## AMONG THE PATAGONIANS.

A Singular Story of Shipwreck and Massacre - Adventures of a San Francisco

The San Francisco Bulletin says:-Three or four days ago the schoener Hutchinson arrived at this port, having on beard Joseph Lorritz, a young man who was reared in this city. Some time since an account of the loss of the British brig Propentis was published. The steamer Princess Louisa sailed from Scotland last March for a South American port, and at one of them Lorritz was engaged. The captain, hearing of the less of the Propontis, went to Punta Arenas, and there obtained arms, with which they started forth to avenge the murder of the officers and crew of the Propontis.

The Princess Louisa set sali, and when off Port Gallant, a cove in the Straits of Magellan, latitude 53 deg. 41 min., longitude 73 deg., saw two canoes and one European built boat filled with natives, pulling from the shore toward them. The captain had no doubt that these were the very same savages who had fallen in with the Propontis, and immediately prepared to receive them. On the canoes approaching the vessel, he ran one of them dewn, sinking it, and drowning all hands. The boat avoided the bows of the steamer and ran alongside, but in attempting to board, the natives were one and all killed. In the meantime the remaining cance made its escape and returned to shore. The Princess Louisa sailed on, but that night ran ashore and became a wreck.

The crew found no difficulty in getting to land, and busied themselves all night in removing provisions and other stores from the ship to a tent which they had erected on the beach.
Just before dawn, while the seamen were coming up loaded from the edge of the water, preceded by a lantern, which the foremost man carried in his hand, they were suddenly set upon by a horde of savages, armed with spears, bows, and arrows, rough hatchets and stones. A desperate fight ensued. The sallors defended themselves with desperation, but, of course, without avail; two of them were killed on the

spot, and the rest were overpowered. Lorritz ran for his tife, but as he was burdened with heavy sea-boots and soaked cloth-ing, he stood very little chance with the savages. He was caught, tied and laid on the ground. His companions were served in the same way. For three weeks they all remained in captivity, allowed to wander about with their captors during the day, tied at night, and fed on what Lorritz called "blubber." At the end of these three weeks Lorritz one night contrived to shuffle off his bends. He crept down to the beach, got into one of the boats lying there, and put off into the channel, where next morning he was fortunate enough to fall in with the schooner Hutchinson, on board of which he came to this city three or four days ago. The fate of his companions, who he says were all Scotchmen, is unknown to him, and he is unable to tell more than the Christian name of the captain and crew.

## MOST HORRIBLE SUICIDE.

A Man Severs His Jugular, Commits Hari Kari, and is Found Weltering in Blood. Thursday evening last, when the steamer Glencoe landed at Vicksburg on her way up the river, she was boarded by a man who asked to be allowed to come up on her. He stated that he had been a passenger on the Oceanus, which had just passed up, and that he had got left by that boat a short time before. Being an honestlooking man, and telling a straightforward story, the captain of the Giences told him that he might go up on his boat. Several of the passengers noticed him, and one or two talked with him, and they all agreed that he was a very sensible man. Friday morning, about 10 o'clock, while the boat was moving up the river,

A LOUD SCREAM WAS BEARD, proceeding from the forward part of the lower passengers burried down stairs, and there beheld a horribly-sickening and blood-curdling sight. Lying on the deck was the passenger, with a horrible gash in his throat and another across his face, while from a long, deep gash in his stomach his bowels protruded and were scat-tered over the deck for a distance of eight or ten feet. Everything possible was done to alle-viate his sufferings until half an hour later, when death came to his relief. The second mate and the watchman of the boat state that

CUT HIMSELF IN HIS STOMACH with a large pruning-knife which was found close to his body. They state that after cutting himself he thrust his hands in the wound and caught his bowels and pulled them out. When it was that he cut his throat they did not know, but supposed it must have been done before they noticed him. Upon the arrival of the boat at Napoleon a Coroner was summoned, who held an inquest and returned a verdict in accordance with the facts as above stated. Nothing was found on the man to identify him.

A SINGULAR CIRCUMSTANCE. It is a little strange about this man that after cutting his face and throat in such a manner as to sever the jugular vein, he should still have had strength and will enough to cut his abdomen, as he is said to have done, and tear out his entrails. It looks like as if there had been foul play. Another strange circumstance that was related by one of the passengers is that neither the knife with which the deed is said to bave been committed nor the man's hands had a particle of blood upon them. -Memphis Avalanche, June 11.

