FOREIGN ITEMS.

-The French papers publish a "confidential despatch" addressed on the 16th of January last by Gambetta to Jules Favre, which contains some curious disclosures as to what were at that time the real views of the leader of France in her desperate resistance against Germany. "The moment is so serious," says, "that I regard it as an imperative duty to communicate to you all my feelings and thoughts about your and our situation. * You are lost; you are falling down a precipice, well knowing the faults of him (General Trochu) who is driving you into it, with the knowledge of the crushing responsibility which will be laid upon you by history because you failed bravely to set aside the instrument of our common disaster. You see the dreadful catastrophe come closer day by day, and you sigh with your hands folded, instead of getting rid of a man who, whatever his virtues, is not equal either to the situation or to the duties laid upon him. * * * You have allowed the opportunity of victory to slip, and you will fall like those who fell at Metz and Sedan. Perhaps at the last hour you will perish with honor, but it will then be too late to serve your country. If you had really made a sortie on the 7th of January, as you announced in your despatch of the 9th of January, Chanzy would probably have gained a victory instead of being defeated at Le Mans. * * * The chief causes of his defeat are the want of a timely attack on the enemy from Paris, the panic of the Mobiles of Brittany, and the inexperience of his officers. The special characteristic of the armies which we have formed is the want of solidity and perseverance; they cannot hold out after a series of battles, some of which were successful, but none sufficiently so to create a permanent enthusiam." Notwithstanding this admission Gambetta does not lose heart, but expresses a conviction that by constantly forming new armies and sending them against the enemy France must ultimately be victorious. He concludes by warmly urging Jules Favre to leave Paris, so as to be ready to assist with his influence in prolonging the resistance after the capital should fall. "Your character, your sufferings, your authority would inspire universal respect, and every one would understand * * * * that you had come with the mission of avenging Paris. You can and must do this. You must go to London, where all Europe, our irreconcilable enemies excepted, wishes and expects to see you. * * I have done my duty. Do yours." -The Nation Souveraine compares the late

"On both occasions," it says, "the military commanders were men who had earned distinction in Algeria. Cavaignae had less military glory than MacMahon, but the name he bore was dear to the republicans, and placed him in a political position of which he showed himself entirely worthy." The revolutionists of 1848, too, proceeded from the same class as those of 1871; "and though they had neither millions of cartridges, nor a formidable artillery, as the latter have * * * the struggle was no less desperate." In both cases the conflict was primarily caused by the fear of hunger; in 1848, owing to the threat-ened stoppage of the subvention of the workmen in the ateliers nationaux; in 1871, to that of the pay of the National Guards. "In 1848 the street-fighting was not preceded by a siege in accordance with the rules of military art; but the strategical positions were not so formidable as they are now. The insurgents had cut the city in two by a line of barricades beginning at what is now the Northern Railway station, and passing by the Porte St. Denis and the Rue St. Jacques to the Observatoire. All that was in front of that line belonged to the insurgents; all that was be-yond it to the Assembly." Again, if the in-surgents of 1848 "were less numerous and had fewer arms than those of 1871, they found, on the other hand, an immense support in the tortuous and narrow streets of which three-quarters of Paris then consisted. A carriage placed across the road, with a few paving-stones, sufficed to create an obstacle which only disappeared after a serious combat. From 25,000 to 30,000 insurgents armed with muskets held their ground for four days against a whole army with artillery. * * The insurgents of 1871, though more numerous and better armed, have against them the strategic roads pierced by M. Haussmann. The guns of the Place de la Concorde can sweep the Place de l'Hotel de Ville, and welldirected shells can disperse insurgents behind barricades who would otherwise have to be

attacked with the bayonet."

street fights in Paris with those of June, 1848.

