A WORD ABOUT EARLY RISING.

A medical gentleman who gave years to investigating the subject—to interviewing old folks, and rummaging among family histories—states that he never came across a case of remarkable longevity unaccompanied by the habit of early rising, from which testimony it might be inferred that they die early who lie abed late; but we hold this to be a fallacy. The medical gentleman started with a theory already formed, and, after the manner of partisans, looked at but one side of the question.

That most elderly people are early risers is due to the damaging fact that they cannot sleep o'mornings. They necessarily rise betimes, and unjustifiably make a monstrous virtue of it. After a man passes his fiftieth birthday he usually awakens at sunrise, though perhaps he used to let the breakfast-bell ring in vain when he was younger. As our theorist confined his observations to aged people who could not slumber after the gray dawn had tapped at the window-pane, he came easily to the conclusion that men live to be old because they do not sleep late, instead of seeing that they do not sleep late because they are old. Having with a great deal of trouble secured this lop-sided *datum*, our friend started off with his theory in favor of rising with the lark. Not being a lark ourselves, we decline to regulate our movements on any ornithological principle. We believe in a generous allowance of sleep. We believe that too little sleep is more injurious than too much. Unless a man's business or professional engagements oblige him to turn out very early, he does his physical nature injustice by defrauding himself of those delicious morning naps which so refresh and strengthen one. For men who do brain work there is no medicine like plenty of sleep:—

> "Sleep, that knits up the ravell'd sleeve of care,
> The death of each day's life, sore labor's bath,
> Balm of hurt minds, great nature's second course,
> Chief nourisher in life's feast!"

Cervantes' humble hero did not misplace his benison in showering it on the man that invented sleep; but the man that invented waking up much before seven o'clock in the morning was no friend to the human race. ■

There is an immense amount of nonsense on record in defense of early rising; this has been written chiefly by poets who breakfasted—when they did breakfast—at twelve o'clock. Thomson, who gave birth to the atrocious sentiment embodied in the line

> "Falsely luxurious, will not man awake,"

was one of the laziest men of his century. He generally lay in bed until noon (meditating verses on sunrise), and did not often get fully awake until later in the day, for he was frequently observed strolling in his garden at Richmond, after breakfast, eating peaches off a tree, with both hands in his waistcoat pockets!

We would like to know what inducement there is for early rising in the city. What is more shabby and dispiriting than a city street before the shop window-shutters are taken down, when nobody is astir but the milk-and-water man, and Mary washing off the front steps? In the country there is a kind of bloom in the morning that wears off in an hour or two; this is worth enjoying. Daybreak on the sea-coast or up among the mountains is a glorious spectacle; but familiarity with it breeds contempt. It is your habitual late riser who takes in the full richness of nature on those rare occasions when he gets up early. It is well enough to rise with the sun (we won't say with the lark, because we know nothing about its eccentricities) two or three times in the course of the summer, if for no other purpose than to be prepared to combat the intolerance of the professional early riser, who, if he were in a state of perfect health, would lie abed until nine o'clock. There are few small things more apt to be exasperating than this early bird with the worm of his conceit in his bill. How he scorns you for your indolent habits! Here he has been up "these three hours," he has read the morning paper, been to the Post Office, seen Smith in the distance, conversed with Jones, came near meeting Brown, while you—you were snoozing away the best hours of life. Let the old fellow prattle on, for some day you will grow restless yourself after the clock has struck five, and will want the privilege of jeering at your son-in-law, or your grandson, or any of the younger drowsy heads of your household, who may chance to come down late to breakfast. The old fellow would sleep later if he could, but he can't, and if he wants to make a virtue of it, what's the harm? Maybe he hasn't as many virtues as you have. He certainly has not had your refreshing sleep.

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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 Philadelphia 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 CONSTRUCTION OF CULVERTS AND FOR POLICE PURPOSES.

Section 1. The Select and Common Councils of the City of Philadelphia 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 mention, and the interest thereof, are payable free from all taxes.

Section 2. Whenever any loan shall be made by 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 certificates.

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 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. 6 2 24t

LEGAL NOTICES.

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 tuthf 5t* Auditor.

NOTICE.—LETTERS TESTAMENTARY under the Will of THOMAS BELLAS, deceased, 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 payment, and all persons having claims to make the same known to

RACHEL K. BELLAS,
JANE BELLAS,
EMMA L. BELLAS,
MARY R. BELLAS,
Executrixes,
5 23 tu6t* No. 1805 ARCH Street, Philada.

ESTATE OF WILLIAM HAMILTON, LATE ACtuary of the Franklin Institute. Letters of administration having been granted to the undersigned, all persons indebted are requested to make payment, and those having claims against said estate to present them to

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RAILROAD LINES.

THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES.

On and after MONDAY, June 12, 1871,
TRAINS WILL LEAVE AS FOLLOWS:—
FROM WALNUT STREET WHARF.

At 6·15 a. m. Accommodation via Camden and Amboy, 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 Farmingdale.

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

At 6·15, 8, and 10 a. m., 12 m., 2, 3·30, 5, 6, 7·30, and 11·30 p. m. for Bordentown, Florence, Burlington, Edgewater, Beverly, Delanco, and Riverton.

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

At 6 15 and 10 a. m., 12 m., 5, 6, 7·30, and 11·30 p. m. for Fish House.

The 11·30 p. m. Line leaves from Market Street Ferry (upper side).

FROM WEST PHILADELPHIA DEPOT.

At 7, 8·15, and 11 a. m., 1·20, 3, 5·30, 6·45, and 12 p. m., New York Express Lines, and 11·30 p. m. Emigrant Line, via Jersey City.

At 7, 8·15 and 11 a. m., 1·20, 3, 5·30, 6·45, and 12 p. m. for Trenton.

At 7, 8·15, and 11 a. m., 6·45 and 12 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 12 night.

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 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.

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 2·30 p. m. lines leave Walnut street wharf, all 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.

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. Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, NOVEMBER 21, 1870.

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

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

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

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

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 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 Railroad for Milford and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. 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 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·35 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

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

On Sundays leave Philadelphia for Oxford at 8·30 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.—THE short Middle Route to the Lehigh and Wyoming Valleys, Northern Pennsylvania, Southern and Interior New York, Buffalo, Auburn, Rochester, the great Lakes, and the Dominion of Canada.

SUMMER ARRANGEMENT,
Takes effect May 15, 1871.

Sixteen Daily Trains leave Passenger Depot, corner 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, 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 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.

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

1·30 and 5·30 p. m. for Abington.

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

2·30 p. m. (Accommodation) for Doylestown.

At 3·20 p. m. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton.

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

4·50 p. m. (Mail) for Doylestown.

5·15 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 Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8·55 and 10·35 a. m.; 2·15, 5·20, 8·15, and 10·20 p. m.

Doylestown at 8·25 a. m., 4·45 and 6·45 p. m.

Lansdale at 7·30 a. m.

Fort Washington at 9·20 and 11·20 a. m., 3·05 and 10·00 p. m.

Abington at 2·45 and 7·00 p. m.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 a. m.

Philadelphia for Doylestown at 2·00 p. m.

Philadelphia for Fort Washington at 9·00 a. m. 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 Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

May 15, 1871. ELLIS CLARK, Agent.

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD.

June 5, 1871.

Depot—THIRTEENTH and CALLOWHILL Streets.

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

TRAINS LEAVE.

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 SUNDAYS.	
To Reading	8·00 a. m.
To Pottsville	3.15 p. m.
To Pottstown	5·15 P. M.
TRAINS ARRIVE.	
Pottstown Accommodation	8·45 a. m.
Reading and Pottsville Accommodation	10·20 a. m.
Harrisburg and Pottsville Express	1·00 p. m.
Philadelphia and Pottsville W. Tr'n	4·30 p. m.
Harrisburg and Pottsville Express	6·15 p. m.
Harrisburg, Pottsville, and Allentown Accommodation	9·10 p. m.
ON SUNDAYS.	
From Pottstown	9·15 A. M.
From Pottsville	12·35 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 Railroad take 7·30 a. m., 12·30 and 4·30 p. m.

For Mt. Pleasant and points on Colebrookdale Railroad take 7·30 a. m. and 4·30 p. m.

PARK ACCOMMODATION TRAINS, DAILY EXCEPT SUNDAY.

Leave depot, Thirteenth and Callowhill streets, 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 6·30 P. M.

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, 4·30, 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 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 Reading at 1 55 and 9·50 p. m. connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

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

Trains for New York leave Harrisburg at 4·05 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, 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, 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 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.

SUNDAY—7·45, 9·05 a. m.; 12·45, noon; 2·15, 4·05, 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 Germantown 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, 7·35, 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, 7, 8·45, 11 p. 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, 10 p. m.

TO 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 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, 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.

PLYMOUTH BRANCH.—Leave Philadelphia at 7·30, 11·05 a. m. and 5 p. m. Leave Oreland at 6·15, 10 a. m., and 3·30 p. m.

Sunday—Leave Philadelphia at 9 a. m. and 7·15 p. m.

Sunday—Leave Oreland at 6·30 a. m. and 6·35 p. m.

