No. 3 leaves Paell at 8:00 P. M.; arrives at

Brin Mawr Accommodation 540 A. Paoli Accommodatin, 8:30 A. M. & 3:55 & 6:40 P. 9:00 A. 11:15 A. 12:40 P. Landaster Train . . . . Eric Express . Lock Haven and Elmira Express .

Lock Haven and Elmira Express 600 P. M.
Pacific Express 3:15 P. M.
Harrisburg Accommodation 9:45 P. M.
For further information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
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.

General Superintendent, Altoona, Pa.

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... 8-50 P. M.
"Williamsport... 8-50 P. M.
"arrives at Erie...... 7-40 A. M.
ELMIKA MAIL leaves Philadelphia... 9-30 A. M.
"Williamsport... 6-35 P. M.
"arrives at Lock Haven... 7-50 P. M. BASTWARD.

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 con-nection at Williamsport with the N. C. R. W. trains,

north and south. Catawissa passenger trains will be run east from Williamsport on Brie Express, and west to Wil-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-treton avenue. 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 4:30 P. M.
For Chadd's Ford and Chester Creek Railroad at 7 and 10 A. M., 4:30 and 7 P. M. Wednesdays and

Saturdays only 2:30 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 Vilmington and Reading Railroad. Trains for Philadelphia leave—

Port Deposit at 925 A. M. and 4.25 P. M., on arrival of trains from Baltimore.
Oxford at 6.05 and 10.25 A. M. and 5.30 P. M. Mondave 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 6.32 A. M. On Sundays train leaves Philadelphia at 8.30 A. M. for Oxford; returning, leaves Oxford for Philadel-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.

HENRY WOOD,
General Superintendent.

PLUMBING, CAS 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.

## 3NITA3H MA3TE

Pipe of all Sizes Cut and Fitted to Order

CAMD.

Having sold HENRY B. PANCOAST and FRANCIS I. 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.

MORRIE, TASKER & CO.
Philadelphia, Jan. 22, 1870.

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

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

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

AUOTION BALES. M THOMAS & SONS, AUCTIONRERS, NOR

Extensive Sale at the Auction Rooms.
SUPERIOR HOUSEHOLD FURNITURE MIRRORS, Bookcases, Wardrobes, Fine Hair Mattresses, Feather Beds, China, Glassware, Office Furniture, Refrigerators, Stoves, Fine Velvet, Brussels,
and other Carpets, Etc. [6 13 xt.
On Thursday Morning,
June 15, at 9 o'clock, about 900 lots superior Household Furniture, comprising a general assortment.

Recorder's Sale by order of the Court of Common

VALUABLE WATCH MOVEMENTS.

On Friday Morning.

June 16, at 10 o'clock, about 800 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 8 P. M.

Catalogues how ready.

6.1 lit. Catalogues now ready.

HENRY W. & B. SCOTT, JR., AUCTIONBERS No. 1129 CHESNUT Street (Girard Row). THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 1107 Sansom street.

Saie at No. 1619 Mount Vernon street.

ELEGANT PARLOR FURNITURE, VELVET AND
BRUSSELS CARPETS, Rosewood Schomacker
Piano-Forte, Chamber and Dining-Room Furni-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 Brussels carpets; lace parior curtains; French china mantel vases; walnut chamber suits, wardrobe, oak side-board, extension dining-table, walnut bookcase, ibrary table, framed engravings and paintings, silver-plated ware, etc. PIANO-FORTE.

An elegant rosewood piano forte made by Scho-

One large play-house, furnished.
Catalogues can be had at the auction store on Wednesday.

