THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAY, JUNE 21, 1871.

REMARKABLE TORNADO.

Farm Buildings Demolished-Miraculous Escape of Cattle Burled Beneath the

Wreck-Singalar Freaks of the Wind. Between 8 and 9 o'clock yesterday morning. some men on the truck farms on the south side of the Christiana, near the mouth of that river, heard a singular roaring and rushing noise, and shortly afterwards saw that a whirlwind was passing across their place. It crossed a tomato patch, wrenching and twisting the vines, passed thence into Henry L. Townsend's wheat field, and appeared to gather strength as it went, for as it passed the wheat field, it snapped off three panels of fence and then struck a large brick barn, and passed around it to a large hay barn, a building 104 feet long. Here it commenced the work of destruction in earnest. It tore the building to pieces, and levelled the very foundation walls on which it was built.

It next struck a granary solidly built of heavy white oak. The building was too stout to be torn to pieces, but it lifted it off of its foundations, moving it several feet, and then upset a corn crib adjoining it, smashing beneath it a grain drill and a sleigh.

It also destroyed one or two other small buildings, and tore up several large trees by the roots, and split in two a large locust tree standing near the house.

One of the most singular and fortunate things about the whole affair is that it passed com-pletely around the house, without doing it the slightest damage, or injuring anything within the home enclosure except the locust tree just mentioned.

Some of the performances seem almost like the fantastic freaks of a sportive genie. The back barn, first struck, was not injured otherwise than by tearing off all of its doors, but one of these doors, a large one, which it would require four men to carry, was carried up into the air, and whirled about like a sheet of paper.

But the most remarkable feature of the whole affair was that, though twenty cattle were buried beneath the ruins of the large hay-barn first demolished, they all escaped without any serious injury. In many cases they were pinned closely to the ground by the *debris*, but as fast as the wreck was lifted from them they got out of the wilderness of confusion around them with whole skins and sound limbs.

The property was owned by Zadoc Townsend and occupied by his son, Henry L. Townsend. The latter, with remarkable good fortune, es-capes all loss but that of the sleigh. Had the cattle not escaped his loss would have been very heavy. His father is the principal loser, but says that as most of the buildings were quite old, and al would have had to be moved before long to make way for the extension of city improvements in that direction, he only estimates his loss at \$1000.

In company with Mr. Townsend, Sr., we rode over the track of the tempest this morning. We never saw a more complete or thorough The buildings were so completely torn up that it seemed that there was scarcely one sce of timber left fastened to another. The hurricane spent its fury there, and second to have divided up into severe smaller ones, which damaged a tree here and there, and then subsided.

On the north side of the Christiana, shortly after the ravages of the hurricane on the south side, a whirlwind suddenly seized two large willow trees near the light-house, tore them up by the roots and hurled them against the light-house, completely demolishing its porch. We believe it did no further damage.-Wilmington Commercial, yesterday.

MARRIAGES AND BIRTHS.

Some Curlous Facts About Metropolitan Life-Figures for the Year 1870.

Among other valuable items furnished by the annual reports of the New York Board of Health are the figures of the Bureau of Vital Statistics. These give but a partial idea of what is aimed at, *i. e.*, the total and correct number of marriages, births, and deaths, with dates, ages, and nativi-ties of the persons enumerated. The law requir-ing all officials, civil and ecclesiastical, to record marriages performed by them, has been very

Without parties, without bitterness, without a single asperity that need be remembered, it. takes its place in our system as a co-ordinate force. It needs no prophet to predict that it will work smoothly. The Church is prepared for it. The laymen will bring to the General Conference large intelligence and administrative skill. In a few years the wonder will be that any distrust was ever felt of the safety and value of lay delegation.

FATHER HYACINTHE AND THE POPE.

Asking a Private Audience of the Holy Father-Refused by Mgr. Merode. Tather Bracinthe addressed the following letter to Mgr. de Merode, the Papal Minister of War, a few days after his arrival in Rome, asking to be admitted into the presence of the Holy Father:-To Mgr. De Merode, at the Vatican:-To Mgr. De Merode, at the Vatican:-Mgr. De Merode, at the Vatican:-To Mgr. De Merode, at the Vatican:-Mgr. De Merode, at the Vatican:-To Mgr. De Merode, at the Vatican:-Mgr. De Merode, at the Vatican:-To Mgr. De Merode, at the Vatican:-To Mgr. De Merode, at the Vatican:-Mgr. De Merode, The Vatican:-Mgr. De Merode, at the Vatican:-Mgr. De Mer to the charge of the Pope as supreme pastor. This fact alone entitles me to an interview with his Holkness. Beyond doubt, the line of conduct I have thought best to pursue amid the present crisis of the Church must have grieved the Holy Father, but it could not have taken away from him all solici-tude for a man whom he formerly honored with many proofs of his benevolence, and whom, I hope, he still records as a son regards as a son.