The 7·40 a. m. train from Norristown does not stop at Magee's, Pott's Landing, Springfield or Schurrs' Lane.

The 8 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.

Phœnixville Train—Leaves Philadelphia at 9 a. m. and 1·30 p. m. Leaves Phœnixville at 12·25 and 5·20 p. m.

For points on Perkiomen Railroad leave Ninth and Green at 1·30 p. m. Returning, leave Schwenksville at 4·45 p. m., arriving at Ninth and Green at 6·50 p. m.

Passengers by 1·30 p. m. train connect at Phœnixville 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.

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 Washington 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 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 Wilmington and Reading Railroad.

Trains for Philadelphia leave—

Port Deposit at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.

Oxford at 6·05 and 10·35 A. M. and 5·30 P. M. Mondays at 5·15 A. M. only.

Chadd's Ford at 7·26 A. M., 11·58 A. M., 4·20 and 6·49 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 Philadelphia 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.

WEST JERSEY RAILROADS.

Trains will leave Philadelphia as follows, from foot of MARKET Street (upper ferry):—

8·15 a. m., Passenger for Cape May, Bridgeton, Salem, Swedesboro', Vineland, Millville, and Way Stations.

11·45 a. m., Woodbury accommodation.

3·15 p. m., Passenger for Cape May, Millville, and Way Stations below Glassboro'.

3·30 p. m., Passenger for Bridgeton, Salem, Swedesboro', and Way Stations.

5 30 p. m. Accommodation for Woodbury, Glassboro', Clayton, Swedesboro', and intermediate Stations.

SUNDAY MAIL TRAIN for Cape May leaves Philadelphia 7·30 a. m.

Freight train leaves Camden daily at 12 m.

WM. J. SEWELL, Superintendent.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JUNE 4, 1871.

The trains of the Pennsylvania Central Railroad leave the Depot, 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. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Bryn Mawr Accommodation	6·30 A. M.
Mail Train	8·00 A. M.
Lock Haven and Elmira Express	9·40 A. M.
Paoli Accommodation, 10·10 A. M. & 1·10 and	7·30 P. M.
Fast Line	12·40 P. M.
Erie Express	12·40 P. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	7·20 P. M.
Erie Mail and Buffalo Express	7·20 P. M.
First Pacific Express	9 45 P. M.
Way Passenger Train	11·20 P. M.

Cincinnati 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 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·30 P. M.

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

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	7·40 A. M.
Erie Mail	7·40 A. M.
Bryn Mawr Accommodation	8·40 A. M.
Paoli Accommodat'n, 8·30 A. M. & 3·50 &	6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	11·15 A. M.
Lancaster Train	12·40 P. M.
Erie Express	6·00 P. M.
Lock Haven and Elmira Express	6·00 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.

A. J. CASSATT,
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:—

WESTWARD.

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.		
MAIL TRAIN	leaves Erie	11·20 A. M.
"	" Williamsport	10·00 P. M.
"	arrives at Philadelphia	6·30 A. M.
ERIE EXPRESS	leaves Erie	9·00 P. M.
"	" Williamsport	8·25 A. M.
"	arrives at Philadelphia	5·50 P. M.
ELMIRA MAIL	leaves Lock Haven	8·08 A. M.
"	" Williamsport	9·15 A. M.
"	arrives at Philadelphia	5·30 P. M.
BUFFALO EXP.	leaves Williamsport	1·25 A. M.
"	" Sunbury	1·25 A. M.
"	arrives at Philadelphia	9·40 A. M.

Mail East connects east and west at Erie with L. S. & M. S. R. W. and at Corry and Irvineton with Oil Creek and Allegheny 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 Irvinetown 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.

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

WM. A. BALDWIN, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after MONDAY, April 24.

Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

FROM PHILADELPHIA

For West Chester at 7·25 and 10 A. M., 2·30, 7·10, and 11·30 P. M. Stops at all stations.

For West Chester at 4·45 P. M. This train stops at stations west of Media (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 RAILROAD.
EXTRA 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.

PLUMBING, GAS FITTING, ETC.

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 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 carried on under the firm name of PANCOAST & MAULE, at the old stand, and we recommend them to the trade and business public as being entirely competent to perform all work of that character.

MORRIS, TASKER & CO.

Philadelphia, Jan. 22, 1870.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).

ALEXANDER G. CATTELL & CO.,
PRODUCE COMMISSION MERCHANTS
No. 26 NORTH WHARVES
AND
No. 27 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL. ELIJAH CATTEL

AUCTION SALES.