## THE WILLARD HOTEL IMBROGLIO.

The Plaintiffs Obtain an Injunction. In 1861 Joseph and Henry Willard executed a lease of Willard's Hotel to Sykes, Chadwick & Presbury, for ten years ensuing the 15th day of

The lease was exceedingly strict and harsh, and contained all sorts of covenants to be performed by the lessees. At the time of taking the lease Sykes, Chadwick & Presbury purchased the furniture on the premises, belonging to the Willarde, for \$100,000, and executed a deed of trust on the same and on all furniture to be afterwards purchased by them for the hotel, to secure the performance of the cove-pants in the lease. Among the covenants in the lease was one providing that the lessees should

keep the hotel open during the entire term, and one providing that the lessees should make all repairs and keep the house in good repair.

Some time since Mr. Sykes advertised the furniture for sale, and the Willards wrote him assuming to forbid the sale, unless he would pay some fifteen thousand dollars damages for not repairing, and employed counsel to prepare a bill in equity to restrain the sale.

Sykes communicated to his counsel informa-

Sykes communicated to his counsel informa-tion as to what was going on, and he thereupon immediately prepared a bill for the lessees, seek-ing to enjoin the Willards and their agents from in any way interfering with Sykes in making his sale, and filed their bill the day before yesterday, before the Willards had theirs

The petition for injunction was heard yester-day on the lessee's bill, the bill of the Willards being read at the trial as an affidavit. Yesterday morning Judge Mearthur, holding the Chancery Court, gave his opinion, granting the injunction prayed for by the lessees, and fully sustaining them in their position, and forbidding the Willards from is any way interfering with the sale, under the penalty of a bond in double the amount of their claim.

The sale will be proceeded with this morning.

- Washington Patriot, yesterday. BARLOWS INDIGO BLUE IS THE CHEAPEST and best article in the market for BLUEING CLOTHES.
It does not contain any acid.
It will not injure the finest fabric.

It is put up at WILTBERGER'S DRUG STORE,
NO. 252 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 COUN-

Will color more water than four times the sam For circulars apply to

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 phis 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.

JOHN ECKSTRIN, Clerk of Common Council.

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 Philadelmia 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 or one thousand dollars; and it shall be ex-pressed in said certificates that the loan therein 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 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 newspa-pers of this city, daily for four weeks, the ordi-nance presented to Common Council on Thurs-day, 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

A N ORDINANCE Making an Appropriation to Refund Cer-tain Twice-paid and Overpaid Water Rents and

Section 1. The Select and Common Councils of the city of Philadelphia do ordain, That the sum of two hundred and sixty-nine (269) dellars and thirty-two (32) cents be and the same is hereby appropriated to the Department for Supplying the City with Water, for the purpose of refunding certain twice-paid and overpaid water rents and pipe-laying bills, as per memorandum annexed, and warrants shall be drawn by the Chief Engineer of the Water Department in accordance with existing ordinances.

Memorandum. Rebecca G. Sitler, water rents for 1867 a Coppnek & Jordan, water rent 1870 overpaid...
R. C. Clarke.
L. P. Haney, paid by permit and by bill.
Rose Weaver (received by C. D. Thomas),

B. H. Shoemaker, paid by permit and by c. M. King, overpaid 1870.... C. M. Klieg, everpaid 1870. 33 00
C. H. Garden & Co. 33 00
Adam Kailer, 1870, paid in error 11 50
McGrath & Kemble, paid twice 800
Mrs. Eiselle, overpaid 11 00
A. Boudrou, paid by permit and bill 13 00
M. Brooks, for permit returned not used 4 00
George Lex, for water-pipe bill over-John K. Mullison, water-pipe bill over-

paid. 16:00
Charles Clare. 42:04
William Howell. 18:00
Patrick Bonner (received by C. D. Tho-President of Common Council.

ROBERT BETHELL, Assistant Clerk of Select Council. SAMUEL W. CATTELL. President of Select Council. Approved this twelfth day of June, Anno

Domini one thousand eight hundred and seventyone (A. D. 1871). DANIEL M. FOX, Mayor of Philadelphia. 6 15 1t

RESOLUTION R To Approve the Contract for the Erection of a School Edifice at the Corner of Tairty-

eighth and Spruce Streets.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the contract made between the city of Philadelphia and Charles C. Carman, dated May 11, 1871, for the erection of a school edifice at the corner of Thirty-eighth and Spruce streets, for the price or sum of thirty-five thousand eight hundred and thirty-seven dollars, be and the same is hereby approved, and the surety therefor, Samuel F. Prince, is hereby also approved. HENRY HUHN,

President of Common Council. ROBERT BETHELL,

Assistant Clerk of Select Council.