-The slave traffic of Zanzibar seems to be rather brisk according to an account given of it by Dr. Kirk in a letter to the late Lord Clarendon, dated the first of February last year, which has just been printed with other correspondence respecting the slave trade on the East Coast of Africa. Dr. Kirk forwards copies of certain official statements of the Zanzibar Government respecting the import and export of slaves during the last season so far as that traffic has been carried on openly and in accordance with the rules now in force. These statistics were not prepared by the Arab authorities expressly for Dr. Kirk, but he had access to the original books of the Custom House and of the Sultan's secretary. From them we learn that Zanzibar Island imported in one year 11,944 slaves, and exported during a nearly parallel period also of one year as many as 8215, leaving apparently for use in the island 3729; out of these, 2000 are stolen yearly by the northern Arabs or shipped by the Zanzibar people without license. Dr. Kirk says that the present yearly slave requirements of the town and island may be safely estimated at not more than 1729. The declared export from Zanzibar to the petty coast towns and island of Pemba is 8215, to which must be added 3000 shipped direct from Quiloa thither, or 11,215, making, with 2000 taken as contraband from Zanzibar, 13,215 to supply the coast and the Arabian slave trade together. This enormous slave traffic is almost entirely owing to the Arabian and Persian Gulf demands, and Dr. Kirk is of opinion that nothing short of the total prohibition of slave trading by sea will ever enable our cruisers to operate against the system on this difficult coast. The statistics, he adds, being derived from Arab official documents, may be relied on as not exaggerating the number of slaves transported.

—It is said that Dr. Tony-Mollin, who

played an important part in the recent events which have happened in Paris, was permitted before being shot by sentence of a court-martial to marry a young lady with whom he had been living, and who was near her confinement. The marriage took place at three o'clock, and by five in the afternoon the doctor was dead. Whether this occurrence really took place or not there can be no doubt it is a very touching story, and will not be forgotten by novelists in after days. The marriage was, anyhow, hardly more singular in its attendant circumstances than one recorded in the Annual Register for 1808, in the chronicle for the month of March in that year. "A striking display," it is said, "of the omnipo-

tence of love occurred at the High Church, Hull, a few days ago. A young woman hav-ing given her heart to a sailor, who was impressed and carried on board the tender by the interference of her friends, resolved nevertheless to marry the object of her choice. He was accordingly brought on shore, and escorted by the press-gang to the church, from whence, after the marriage ceremony, he was again conveyed to the tender."

RAILROAD LINES.

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

FROM WALNUT STREET WHARF. At 6:15 a. m. Accommodation via Camden and Amboy, and at 5:30 p. m. Accommodation via Camden and Jersey City for New York.

At 2 and 6 p. m. for Amboy and intermediate stations.

At 6 15 a. m. and 3 30 p. m. for Freehold and Far-At 6:15, 8, an 10 a. m., 12 m., 2, 3:30, and 5 p. m. for Trenton.

At 6:15, S, and 1 \ a. m., 12 m., 9, 5:30, 5, 6, 7:30, and 11:30 p. m. for Berdentown, Florence, Burlington, Edgewater, Beverl., Delanco, and Riverton.

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

At 6:15 and 10 a. m., 12 m., 5, 6, 7:30, and 11:30 p. m. for Fish House. for Fish House.
The 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 At 7, 845 and 11 a. m., 120, 3, 530, 645, and 12 p. m. for Trenton.

At 7, 845, and 11 a. m., 645 and 12 p. m. for Bristo'.

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., 645 p. m., and 12 night.

FROM KENSINGTON DEPOT. At 7 and 930 a. m., 230, 3, and 5 p. m. for Trenton and Bristol. And at 6 p. m. for Bristol. At 7 and 930 a. m., 230 and 5 p. m. for Morrisville 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 Bustleton, Holmesburg, and Holmesburg Junction.

At 645 and 930 a. m., 1230, 230, 515, 6, and 715 p. m. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD.

At 7 a. m. and 3 p. m. for Niagara Falls, Builalo,
Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Scranton, Wilkesbarre, Strondsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc., and 7 a. m. for Schooley's Mountain. At 930 a. m. and 5 p. m. for Pennington, Lambert-ville, and intermediate stations, and at 5 p. m. for

VIA CAMPEN AND BURLINGTON COUNTY
RAILROAD,
At 7 a. m. and 2:30 p. m. for New York, Long
Branch, and intermediate places, via New Jersey Southern Railroad. The 7 a. m. and 2 30 p. m. lines leave Walnut street wharf, all others will leave from Marker street Ferry (upper side).
At 6, 7, and 9 a. m., 1, 2.30, 3.30, 5, and 6.30 p. m.,

and on Thursday and Saturday nights at 11:30 p. m. for Merchantsville, Moorestown, Hartford, 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.