Excuse the liberty I take, Monseigneur, etc. HYACINTHE.

Upon receiving the refusal of Monseigneur de Merode Father Hyacinthe penned the following lines Formerly the good shepherd ran after the strayed

sheep and brought it back, tenderly placed upon his shoulders. To-day the strayed sheep (since you reject me as such) seeks the shepherd and he rejects it. What a difference between the Gospel and the Variant Vatican HYACINTHE.

SAFE DEPOSIT COMPANIES.

THE PENNSYLVANIA COMPANY

FOR INSURANCES ON LIVES AND GRANTING

ANNUITIES.

Office No. 304 WALNUT Street.

INCORPORATED MARCH 10, 1812.

CHARTER PERPETUAL.

CAPITAL \$1,000,000. SURPLUS UPWARDS OF \$750,000.

Receive money on deposit, returnable on demand, for which interest is allowed. And under appointment by individuals, corpora-

tions, and courts, act as

tions, and courts, act as EXECUTORS, ADMINISTRATORS, TRUSTEES, GUARDIANS, ASSIGNEES, COMMITTEES, RECEIVERS, AGENTS, COLLECTORS, ETC. And for the faithful performance of its duties as such all its assets are liable.

CHARLES DUTILH, Plesident. WILLIAM B. HILL, Actuary.

DIRE	CTORS.
Charles Dutilh,	Joshua B. Lippincott,
Henry J. Williams,	Charles H. Hutchinson,
William S. Vaux,	Lindley Smyth,
John R. Wucherer,	George A. Wood,
Adolph E. Borie,	Anthony J. Antelo,
Alexander Biddle,	Charles S. Lewis,
Henr	y Lewis.

THE PHILADELPHIA TRUST SAFE DEPOSIT

INSURANCE COMPANY, OFFICE AND BURGLAR-FROOF VAULTS IN THE PHILADELPHIA BANK BUILDING, No. 421 CHESNUT STREET. CAPITAL, \$500,000. FOR SAFE-KEEFING OF GOVERNMENT BONDS and other SECURITIES, FAMILY PLATE, JEWELEY, and other VALUABLES, under special guarantee, at the lowest rates.

lowest rates.

The Company also offer for Rent, at rates varying from \$15 to \$75 per annum, the renter holding the key, SMALL SAFES IN THE BURGLAR-PROOF VAULTS, affording absolute SECURITY against FIRE THEFT, BURGLARY, and ACCIDENT. All fiduciary obligations, such as TRUSTS, GUAR-DIANSHIPS, EXECUTORSHI. , etc., will be undertaken and faithfully discharged.

RAILROAD LINES.

THE CAMDEN AND AMBOY AND PHILADEL-PRIA AND TRENTON RAILROAD COM-PANIES. 11.12 1215

On and after MONDAY, June 12, 1871,

TRAINS WILL LEAVE AS FOLLOWS:--FROM WALNUT STREET WHARF. At 515 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 sta-tions.

At 6'15 a, m. and 3'30 p. m. for Freehold and Far-

At 615, 8, and 10 a. m., 19 m., 9, 330, and 5 p. m.

for Trenton. At 6:15, S, and 10 a. m., 12 m., 2, 5:30, 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 Falmyra. At 6:15 and 10 a. m., 12 m., 5, 6, 7:30, and 11:30 p. m. for Fish House.

for Fish House. The 1130 p. m. Line leaves from Market Street

Ferry (upper side). FROM WEST PHILADELPHIA DEPOT.

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 11:30 p. m Emigrant Line, via Jersey City. At 7, 8:16 and 11 a. m., 120, 3, 5:30, 6:45, and 12 p. m. for Trenton. At 7, 8:16, 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, Wisshoming, Bridesburg, and Frankford. Sunday Lines leave at 11 a. m., 6:45 p. m., and 12 night.

night. FROM KENSINGTON DEPOT.