SAMUEL W. CATTELL,

President of Select Council.

Approved this twelfth day of June,

Anno Demini one thousand eight hundred and seventy-one (A. D. 1871).

DANIEL M. FOX,
Mayor of Philadelphia.

GROOERIES, ETO. TO FAMILIES RESIDING IN THE RURAL DISTRICTS.

We are prepared, as heretofore, to supply families at their country residences with EVERY DESCRIP-TION OF FINE GROCERIES, TRAS, Etc.

ALBERT C. ROBERTS,

Corner ELEVENTH and VINE Sta.

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

SNOWDON & RAU'S COAL DEPOT, CORNER DILLWYN and WILLOW Streets.—Lehigh and Schuyikill COAL, prepared expressly for family use at the lowest cash prices. E DEBHILL SCHOOL

MERCHANTVILLE, N. J., Four Miles from Philadelphia. The session commenced MONDAY, April 10,

Boy. T. W. CATTRLL.

RAILROAD LINES.

THE CAMDEN AND AMBOY AND PHILADEL-PHIA AND TRENTON RAILROAD COM-On and after MONDAY, June 12, 1871,

FROM WALNUT STREET WHARF. At 615 a. m. Accommodation via Camden and Am boy, and at 330 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., 9, 3:30, and 5 p. m.

for Trenton.

At 5·15, 8, and 10 a. m., 12 m., 2, 5·30, 5, 6, 7·39, and 11·30 p. m. for Bordentown, Florence, Burlington, Edgewater, Beverly, Delanco, and Riverton.

At 6·15 and 10 a. m., 12 m., 2, 2 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).

Ferry (upper side), FROM WEST PHILADELPHIA DEPOT. At 7, 8:15, and 11 a. m., 120, 3, 5:30, 6:45, and 12 p. m., New York Express Lines, and 11:20 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 45 and 18 p. m. for Bristol.
At 12 p. m. (Night) for Morrisville, Tullytown,
Schenck's, Eddington, Cornwells, Torrisdale,
Holmesburg Junction, Tacony, Wissinoming,
Bridesburg, and Frankford.
Sunday Lines leave at 11 a. m., 6 45 p. m., and 18

Bridesburg, and Frankford. Sunday Lines leave at 11 a. m., 6-45 p. m., and 19 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 7 allytown.

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

At 645 a. m., 1230, 515, and 7 15 p. m. for Bustleton, Holmesburg, and Holmesburg Junction.

At 645 and 930 a. m., 1230, 230, 515, 6, and 7 15 p. m. for Tacony, Wissinoming, Bridesburg, and Frankford 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 9:30 a. m. and 5 p. m. for Pennington, Lambertville, and intermediate stations, and at 5 p. m. for
Easton.

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 230 p. m. lines leave Walnut street wharf, all others will leave from Marke, Street whan, an others will leave from market 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, Masonville, Hainsport, and Mount Holly.

At 6 a. m., 2.30 and 6.30 p. m., for Lumberton and Medford.

Medford.

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.

May 20, 1871.

May 20, 1871. Hightstown. May 29, 1871.

PHILABELPHIA, 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 Dorohester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11.45 A. M. (Sundays excepted), for Baltimere and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmingto L-vith train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Uhester, Thurlow, Linwood, 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 Misgnolia.

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, ant 1.00 P. M. The 5.00 P. M. train connects with Delaware Railroad for Milford and intermediate stations.

Leave Wilmington 6.46 and 8.18 A. M., 2.00, 4.00.

stations.

Leave Wilmington 6'45 and 5'16 A. M., 3'00, 4'00, 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 Paily; 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 7'00 A. M. and 4'30 P. M. trains for Haltimore Center 1 Pailtrand

7-00 A. M. and 4-30 P. M. trains for Baltimore Cenral Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7-25 A. M., Way Mali; 9-35 A. M., Express; 2-35 P. M., Express; 2-35 P. M., Express; 3-25 P. M., Express, SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7-25 P. M., stopping at Magnolia, Perryman's, Abordeen, 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 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 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 exner of Berks and American streets (Sundays excepted), as follows:—

700 a. m. (accommodation), for Fort Washington.

735 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 Burfalo, Niagara Falls, 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.

130 and 530 p. m. for Abington.