M. THOMAS & SONS, AUCTIONEERS, NOS. 139 and 141 S. FOURTH Street.

Sale No. 1008 South Fourth street.
NEAT FURNITURE, CARPETS, ETC.
On Wednesday Morning,

June 21, at 10 o'clock, the neat furniture, carpets, etc. 6 19 2t

Extensive Sale at the Auction Rooms.
SUPERIOR HOUSEHOLD FURNITURE, PIANOS, Mantel and Pier Mirors, Fireproof Safe, Walnut Wardrobes, Bookcases, Sideboards, Fine Hair Mattresses, Feather Beds, Fine Rep and Lace Window Curtains, China, Glassware, Office Furniture, Refrigerators, Stoves, Chandeliers, Fine Carpets, Matting, Etc.

On Thursday Morning,

June 22, at 9 o'clock, about 900 lots superior Household Furniture, comprising a general assortment.

NOTICE.—Included in our Thursday's sale is the entire elegant household furniture of a large private dwelling on Walnut street.

ELEGANT DIAMOND JEWELRY, WATCHES Etc., Etc.
On Thursday,

June 22, at 1 o'clock at the Auction Rooms, brilliant diamond cross, 11 very fine large stones; bishop's diamond and amethyst large signet ring; solitaire diamond stud, 3⅛ karats; solitaire diamond ring, 2½ karats, very fine; elegant diamond and ruby brooch; diamond cross pin, 19 stones; set ear rings and pin, 36 stones; also, single stone and cluster rings and pins; watches, etc., etc. 6 20 2t

Second Closing Peremptory Sale.
ELEGANT CABINET FURNITURE from the stock of Messrs. Geo. J. & J. A. Henkels.
On Friday Morning,

June 23, at 10 o'clock, at the auction store, will be sold without reserve the largest stock of superior furniture yet offered at public sale. [6 16 6t

The sale, as is the invariable custom of Messrs. Henkels, will be peremptory, regardless of prices.

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

Sale at No. 1110 Chesnut street.
VALUABLE AND RARE AMERICAN AND FOREIGN SILVER AND COPPER COINS, CONTINENTAL PAPER, UNITED STATES CURRENCY, ETC. ETC.
On Wednesday Afternoon,

At 3 o'clock, June 21, at No. 1110 Chesnut street, second story, will be sold a private collection of silver and copper coins, many of which are very rare and valuable.

Catalogues ready at the store and coins on exhibition after 10 o'clock on morning of sale. 6 21 2t

Sale at No. 470 N. Eighth street.
HOUSEHOLD FURNITURE, CARPETS, CHINA, GLASSWARE, ETC.
On Thursday Morning,

June 22, at 10 o'clock, at No. 470 N. Eighth street, will be sold the entire furniture of a family leaving the city, comprising parlor, chamber, dining-room, and kitchen furniture. 6 20 2t

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS,
On Thursday morning,

June 22, at 10 o'clock, on four months' credit. 6 16 5t

CLOSING SALE OF CARPETINGS, OIL CLOTHS, WHITE AND RED CHECK CANTON MATTINGS, ETC.,
On Friday Morning,

June 23, at 11 o'clock, on four months' credit. 6 17 5t

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS.
On Monday Morning,

June 26, at 10 o'clock, on four months' credit. 6 20 5t

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra charge. 11 245

Attractive Sale.
1000 CASES AND CARTONS MEN'S, WOMEN'S, Misses', and Children's Boots, Shoes, Brogans, etc., of City and Eastern manufacture.
On Wednesday Morning,

June 21, at 10 o'clock, on four months' credit. 6 17 3t

LUMBER

1,000,000 FEET HEMLOCK JOIST AND SCANTLING.

ALL LENGTHS, ALL SIZES.

500,000 FEET 5-4 and 4-4 SOUTHERN PINE FLOORING (Dry).

Our own working. Assorted and unassorted.

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 1-2 INCH SAP BOX BOARDS,

Together with a large and well-selected stock of thoroughly seasoned Building Lumber of all descriptions, suitable for the erection of large factories, stores, dwellings, etc. In connection with the above we are now running a

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,
5 9 tuthstm PHILADELPHIA.

1871	SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK.	1871
1871	SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR.	1871
1871	FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK.	1871
1871	WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK.	1871
1871	UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE.	1871
1871	SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY.	1871
1871	CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW.	1871
1871	CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING.	1871
1871	CEDAR SHINGLES. CYPRESS SHINGLES. MAULE, BROTHER & CO., No. 2500 SOUTH Street.	1871

PANEL PLANK, ALL THICKNESSES.—COMMON PLANK, ALL THICKNESSES. 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS 1¼ and 4¼ SPRUCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. 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 RIDGE Avenue, north of Poplar St

SAXON GREEN.

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

SOLD BY ALL DEALERS IN

PAINTS.