At 7 and 930 a. m., 930, 8, and 5 p. m. for Tren-ton and Bristol. And at 6 p. m. for Bristol. At 7 and 930 a. m., 930 and 5 p. m. for Morris-

At7 and 930 a. m., 230 and 5 p. m. for Morris-ville and Tullytown. At 7 and 930 a. m., 230, 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 Bustle-ton, Holmesburg, and Holmesburg Junction. At 645 and 930 a. m., 1210, 230, 515, 6, and 715 p. m. for Tacony, Wissinoming, Bridesburg, and Frankford.

At 645 and 930 a. m., 1870, 280, 610, 6, and 1 ad p. m. for Tacony, Wissinoming, Bridesburg, and Frankford. VIA BELVIDERE DELAWARE RAILROAD. At 7 a. m. and 3 p. m. for Niagara Falis, 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 930 a. m. and 5 p. m. for Pennington, Lambert-ville, 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 outhern Railroad. The 7 a. m. and 2'30 p. m. lines leave Walnut street

The 7 a. m. and 230 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, 250, 350, 5, and 650 p. m., and on Thursday and Saturday nights at 1150 p. m. for Merchantsville, Moorestown, Hartford, Mason-ville, Hainsport, and Mount Holly. At 6 a, m., 250 and 650 p. m. for Lumberton and Mediord

Medford. At 6, 7, and 9 a. m., 3'30, 5, and 6'30 p. m. for Smithville, Bwansville, Vincentown, Birmingham, and Pemberton. At 6 a. m., 1 and 3'30 p. m., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hightstown. WM, H. GATZMER,

Hightstown. May 29, 1871. Agent

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

rington with Junction and Breakwater Railroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Dorohester and Delaware Rail-read, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

road. Express Train at 11.45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmingto Twith train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linweod, 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 Hun. Night Express at 11:80 P. M. (Daily), for Balti-

RAILROAD LINES.	RAILBOAD LINES.
PHILADELPHIA AND READING RAILROAD.	PERNSYLVANIA CENTRAL RAILROAD.
June 5, 1871. Depot-THIRTEENTH and CALLOWHILL Streets.	AFTER S P. M., SUNDAY, JUNE 4, 1971. The trains of the Pennsylvania Central Hallroad
Until further notice trains will Leave and Arrive s follows:- TRAINS LEAVE.	leave the Depet, at THIRTY-FIRST and MAR- KET Streets, which is reached directly by the Mar-
Reading and Allentown Way	Let street cars, the last car connecting with each
Philadelphia and Pottsville W. Tr'n	train leaving Front and Market streets thirty minutes before its departure. The Chesnut and
Pottstown Accommodation	Walnut streets cars run within one square of the Depot.
ANT ATTATA LYD	Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-
Fo Reading	Agents of the Union Transfer Company will call
TRAINS ARRIVE.	for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 118 Market street,
Pottstown Accommodation	will receive attention.
Harrisburg and Pottsville Express 1'00 p. m. Philadelphia and Pottsville W. Tr'n 4'30 p. m.	Bryn Mawr Accommodatiou . 6.30 A. M.
Harrisburg and Pottsville Express 6'15 p. m. Harrisburg, Pottsville, and Allentown Ac-	Mall Train Look Haven and Elmira Express . 940 A. M.
commodation. 9'10 p. m.	Paol: Accommodation, 10 10 A.M.& 1 10 and 7 30 P.M. Fast Line
From Pottstown ON SUNDAYS, 9-15 A. M. From Pottsville, 12-35 a. m. From Reading, 7-15 p. m.	Erie Express
From Reading	Lancaster Accommodation
The Sunday trains connect with similar trains on the Perklomen and Colebrookdale Railroads.	Fast Line 1240 P. M. Eric Express 1240 P. M. Harrisburg Accommodation 230 P. M. Lancaster Accommodation 410 P. M. Parkesburg Train 530 P. M. Cinctinati Express 720 P. M. First Pacific Express 720 P. M. First Pacific Express 945 P. M. Undennati Express 945 P. M. First Pacific Express 945 P. M. Cinctinnati Express 945 P. M.
For Downingtown and points on Ohester Valley Railroad take 7 30 a. m., 19 30 and 4 30 p. m.	First Pacific Express 945 P. M.
For Schwenksville and points on Perkiomen Rail road take 7:30 a. m., 12:30 and 4:30 p. m.	Canothing Trabioni & sound anaproof and Thio
For Mt. Pleasant and noints on Colebrookdale	Mail and Buffalo Express leave daily.