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

230 p. m. (Accommodation) for Doylestown.

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

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

At 4 p. m. (Accommodation) for Bethlehem. 430 p. m. (Mail) for Doylestown. 515 p. m. for Bethlehem, Easton, Allentown, and

Mauch Chunk.
6:30 p. m. (Accommodation) for Lansdale.
8:15 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 TRAINS ARRIVE IN PHILADELPHIA PROM 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 2-20 and 11-20 a. m., 3-05 and Polit Via.

9:00 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 2:00 p. m.

Philadelphia for Fort Washington at 9:00 a

Ind 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 Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.
May 15, 1871.

ELLIS CLARK, Agent.

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

ON SUNDAYS. To Reading..... 8-00 a m 

From Reading. 7:15 p. 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 s. m., 12:30 and 4:30 p. m.

For Mt. Pleasant and points on Colebrookdale Railroad take 7:30 s. m. and 4:30 p. m.

PARK ACCOMMODATION TRAINS, DAILY EXCEPTSUNDAY, Leave depot. Thirtogeth and Callogabill stream. 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

Leave Belmont at 6:24 and 10:26 a. m., 12:14 noon, 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. 640 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

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 to and 9 to p. m. connecting
at Harrisburg with Pennsylvania and Northern
Central trains for Chicago, Cincinnati, Pittsburg,
Baitimore, Williamsport, etc.

Siceping-cars accompany these trains through between Jersey City and Chicago without change.

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

8 10 a. m., and 2 p. m. Additional train leaves New York for Harrisburg at 12.30 noon. at 19:30 noon.

For particulars see Guide Books, which can be obtained at S. E. corner of Ninth and Chesnut streets, under Continental Hotel, No. 811 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.

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. 218 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 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 NORKISTOWN BRANCH.

Depot, Ninth and Green.
ON AND AFTER MAY 8.
TO GERMANTOWN—6, 7, 7'15, 7'35, 8'30, 9'05, 10, 11 a. m.; 12, noon; 1, 2, 2'30, 3'15, 3'45, 4'05, 4'30, 5'05, 5'10, 5'45, 6, 6'30, 7, 8, 8'15, 9, 10'15, 11, 11'40, 12'30, night. night. SUNDAY—7:45, 9:05 a. m.; 12:45, noon; 2:15, 4:05, 540, 7, 845, and 11 25 p. m. FROM GERMANTOWN—6, 625, 650, 725, 806, 810, 845, 9, 925, 10, 11 05, 11 55 a. m.; 1, 1 55, 3, 8 30, 3 55, 445, 5, 5 30, 6, 6 10, 6 40, 7 10, 8, 9 05, 10, 10 30, 11 25 a. 11.25 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, 5 05, and 5 45 up trains, will not stop on the German-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

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.
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, Bunday-7:50, 8:45 a. m., 12:45, noon, 2:15, 5:40, 8 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, 8-56, 11

a. 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, 12\*05 BOOB, 12\*45, 1\*30, 8, 4, 4\*40, 5, 5\*30, 6\*25, 7\*05, 8\*05, 10\*20, 11\*45 p. m. Sunday—7\*30, 8, 9, 10 a. m., 12\*40 BOOB, 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\*60, 9\*45, 16\*30 p. m. Sunday—7\*30, 9, 9\*30, 10\*50 a.m., \*30, 1\*45, 3\*10, 5\*30, 5\*7\*30, 10 p. m. 6, 7.30, 10 p. m.
PLYMOUTH BRANCH.—Leave Philadelphia at 7.30, 11.05 a. m. and 5 p. m. Leave Oreland at 6.15, 10 a. m., and 3.30 p. m.
Sunday—Leave Philadelphia at 9 a. m. and 7.15

day-Leave Oreland at 6:30 a m. and 6:30 p. m. The 740 a. m. train from Norristown does not stop at Magee's, Pott's Landing, Springfield or Schurrs' Lane. Schurre' 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 Hailroad—Leave Philadelphia at 440 p. m. Leave Downingtown at 640 a m. Phoenixville Train—Leaves Philadelphia at 9 a. m. and 1:30 p. m. Leaves Phoenixville at 12:25 and 5:20

For points on Perkiomen Bailroad 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 p. m.
Passengers by 1.30 p. m. train connect at Phoenixville with train for Potustown 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.

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 6:30 and 10 A. M., 2, 5, and 6:to 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. overy 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-BYTRA SUNDAY TRAINS. On and after June 4, 1871, an Extra Passenger Train will leave West Chester at 4 P. M. for Philadelphia.