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

and Washington avenue, as follows.—

Way Mail Train at 8:30 A. M. (Sundaysexcepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Seaford with Eastern Shora Railroad, and Allelmar with Eastern Shora Railroad, and road, 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 Wilmington, Perryville, and Havre-de-Grace. Cennects at Wilmingto I.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, Abordeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11'20 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Clayment, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will

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., 2:50, 6:00, ant 7:00 P. M. The 5:00 P. M. train connects with Delaware Railroad for Milford and intermediate

Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00 Leave Wilmington 6.46 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 Fhiladelphia. The 7.15 P. M. train from Wilmington runs Dally; 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 4.50 P. M. trains for Baltimore Center Statement Parlings. rai Railroad. From Baltimore to Philadelphia.—Leave Balti-

more 7-26 A. M., Way Mali; 9-35 A. M., Express; 9-25 P. M., Express; 7-25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE. SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7.26 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

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 Ohesnut 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,

PHILADELPHIA AND ERIE RAILROAD.-SUMMER TIME TABLE. On and after MONDAY, May 15, 1871, the trains on the Philadelphia and Bris Rail-road 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.
arrives at Erie 3.50 P. M. ERIE EXPRESS leaves Philadelphia 12.30 P. M.
" Williamsport, 8 to 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.
EASTWAND,
MAIL TRAIN leaves Eric
Williamsport10:00 P. M.
arrives at Philadelphia, 6:30 A. M.
ERIE EXPRESS leaves Erie 9 00 P. M.
" Williamsport 8-25 A. M.
srrives at Philadelphia, 5-50 P. M.
ELMIRA MAIL leaves Lock Haven 8 06 A. M.
" Williamsport 9:15 A. M.
arrives at Philadelphia 5'80 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.
mail bank connecte cast and west at hite with L.
S. & M. S. R. W. and at Corry and Irvineton with

S. & M. S. R. W. and at Corry and Irvineton with Oil Creek and Alleghen? R. R. W.

Mail west with west-bound trains on L. S. & M. S. R. W. and at Corry and Irvineton with Oil Creek and Allegheny R. R. W.

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.

Eric Accommodation east at Corry and west at Corry and Irvinetown with O. C. and A. R. R. W.

Elmira Mail and Buttalo Express make close connection at Williamsport with the N. C. R. W. trains, north and south.

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

WM. A. BALDWIN, General Superintendent.

RAILROAD LINES. DHILADELPHIA AND READING RAILROAD.

Depot_THIRTEENTH and CALLOWHILL Streets.
Until further notice trains will Leave and Arrive as follows:— TRAINS LEAVE. commodation. 9-10 p. m. 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 Rail road 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 Manayank at 8-45 a. m. and 6-30 p. m. Leave West Manayunk, 6:10 and 10:10 a. m. Leave Fifteenth street and Pennsylvania avenue, for Beimont, 9, 10, 11 a. m., 1, 2, 3, 4, 4 50, 5 40, and 5 40 P. M.

Leave Belmout, 9-25, 16-25, 11-25 a. m., 1-25, 2-25, 3-25, 4-25, 5-15, 6-15, and 7-65 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 New York Express for Pittsburg and West.

Trains leave New York at 9 a.m. and 5 p. m., passing Reading at 155 and 950 p. m. connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.
Sleeping-cars accompany these trains through between Jersey City and Chicago without change.
Trains for New York leave Harrisburg at 40-5 and 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. Race and Vine streets, connecting with other lines,

run close to the depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot or at No. 213 S. Fourth street. Through tickets and baggage checks to all principal points in Oil Regions, New York State, Canada, West, and Northwest, may be obtained at the new Union Ticket Office, southeast corner of Ninth and Chesnut streets, under the Continental Hotel, or at No. 811 Chesnut street. Tickets to principal local points on sale at above offices. Baggage checked from hotels and residences by the Union Transfer Co, GERMANTOWN AND NORRISTOWN BRANCH.