For Mt. Pleasant and points on Colebrookdale Railroad take 7:30 a. m. and 4:30 p. m. PARE ACCOMMODATION TRAINS, DAILY EXCEPTSUNDAY,

Leave depot, Thirteenth and Callowhill streets, For West Manaynnk at 8:45 a.m. and 6:30 p. m. Leave West Manaynnk, 6:10 and 10:10 a. m. For Belmont at 8:45 and 11:50 a. m., and 2, 4, and 50 P. M.

6 30 P. M. Leave Belmont at 6.24 and 19.26 a. m., 12.14 noon,

Leave Beimont at 6.24 and 10.26 a. H., 12.14 hoon, 2.45 and 5.30 p. m. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Beimont, 9, 10, 11 a. m., 1, 2, 3, 4, 450, 5.40, and 6.40 P. M.

6'40 P. M. Leave Belmont, 9'25, 10'25, 11'25 a. m., 1'25, 2'25, 5'25, 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, Seventcenth and Nine-teenth, add Green and Coates street cars, good on lines mentioned.

lines mentioned. New York Express for Pittaburg and West. Trains leave New York at 9 a. m. and 5 p. m., passing Reading at 1 t5 and 956 p. m. connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnsti, Pittsburg, Baltimore, Williamsport, etc. Sieeping-cars accompany these trains through be-tween Jersey City and Chicago without change. Trains for New York leave Harrisburg at 40.5 and \$210 a. m. and 9 p. m.

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 ob-tained at S. E. corner of Ninth and Chesnut streets,

ta'ned at S. K. 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, Trea-surer, No. 327 South Fourth street, Philadelphia, or J. E. Wooten, Assistant Superintendent, Reading. STREET CARS.—The Thirteenth and Filteenth, and Page and Vine strats, compacting with other lines

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.

218 S. Fourth street. Through tickets and baggage checks to all princi-pal points in Oil Begions, 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 NORHISTOWN BRANCH. Depot. Ninth and Green.

Depot, Ninth and Green. ON AND APTER MAY 8. TO GERMANTOWN-6, 7, 715, 735, 830, 905, 10, 11 a. m.; 12, noon; 1, 2, 230, 315, 345, 405, 430, 505, 510, 545, 6, 630, 7, 8, 815, 9, 1015, 11, 1140, 1230,

night. SUNDAY-745, 905 a. m.; 1245, noon; 215, 405,

5'40, 7, 5'45, 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, 8'55, 4'45, 5, 5'30, 6, 6'10, 6'40, 7'10, 8, 9'05, 10, 10'30,

1125 p. m. SUNDAY-S10, 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, 8 45,

5 05, and 5 45 up trains, will not stop on the German-

town Branch. Passengers taking the 650, 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 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. W. Eimira 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 Wil-liamsport on Elmira Mail. WM. A. BALDWIN, General Superintendent.

all and Buffalo Express leave daily. All other trains daily except Sunday.

Cincinnati Express Philadelphis Express Erie Mail

Bryn Mawr Accommodation

The Western Accommodation Train runs daily, except Sunday. For this train tlokets must be pro-cured and baggage delivered by § P. M. at No. 118

Cured and baggage delivered by 5 P. M. at No. 118 Market street. Sunday Train No. 1 leaves Philadelphia at 840 A. M.; arrives at Paoll at 940 A. M. Sunday Train No. 3 leaves Philadelphia at 640 P. M.; ar-rives at Paoli at 730 P. M. Sunday Train No. 1 leaves Paoli at 710 A. M.; arrives at Philadelphia at 820 A. M. Sunday Train No. 3 leaves Paoli at 500 P. M.; arrives at Philadelphia at 620.

PHILADELPHIA AND ERIE RAILROAD,-SUMMER TIME TABLE. On and after MONDAY, May 15, 1871, the trains on the Philadelphia and Brie Rall-road will ron as follows from the Pennsylvania Rall-

8.10 A. M. 7.40 A. M. 7.40 A. M.

showcase.

charge.

AUOTION SALES.

Brtensive Sale at the Auction Rooms. SUPERIOR HOUSEHOLD FURNITURE, PIANOS, Mautei and Pier Mirora, Fireproof Safe, Walaut Wardrobes, Bookcases, Sideboarde, Fine Hair Mattresses, Feather Beds, Fine Rep and Luce Window Curtains, China, Giasswäre, Office Furni-ture, Hefrigerators, Stoves, Chandeliers, Fine Car-pets, Matting, Etc. On Thursday Morning. June 22, at 9 o'clock, about 900 lots superior House-hold Furniture, comprising a general assoriment. 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

ELEGANT DIAMOND JEWELET, WATCHES Etc., Etc. On Thursday, June 22, at 1 o'clock at the Auction Rooms, bril-liant diamond cross, 11 very fine large stones; bishop's diamond and amethyst large signet ring; solitaire diamond atud, 85 karats; solitaire dia-mond ring, 25 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 Messra, Geo, J. & J. A. Henkels. On Friday Morning, June 29, at 10 o'clock, at the auction store, will be sold without reserve the largest stock of superior furniture yet offered at public sale. The sale, as is the invariable custom of Messra. Henkels, will be peremptory remardless of prices.