Returning, will leave Philadelphia at 6½ P. M. for West Chester. These trains stop at all stations.

May 29, 1871. H. K. SMITH, Superintendent.

WEST JERSEY BAILROADS. Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry),
8-15 A. M., Passenger for Cape May, Bridgeton, Salem, Swedesbore, Vineland, Miliville, and way

sations.

11:45 A. M., Woodbury Accommodation.

11:45 A. M., Woodbury Accommodation.

8:16 P. M., Passengerfor Cape May, Miliville, 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.

Breight Train leaves Camden daily, at 12 M. Freight Train leaves Camden daily, at 19 Mr. WILLIAM T SEWELL, Superintend

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER S.P.M., SUNDAY, JUNE 4, 1871.
The trains of the Pennsylvania Central Rathroad 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.

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. 118 Market street, will receive attention.

Bryn Mawr Accommodation
Mail Train Harrisburg Accommodation
Lancaster Accommodation
Parkesburg Train
Cincinnati Express
Eric Mail and Buffalo Express Way Passenger Train

Cincinnati Express, Pacific Express, and Eric
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 § P. M. at No. 116 except Sunday. For this train tickets must be pro-cured and baggage delivered by \$ P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 9:48 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:30 P. M. Sunday Train No. 1 leaves Paoli at 7:10 A. M.; arrives at Philadelphia at 8:29 A. M. Sunday Train No. 3 leaves Paoli at 8:20 P. M.; arrives at Philadelphia at 8:20.

TRAINS ARRIVE AT DEFOT.

Philadelphia at 6-20.

TRAINS ARRIVE AT DEFOT.

Cincinnati Express . 7-40 A. M.
Philadelphia Express . 7-40 A. M.
Eric Mail
Bryn Mawr Accommodation . 5-40 A. M.
Paoli Accommodatin, 8-30 A. M. & 8-50 & 6-40 P. M. Parkesburg Train . . . 9:00 A. Fast Line and Buffalo Express . . . 11:15 A.

Lancaster Train
Eric Express
Lock Haven and Elmira Express 6.00 P. M. Pacific Express .
Harrisburg Accommodation . . . 9.45 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 Brie Railroad will run as follows from the Pennsylvania Railroad Depot, West Philadelphia:-

MAIL TRAIN leaves Philadelphia. 7·10 P. M.

"Williamsport. 4·15 A. M.

arrives at Erie. 3·50 P. M.

ERIE EXPRESS leaves Philadelphia. 12·30 P. M.

"Williamsport. 8·50 P. 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.

EASTWARD. EASTWARD.

Mail East connects east and west at Erie with L. 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.

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 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-

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., 4'30 and 7 P. M. Wednesdays and

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 925 A. M. and 425 P. M., on arrival of trains from Baltimore.

Oxford at 646 and 1035 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 Philadelfor Oxford; returning, leaves Oxford for Philadel-phia 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 the same.

HENRY WOOD,

General Superintendent. PLUMBING, GAS FITTING, ETO. PANCOAST&MAULE. THIRD and PEAR Streets,

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

Plain and Galvanized

## SVITA3H MAJTS.

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 RETAIL ESTABLISHMENT, located at the our RETAIL ESTABLISHMENT, located at the corner of THIRD and PEAR Streets, in this city, that branch of our business, together with that of BEATING and VENTILATING PUBLIC and PRIVATE BUILDINGS, both by STEAM and HOT WATER, in all its various systems, will be earried on under the firm name of PANCOAST & MAULE, at the old stand, and we recommend them to the trade and business public as being entirely competent to perform all work of that character.

MORRIS, 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, Piour, Salt, Super-Phosphate of Lime, Bo Dust, Etc.
Large and small GUNNY BAGS conshand. Also, WOOL SACKS.

JOHN FARNUM & CO., COMMISSION MER-

chants and Manufacturers of Concatoga Tick-ing, etc. etc., No. 223 CHESNUT Street, Philadel-

AUOTION SALES. M THOMAS & SONS, ACCTIONEERS, NOS Recorder's Sale by order of the Court of Common

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.

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

May be examined on Wednesday and Thursday between 1e A. M. and 3 P. M.

Catalogues now ready.

HENRY W. & B. SOOTT, JR., AUCTIONEERS No. 1199 CHESNUT Street (Girard Row). THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Chashulf Street; rear entrance No. 1107 Sansom street.