Depot, Ninth and Green.

ON AND APIER MAY 8.

TO GERMANTOWN—6, 7, 715, 735, 839, 905, 10, 11 a.m.; 12, noon; 1, 2, 230, 315, 345, 408, 430, 505, 510, 545, 6, 630, 7, 8, 815, 9, 1016, 11, 1140, 1230, 1016. SUNDAY-7:45, 9:05 a. m.; 12:45, noon; 2:15, 4:05, 5'40, 7, 8'45, 8nd 11"5 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, 16, 10"30, 11"25 p. m. 11 25 p. m. SUNDAY—8 10, 9 05 a. m.; 1 05, 2 35, 3, 5 55, 6, 8 20, and 10 20 p. m. The 8 05 and 9 25 a. m. down trains, and 2 30, 3 45, 5.05, and 5.45 up trains, will not stop on the German-

town Branch.

Passengers taking the 6 50, 7 25, 10, a m. and 5 30 and 6 40 p. m. trains from Germantown will make close connections with the trains for New York at Intersection Station.

TO CHESNUT HILL—6, 7, 7 35, 9 05, 10, 12 a. m., 2 30, 3 45, 5 05, 5 45, 7, 8, 9, 11, 11 40 p. m.

SUATDAY—7 45, 9 05 a. m., 12 45 noon, 2 15, 5 40, 7 8 45 p. m.

7, 8 45, \$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, Sunday-7:50, S:45 a. m., 12:45, noon, 2:15, 5:40, 8, 10 p. m. TO CONSHOHOCKEN AND NORRISTOWN-

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. 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 '38, 2 '15, 3, 3 '58, 5, 6 '25, 6 '45, 7 '45, 8 30, 9 45, 16 30 p. m. Sunday - 7 30, 9, 9 30, 10 50 a.m., 30, 1 45, 3 10, 5 30,

6, 7:30, 10 p. m.

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

Sunday—Leave Philadelphia at 9 s. m. and 7:15 Sunday-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.

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 Springlield.

Chester Valley Railroad—Leave Philadelphia at 4:40 p. m. Leave Downingtown at 6:40 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 Perklomen Railroad leave Ninth and Green at 1:30 p. m. Returning, leave Schwenks-ville at 4:45 p. m., arriving at Ninth and Green at 6:50 Passengers by 1.30 p. m. train connect at Phœnixville with train for Pottatown and Reading.

Passengers taking the 7, 7-25, and 11 a. m. and 5-20 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., corner Broad street and Washington avenue.

ington avenue:—
For Port Deposit at 7 A. M. and 4'30 P. M.
For Oxford at 7 A. M., 4'30 P. M., and 7 P. M
Wednesdays and Saturdays only at 4'30 P. M. Wednesdays and Saturdays only at w30 P. M.
For Chadd's Ford and Chester Creek Railroad at
7 and 10 A. M., 4-80 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
Wilmirston and Resding Palitrad.

Wilmington and Reading Railroad.
Trains for Philadelphia leave—
Port Deposit at 9 25 A. M. and 6 25 P. M., on arrival of trains from Baltimore. Oxford at 605 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 8-30 A. 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, nnless special contract is made for the same.

General Superintendent. WEST JERSEY RAILROADS Trains will leave Philadelphia as follows, from foot of MARKET Street (upper ferry):—
S'15 a. m., Passenger for Cape May, Bridgeton, Satem, Swedesboro, Vincland, Miville, and Way Stations.

11'45 a. m., Woodbury accommodation.

11'45 a. m., Woodbury accommodation.
3'15 p. m., Passenger for Cape May, Milville, and
Way Stations below Giassboro'.
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 Phi-

Freight train ieaves Camden daily at 12 m. WM. J. SEWBLL, Superintendent.

RAILROAD LINES.

DENNSYLVANIA CENTRAL HAILROAD. AFTER SP. M., SUNDAY, JUNE 4, 1871.
The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 118 Market street, will receive attention. Bryn Mawr Accommodation . . .