Henkels, will be peremptory, regardless of prices.

Sale No. 733 Arch street. SUPERIOR FURNITURE, CARPETS, AND FIX-TURES, ETC., OF AN ICE CREAM AND DINING-SALOON AND BOARDING-HOUSE. On Friday Morbing, June 23, st 10 o'clock, by catalogue, the superior furbiture, etc.

Also, marble-top counters and shelvings; bronze

and gilt chandellers, elegant marble soda water appa-ratus, with plated spigots; superior French plate

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

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., AUCTIONEEES, Nos. 233 and 234 MAREET street, corner or Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GER-MAN, AND DOMESTIC DRY GOODS,

On Thursday morning. June 22, at 10 o'clock, on four months' credit. 61655

CLOSING SALE OF CARPETINGS, OIL CLOTHS, WHITE AND RED CHECK CANTON MAT-TINGS, ETC., On Friday Morning, June 23, at 11 o'clock, on four months' credit. 617 55

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

CLOSING SPRING SALE OF 2000 CASES BOOTS, SHOES, TRAVELLING BAGS, HATS, ETC. On Tuesday Morning, June 27, at 10 o'clock, on 4 months' credit. 6 21 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

HENRY W. & B. SCOTT, JR., AUCTIONBERS No. 1199 CHESNUT Street (Girard Row).

L IPPINCOTT, SON & CO., AUCTIONEERS Nos. 221 MARKET and 210 CHURCH Street.

CONCERT HALL AUCTION ROOMS, No. 1919

OHESNUT Street. T. A. MCOLELLAND, AUCTIONEER. Personal attention given to sales of household fur-

niture 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 sale

HENRY MOLTEN, AUCTIONEER BY HENRY MOLTEN & CO., Salesroom, Nos. 21 and 23 MERCER Street, New York.

REGULAR TRADE SALE

FUR AND WOOL HATS,

LADIES' AND GENTS' READY-MADE FURS, STRAW, FELT, AND VELVET GOODS, Every THURSDAY during the season. Cash advances made on consignments withou

LUMBER

SPRUCE JOIST. SPRUCE JOIST. ARMLOOK. HEMLOCK.

1 SEASONED CLEAR PINE. 1871 CHOICE PATTERN PINE. BPANISH CEDAR, FOR PATTERNS. RED CEDAR.

FLOREDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING.

DELAWARE FLOORING.

ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK.

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

RED CEDAR. WALNUT AND PINE

SEASONED POPLAR. SEASONED OHERRY.

WHITE OAK PLANK AND BOARDS, HICKORY.

CIGAR BOX MAKERS' CIGAR BOX MAKERS'

SPANISH CEDAR BOX BOARDS, FOR SALE LOW.

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

CEDAR SHINGLES,

CYPRESS SHINGLES.

PANEL FLANE, ALL THICENESSES. COMMON PLANE, ALL THICENESSES. 1 COMMON BOARDS. 1 ADD 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND SAF PINE FLOORINGS 1% and SPRUCE JOIST, ALL SIZES. HEMLOCE JOIST, ALL SIZES. PLASTERING LATH A SPECIALTY,

Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,

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

A LBANY WALNUT, PINE, POPLAR, CHAIR and Settee Plank, Ash, Bass, Beech, Birch, Cherry, Chestnut, Maple, White Cedar, Fencing, Shelving, Flooring, Counter Topa, and Outting Boards. E. B. MCCLRES' Lumber Yard, 6 21 6m No. 324 North WHARVES.

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

BOLD BY ALL DEALERS IN

PAINTS.

Corn Exchange Bag Manufactory.

JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sts. ROPE AND TWINE, BAGS and BAGGING, for

Grain, Flour, Salt, Super-Phosphate of Lime, Bone

Dust, Etc. Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

JOHN FARNUM & CO., COMMISSION MER-

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

MAULE, BROTHER & CO., No. 2500 SOUTH Street.

CREEN.

UNDERTAKERS' LUMBER. 1871

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additional charges.