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
WARE AND TABLE CUTLERY; PAINTINGS,
CHROMOS, ENGRAVINGS, CHINA WARE,
GLASSWARE, KITCHEN FURNITURE, ETC.

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

covered with plush, terry, reps, and hair-cloth, and 14 WALNUT CHAMBER AND COTTAGE SUITS from the different cabinet-makers of our city, with and without marbles, with wardroves to match. 25 MANTEL, PIER, AND CHAMBER GLASSES. Also, 25 new and second-hand glasses of various

ROSEWOOD PIANO-FORTES,
At 1 o'clock will be sold several rosewood plane

BUNTING, DURBOROW & CO., AUCTIONERES, Bank street, Buccessors to John B. Myers & Co. SALE OF CARPETINGS, OIL CLOTHS, 500 ROLLS WHITE AND RED CHECK CANTON MAT-TINGS, ETC., On Friday Morning,

June 16, at 11 o'clock, on four months credit. LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS.

On Monday Morning.

June 19, at 10 o'clock, on four months' credit. 6[18 50] SALE OF 2000 CASES BOOTS, SHOES, HATS, TRAVELLING BAGS, ETC. On Tuesday Morning, June 20, at 10 o'clock, on 4 months' credit. 614 5t

BY BARRITT & CO., AUCTIONERRS
CASH AUCTION HOUSE,
No. 250 MARKET Street, corner of Bank street. Cash advanced on consignments without extra charge. I PPINCOTT, 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 furniture at dwellings.

Public sales of furniture at the Auction Rooms.
No. 1919 Chesnut street, every Monday and Thurs.

day.

For particulars see "Public Ledger,"

N. B.—A superior class of furniture at private sais HENRY MOLTEN, AUCTIONEER
BY HENRY MOLTEN & CO.,
Salesroom, Nos. 21 and 23 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. LUMBER 1,000,000 FEET HEMLOCK JOIST AND SCANTLING.

500,000 FEET 5-4 and 4-4 SOUTH-ERN PINE FLOORING (Dry). Our own working. Assorted and unassorted.

ALL LENGTHS,, ALL SIZES.

250,000 FEET 4-4 VIRGINIA SAP FLOORING (Dry.) Our own working. Assorted and unassorted.

250,000 FEET 4-4, 3-4, 5-8 and 1-4 INCH SAP BOX BOARDS, Together with a large and well-selected stock of thoroughly seasoned Building Lumber of all descrip tions, suitable for the erection of large factories, stores, dwellings, etc. in connection with the above

Steam Saw and Planing Mill,

And are fully prepared to furnish Builders and others with Mill Work of all Descriptions, WINDOW FRAMES, SASH, SHUTTERS, DOORS, BRACKETS, Etc.

SUPERIOR WOOD MOULDINGS A SPECIALTY. BROWN & WOELPPER. No. 827 RICHMOND STREET,

PHILADELPHIA. SPRUCE JOIST. 1871 HEMLOCK. SEASONED CLEAR PINE, SEASONED CLEAR PINE, CHOICE PATTERN PINE. 1871

CHOICE PATTERN PINE. 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 PLANK. 1871
WALNUT BOARDS AND PLANK. 1871
WALNUT BOARDS.
WALNUT FLANK. 1871 UNDERTAKERS LUMBER. 1871 RED CEDAR. WALNUT AND PINE.

SEASONED POPLAR. SEASONED CHERRY. 1871 1871 WHITE OAK PLANK AND BOARDS, HICKORY,

CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR BALE LOW.

CAROLINA BUANTLING, CAROLINA H. T. SILLS, NORWAY SCANTLING, 1871 1871

CEDAR SHINGLES.
CYPRESS SHINGLES.
MAULE, BROTHER & CO.,
No. 8500 SOUTH Street. PANEL PLANE, ALL THICKNESSES, 1 COMMON PLANE, ALL THICKNESSES, 1 COMMON BOARDS.

1 and 2 SIDE FENCE BOARDS.

WHITE PINE FLOORING BOARDS.

YELLOW AND SAP PINE FLOORINGS 14 and SPRUCE JOIST, ALL SIZES.

HEMLOCK JOIST, ALL BIZES.

PLASTERING LATH A SPECIALTY.

Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 5 30 6m No. 1715 HIDGE Avenue, north of Poplar St

SAXON CREEN. is Brighter, will not Pade, Costs Less than any oth because it will Paint twice as much surface.

SOLD BY ALL DEALERS IN PAINTS.