Lock Haven and Elmira Express . 940 A.
Paoli Accommodation, 1970 A.M. & 170 and 7730 P.
Fast Line . 1240 P.
Eric Express . 1240 P.
Lancaster Accommodation . 280 P.
Lancaster Accommodation . 280 P. 8-00 A M. 9-40 A. M. . 12.40 P. M. 12.40 P. M. ancaster Accommodation . . Parkesburg Train . . . Cincinnati Express . Eric Mail and Buffalo Express . First Pacific Express 945 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 Sanday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by a P. M. at No. 116 Sunday Train No. 1 leaves Philadelphia at 8'40

A. M.; arrives at Paoli at 0.40 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 8:23 A. M. Sunday
Train No. 2 leaves Paoli at 5:00 P. M.; arrives as
Philadelphia at 6:20.

TRAINS ARRIVE AT DEPOT.
Cincinnati Express
Philadelphia Express Brie Mail

Bryn Mawr Accommodation

8 40 A. M.
Paoli Accommodatin, 8 30 A. M. & 3 53 & 6 40 P. M. ancaster Train Erie Express Lock Haven and Elmira Express 3.15 P. M. 9.45 P. M.

Lock Haven and Elmira Express . 6 00 F. m.,
Pacific Express . 3 15 P. M.
Harrisburg Accommodation . 945 P. M.
For further information apply to
JOHN F. VANLEER, JR., Ticket Agent.
No. 201 CHESNUT Street.
FRANCIS FUNK Ticket Agent.
No. 112 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not sesume any risk for Baggage, except for Wearing

Essume any risk for Haggage, 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. NORTH PENNSYLVANIA RAILROAD-TH short Middle Route to the Lehigh and Wyom

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, corner of Berks and American streets (Sundays ex-

epted), as follows:—
7 00 a. m. (accommodation), for Fort Washington. 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, Anburn, Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falis, 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.
130 and 530 p. m. for Abington.
2 p. m. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre,

Pitts on, and Hazleton.

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

At 8:20 p. m. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton. At 4 p. m. (Accommodation) for Bethlehem. 430 p. m. (Mail) for Doylestown. 515 p. m. for Bethlehem, Easton, Allentown, and

Mauch Chunk.
630 p. m. (Accommodation) for Lansdale.
815 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 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 Abington at 2.45 and 7.00 p. m.
ON SUNDAYS.
Philadelphia for Bethlehem at 9.30 a. m.

Philadelphia for Doylestown at 2000 p.m. Philadelphia for Fort Washington at 2000 a.m. and 6 45 p. m. nd 6 45 p. m. Loylestown 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 Bag-gage Express Office, No. 105 S. Fifth street. May 15, 1871. ELLIS CLARK, Agent.

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. 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 645 P. M. Stops at all stations. From West Chester at 735 A. M. Stops at sta-From B. C. Junction at 5-25, 8-16 A. M., 12 M., 4 and 6 P. M. Stops at all stations.

A train will leave West Chester for Philadelphia at 5 A. M. every Monday. ON SUNDAY

Leave Philadelphia at 9 A. M. 2.30, and 6.45 P. M. Leave West Chester at 7 A. M., 4 and 5 P. M. H. K. SMITH, Superintendent. WEST CHESTER AND PHILADELPHIA RAIL

EXTRA SUNDAY TRAINS. On and after June 4, 1871, an Extra Passenger Train will leave West Chester at 4 P. M. for Phila-

Returning, will leave Philadelphia at 614 P. M. for West Chester. These trains stop at all station. May 29, 1871. H. K. SMITH, Superintendent,

ENGINES, MACHINERY, ETO. PENN STEAM ENGINE AND BOILED WORKS.—NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MA-CHINISTS, BOILER-MAKERS, BLACKSMITHS. CAL AND THEORETICAL ENGINEERS, MACOHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engineshigh and low pressure, from Boilers, water Tanks. Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizess, Marine, River, and Stationary having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and notice. High and Low Pressure Fine Tubular and Cylinder Bollers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, acrew Cutting, and all other work connected

with the above business.