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SAXON

M THOMAS & SONS, AUCTIONEERS, NOR 139 and 141 S. FOURTH Street.

generally ignored. In some cases the ministers of certain persuasions decline to comply with a law which has (as they allege) invaded the sacredness of a religious ordinance.

The extent of such non-compliance may be adduced from the single instance of the figures enumerating the total of marriages to be 7945 for the year 1870. That is a palpable inaccuracy, as a moment's calculation must show. Several suits against these contumacious clergymen have been commenced, and it is the intention to follow the matter up hereafter in every case. The interests of science, law, and order seem to imperatively demand it. The table of births is about as faulty, from various causes, of which that in relation to those born out of wedlock is most promiuent. The total given is 14,524.

All these statistics are-even in an incomplete form-valuable and interesting. They not only furnish a great deal of important in-formation for scientific purposes, but suggest many curious speculations upon human character and existence, and reveal many of the hidden secrets of this world of metropolitan life. The marriage registry gives the age, nativity,

and color of the contracting parties. The largest number of marriages per month was 1049, in November: the smallest was 481, during the month of December. There were two miscege-nations. There were 5471 males and 4848 females of foreign birth; 2270 males and 2300 females native born, and 2 males and 1 female who were born upon the seas. Of first marriages, there were 6522 of men and 6604 of women, showing that 82 widows secured bachelors. Of second marriages, there were 1047 men and 907 women. Of third marriages, there were 64 men and 19 women. Only two men appear on the list of the fourth marriages, no woman seeming to have undertaken the fourth nuptial experiment. The age of the parties in the majority of these cases was between twenty and twenty-five. But 71 males and 1419 females were under twenty. There were 2885 males and 1816 females between twenty five and thirty, 1265 males and 658 females between thirty and thirty-five, 601 males and 323 females between thirty-five and forty, 13 males and 2 females be tween forty five and fifty, 4 mates and 2 females between fifty and fifty-five, 18 males and no females between sixty and sixty-five, 10 males between seventy and eighty, and 1 male between

eighty and ninety. The registry of births is an interesting study, notwithstanding the inaccuracy of the figures. The color of 14,353 was white, and that of 169 black; 7560 were males, and 6910 females; 9482 were of foreign and 2553 of native parentage, of which 1459 were fathers and 829 mothers. The value of these figures, if correct and fall, would be immense, and the resolution of the authorities to enforce the law with its full pe nalties against all who fail to comply with it is most commenable. The proof of age, nativity, identity, parentage and marriage is frequently in dispute in the courts were vast interests are at stake, and this record, if thoroughly kept, would be of almost inestimable importance.-N. Y. Times.

"DIRIGO."

Lay Delegation in the Methodist Church.

a motto, "Dirigo," and for one of the symbolthe morning star. It has fallen to the lot of Maine in the Church, too, to lead the way in consummating isy delegation. The East Maine Conference, which met in the town of Dexter, May 31, has elected the first lay delegates to the General Conference. They are the Hon. Charles Beale and Horace Muzzey. Messrs. Ruggles and R. M. Brookings were chosen as reserves. The ministerial delegates from this conference are C. B. Dunn, L. D. Wardwell, and A. Prince. Bishop Ames was invited to visit and address the Laymen's Conference. He welcomed the new feature of our polity, and promised to do all that he could to make it a success. A fraternal address to the conference was adopted by the laymen-an act suitable to the occasion, and indicative of the utmost good feeling. In this address the laymen expressed their devotion to the economy of the Church, and especially to its

All trust investmenes are kept separate and apart from the Company's assets. Circulars, giving full detalls, forwarded on appli-cation

cation. DIRECTORS.

CTORS. Augustus Heaton, F. Ratonford Starr, Daniel Haddock, Jr., Edward Y. Townsend, John D. Taylor, Hon. William A. Porter. Edward S. Handy, Jorson M. D. Thomas Robins. Lewis R. Ashhurst, J. Livingston Erringer, R. P. McCullagh, Edwin M. Lewis,

Edwin M. Lewis, James L. Claghorn, Benjamin B. Comegys, Joseph Carson, M. D. OFFICERS, President—LEWIS R. ASHHURST. Vice-President—J. LIVINGSTON ERRINGEL. Secretary—R. P. MCCULLAGH. Treasurer—WM. L. DUBOIS. 23fmws