Sale at No. 1110 Chesnut street,
HANDSOME WALNUT PARLOR, LIBRARY,
CHAMBER AND DINING-ROOM FURNITURE;
ROSEWOOD PIANO-FORTES; FRENCH PLATE MANTEL AND PIER MIRRORS, BOOK-CASES WARDROBES, EASY CHAIRS, LIBRARY AND OFFICE TABLES; SPRING, HAIR, HUSK, AND STRAW MATTRESSES; SILVER-PLATED WAKE AND TABLE CUTLERY; PAINTINGS, CHROMOS, ENGRAVINGS, CHINA WARE, GLASSWARE, KITCHEN FURNITURE, ETC.

On Friday Morning,
At 9 o'clock, at No. 1110 Chesnut street, will be sold a large assortment of new and second-hand furniture, carpets, etc, comprising

covered with plush, terry, reps, and hair-cloth, and finished in the best r anner. finished in the best ranner.
14 WALNUT CHAMBER AND COTTAGE SUITS from the different cabinet-makers of our city, with and without marbles, with wardrobes to match. 25 MANTEL, PIER, AND CHAMBER GLASSES. Also, 25 new and second-hand glasses of various sizes. ROSEWOOD PIANO-FORTES.

At 1 o'clock will be sold several rosewood planofortes. BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 432 and 434 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF FOREIGN AND DOMESTIC On Thursday morning,
June 1r at 10 o'clock, on four months' credit, 6 9 5t

SALE OF CARPETINGS, OIL CLOTHS, 500 ROLLS WHITE AND RED CHECK CANTON MATTINGS, ETC. On Friday Morning, 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 5t SALE OF 2000 CASES BOOTS, SHOES, HATS, TRAVELLING BAGS, ETC. On Tuesday Morning, June 20, at 10 o'clock, on 4 months' credit. 6145t

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

L IPPINCOTT, SON & CO., AUCTIONEERS, Nos. 221 MARKET and 210 CHURCH Street. CONCERT HALL AUCTION ROOMS, No. 1919 OHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.
Personal attention given to sales of household fuss

niture at dwellings.
Public sales of furniture at the Auction Rooms.
No. 1919 Chesnut street, every Monday and Thurs-For particulars see "Public Ledger." N. B.—A superior class of furniture at private sais

HENRY MOLTEN. AUCTIONERR
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 without

additional charges. LUMBER 1871 HEMLOCK. 1871 SEASONED CLEAR PINE.

CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS, RED CEDAR. FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. 1871 ASH FLOORING.
WALNUT FLOORING,
FLORIDA STEP BOARDS.
RAIL PLANK.

1871 WALNUT BOARDS AND PLANE. 1871 WALNUT BOARDS. WALNUT PLANK.

1871 UNDERTAKERS LUMBER 1871 WALNUT AND PINE. SEASONED POPLAR. SEASONED CHERRY. 1871 1871

WHITE OAK PLANE AND BOARDS, HICKORY. CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW.

CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 187 CEDAR SHINGLES.
CYPRESS SHINGLES.
MAULE, BROTHER & CO.,
No. 2500 SOUTH Street. 1871 1871

PANEL PLANE, ALL THICKNESSES, I COMMON PLANE, ALL THICKNESSES, I COMMON PLANE, ALL THICKNESSES.

1 COMMON BOARDS.

1 and 2 SIDE FENCE BOARDS.

WHITE PINE FLOORING BOARDS.

YELLOW AND SAP PINE FLOORINGS, 1% and 6% SPRUCE JOIST, ALL SIZES.

HEMLOCK JOIST, ALL SIZES.

PLASTERING LATH A SPECIALTY,

TORRIDGE WITH A SERVEN OF BRUMER. Together with a general assortment of Building Lumber for sale low for cash. T. W. SMAL/PZ,

5 80 6m No. 1715 RIDGE Avenue, north of Poplar St SAXON CREEN.

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

PAINTS.

FORMING, EMBOSSING, PERFORATING,
Cutting and Scoring Machines, for Metals,
Bounets and Hats, Paper and other materials,
MOULDS, Dies, Punches, and Cutters.
GEORGE C. HOWARD,
No. 11 S. EIGHTEENTH Street.