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 Philadelphia do ordain. That the Mayor of Philadelphia be and he is hereby suthorized to borrow at not less than par, on the credit of the city, from time to time, four hundred and twenty-five thousand dollars, ground and the crection 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 Gity 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 accumulations are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION TO BUBLISH A LOAN BILL Resolved, That the Clerk of Common Council be authorized to publish in two dally 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 publica purcess?" 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 the economy of the Church, and especially to its "itinerant General Superintendoncy." Nothing can be happier than the manner in which isy delegation in our Church begins.

and Stemmer's Run. Night Express at 11:80 P. M. (Daily), for Balth-more and Washington, stopping at Chester, Lin-wood, Clayment, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man'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., 2:80, 5:00, ant 7:00 P. M. The 5:00 P. M. train connects with Dela-ware Bailroad for Milford and intermediata stations. stations.

stations. Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:16 P. M. The 8:10 A. M. train will not stop between Chester and Fhiladelphia. The 7:16 P. M. train from Wilmington runs Daily; all other ac-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 4.80 P. M. trains for Baltimore Oez-

7.00 A. M. and 430 P. M. trains for Baltimore Cenral Railroad.
From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Express;
8:25 P. M., Express; 7:25 P. M., Express.
SUNDAY TKAIN 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 Oars can be secured during the day. Persons purchasing be scoured 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 RAILE OAD-TH N short Middle Route to the Lehigh and W yom-ing 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, cor ner of Berks and American streets (Sundays ex-cepted), as follows:-7 00 a. m. (accommodation), for Fort Washington.

7 00 a. m. (secommodation), for Fort Washington, 7:35 a m. (Express), for Bethlehem, Easton, Al-lentown, Masuch Chulk, Wilkesbarre, Williams-port, Mahanoy City, Hazleton, Pittston, Towanda, Waveriy, Auburn, Elmira, and in connection with the EitlE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. S25 a. m. (Accommodation) for Doylestown. 9:45 a. m. (Express) for Bethlehem, Easton, Alien-town, Manch Chunk, Williamsport, Wilkesbarre.

town, Mauch Chunk, Williamsport, Wilkesbarre, Pitiston, Scranton, Hackettstown, Schooley's Moun-tain, and N. J. Central and Morris and Essex Rail-

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

1 a. m. (Accommodation) for Fort Washington.
1 35 and 5 36 p. m. for Abington.
2 p. m. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittson, and Hazleton.
2 35 p. m. (Accommodation) for Doylestown. At 5 20 p. m. (Bethlehem Accommodation) for Bethlehem, Kaston, Allentown, Mauch Chunk, Wilkesbarre and Scramton.

Wilkesbarre, and Scranton. At 4 p. m. (Accommodation) for Bethlehem. 430 p. m. (Mail) for Doylestown. 515 p. m. for Bethlehem, Easton, Allentown, and Mauch Chunk. 630 p. m. (Accommodation) for Lansdale, 815 and 1130 p. m. (Accommodation) for Fort Washington.

Wash Washington. The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the

Depot. TRAINS ARRIVE IN PHILADELPHIA FROM hlehem 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., 3'65 and

Poirt Williams 0'00 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

Finite of the second se

and 8'00 p. m. Tickets sold and baggage checked through to all principal points at Mann's North Pennsylvania Bag-gage Express Office, No. 166 S. Fifth street, May 16, 1871. ELLIS CLARK, Agent.

Intersection Station TO OHESNUT HILL-6, 7, 785, 905, 10, 12 a. m., 230, 345, 505, 545, 7, 8, 9, 11, 1140 p. m. SUMDAY-745, 905 a. m., 1245 noon, 215, 540,

7, 8'45, fp. m. FROM CHESNUT HILL-6'10, 7'10, 7'50, 8'50, 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-

TO CONSHOHOCKEN AND NORRISTOWN-605, 7:86, 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, 9:30, 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.

9'05, 10'20, 11'45 p. m. Sunday-7'30, S, 9, 10 a. m., 12'40 noon, 1'30, 2'10, 3

Sunday-7:30, S, 9, 10 a. m., 12:40 noon, 1:30, 2:10, 3, 4:45, 7:15, 9:30 p. m. FROM MANAYUNK-6, 6:58, 7:34, 8:05, 8:22, 9:20, 10:45, 11:30 a. m., 1:28, 2:15, 3, 3:58, 5, 6:25, 6:45, 7:45, 8:30, 9:45, 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.

p. m. Sunday-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, Springlield or Schurrs' Lane. The 8 a. m. train from Norristown stops at Con-schubechen and Managunk only

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 Railroad-Leave Philadelphia at

440 p. m. Leave Downingtown at 640 a m. Phonixville Train—Leaves Philadelphia at 9 a. m. and 130 p. m. Leaves Phonixville at 1225 and 520 p. m. For points on Perkiomen Railroad leave Ninth

and Green at 1:30 p. m., Returning, leave Schwenks, ville at 4:45 p. m., arriving at Ninth and Green at 6:56

m. Passengers by 1.30 p. m. train connect at Phœnix-

ville with train for Pottstown and Reading. Passengers taking the 7, 765, and 11 a. m. and 560 and 620 p. m. trains from Ninth and Green streets will make close connection with trains for New Yors 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 CEN-TRAL RAILROAD.—CHANGE OF HOURS. On and after SUNDAY, June 4, 1871, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. 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.

Wednesdays and Satardays only at 430 P. M. For Chadd's Ford and Chester Creek Railroad at 7 and 10 A. M., 430 and 7 P. M. Wednesdays and Saturdays only 250 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 Baltroad.

Wilmington and Reading Rallroad. 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. Mon-

CARD. Having sold HENRY E. PANCOAST and FRAN-CIS I. MAULE (gentlemen in our employ for seve-rai years past) the Stock, Goodwill and Fixtures of our RETAIL RSTABLISHMENT, located at the concer of THIRD and PEAR Streets, in this city, that branch of our business, together with that of HEATING and VENTILATING PUBLIC and PRI-VATE 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 compe-tent to perform all work of that character. MORRIS, TASKER & CO, Philadelphia, Jan. 29, 1870.

Oxford at 640 and 10 35 A. M. and 530 F. M. Mon-davs at 615 A. M. only. Chada's Ford at 736 A. M., 11 58 A. M., 420 and 649 P. M. Mondays only at 652 A. M. On Sundays train leaves Philadelphia at 8:30 A. M. for Oxford; returning, leaves Oxford for Philadel-phia at 3:40 P. M.

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

WEST JERSEY RAILROADS.

and Way Stations. 11.45 a. m., Woodbury accommodation. 8.15 p. m., Passenger for Cape May, Milville, and Way Stations below Glassboro'. 8.20 p. m., Passenger for Bridgeton, Salem, Swedes-boro', and Way Stations. 3.30 p. m. Accommodation for Woodbury, Glass-boro', Clayton, Swedesboro', and inter-mediate Stations.

SUNDAY MAILTRAIN for Cape May leaves Phi-

Indelphia 700 a. m. Freight train leaves Camden daily at 12 m. WML J. SEWELL, Superintendent.

WM. A. BALDWIN, General Superintendent. WEST CHESTER AND PHILADELPHIA RAIL-ROAD 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. Junctior, 6-30, 8-50 A. M., 12 M., and 4 and 5-30 P. M. Stops at all stations. For B. C. Junctior, 6-30, 8-50 A. M., 12 M., and 4 and 5-30 P. M. Stops at all stations. For B. C. Junction, 6-30, 8-50 A. M., 12 M., and 4 and 5-30 P. M. Stops at all stations. For 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 sta-tions west of Media (Greenwood excepted). From B. C. Junction at 5-25, 6-10 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

5 A. M. every Monday. ON SUNDAY

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

WEST CHESTER AND PHILADELPHIA RAIL-ROAD. EXTRA SUNDAY TRAINS. On and after June 4, 1871, an Extra Passenger Train will leave West Chester at 4 P. M. for Phila-delphia.

delphia. Heturning, will leave Philadelphia at 6% P. M. for West Chester. These trains stop at all stations. May 29, 1871. H. K. SMITH, Superintendent.

PLUMBING, GAS FITTING, ETO.

PANCOAST&MAULE.

THIRD and PEAR Streets,

Plain and Galvanized

Wrought and Cast Iron Pipes

For Gas, Steam and Water.

FITTINGS, BRASS WORK, TOOLS,

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STEAM HEATING

Pipe of all Sizes Cut and Fitted to Order

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COTTON SAIL DUCK AND CANVAS, OF ALL

Corron Sall brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufao turers' Drier Fetts, from thirty to seventy-al-inches, with Paulins, Belting, Sall Twine, etc. JOHN W. EVERMAN, So. 19 CHUBCH Street folly Storest

A LEXANDER G. CATTBLL & CO., PRODUCE COMMISSION MERCHANTS No. 36 NORTH WHARVES

NO. 11 NORTH WATER STREET, PHILADELPHIA.

ALWIANDER G. CATTERS.

BLUAH CATTEL