Drawings and specifications for all work done
the establishment free of charge, and work gus The subscribers have ample wharf dock-room for The subscribers have ample what dock-foom for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls. etc. etc., for raising heavy or light weights.

JACOB C. NEAFIR,

JOHN P. LEVY,

BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO. PHILADELPHIA, PA.,

Manufacture Plain and Galvanized WROUGHT-IRON PIPE WHOUGHT-IRON PIPE
and Sundries for Gas and Steam Fitters, Plumbers
Machinists, Railing Makers, Oil Refiners, etc.
WORKS,
TWENTY-THIRD AND FILBERT STREETS,
OFFICE AND WAREHOUSE,
NO. 42 N. FIFTH STREET. OITY ORDINANDES

COMMON COUNCIL OF PHILADELPHIA CLERK'S OFFICE, PHILADELPHIA, June 2, 1871.

In accordance with a resolution adopted by the Common Conneil 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.

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 authorized to borrow at not less than par, on he 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 cul-verts, one hundred and tweaty-five thou saud dollars. Second. For the purchase of ground and the erection and extension of buildngs 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 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 st. by 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 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

LUMBER		
1871	SPRUCE JOIST, SPRUCE JOIST, HEMLOCK,	1871
1871 8P	SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. ANISH CEDAR, FOR PATTER RED CEDAR.	1871 NS.

FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING, VIPGINIA FLOORING. DELAWARE FLOORING.

ASH FLOORING.

WALNUT FLOORING. PLORIDA STEP BOX.

1871 WALNUT BOARDS AND PLANE. 1871 WALNUT BOARDS, WALNUT FLANK.

UNDERTAKERS' LUMBER 1871
UNDERTAKERS' LUMBER 1871
RED CEDAR,
WALNUT AND PINE. SEASONED POPLAR. SEASONED CHERRY. WHITE OAK PLANK AND BOARDS, HICKORY.

CIGAR BOX MAKERS' 1871 BPANISH CEDAR BOX BOARDS, FOR SALE LOW, CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 187 1871 CEDAR SHINGLES, CYPRESS SHINGLES. 187

MAULE, BROTHER & CO., No. 2500 SOUTH Street. DANEL PLANE, ALL THICKNESSES.

COMMON PLANE, ALL THICKNESSES.

1 COMMON BOARDS.

1 COMMON BOARDS.

1 and 2 SIDE FENCE BOARDS.

WHITE PINE FLOORING BOARDS.

YELIOW AND SAP PINE FLOORINGS 1% Ans

4% SPRUCE JOIST, ALL SIZES.

HEMIOCK JOIST, ALL SIZES.

PLASTERING LATH A SPECIALTY, Together with a general assortment of Buildin Lumber for sale low for cash. T. W. SMALTZ, 5 30 6m No. 1715 RIDGE Avenue, north of Poplar St

L UMBERMEN AND CAPITALISTS, ATTEN-TION.—Two SAW MILLS, complete establish-ments, with 1000 square miles well-timbered land in lower St. Lawrence, for saie. Terms easy. CAR-BRAY & ROUTH, Lumber Commission Merchants, Montreal and Quebec. GEORGE E. COOK & CO., No. 49 Wall street, New York, where plans can be seen.

A LBANY WALNUT, PINE, POPLAR, CHAIR and Settee Plank, Ash, Bass, Beech, Birch, Cherry, Chestnut, Maple, White Cedar, Fencing, Shelving, Flooring, Counter Tops, and Outting Boards.

E. B. McCLERS Lumber Yard, No 334 North WHARVES,

OFFICE OF BOILER INSPECTION DEPART
MENT, No. 119 S. FOURTH Street.
At a special meeting of the Committee of Select
and Common Councils on Steam Engine and Boiler Inspection, the inspector was instructed to call the attention of Boiler Owners and Users to Section 4 of the Act of Assembly, approved May 17, 1864

which says:—
"If any person shall, on or after the first Monday
of July next, maintain or keep in use or operation any stationary steam engine or boiler within the said city of Philadelphia, without having first received a certificate that the same has been found to be safe and competent, as is hereinbefore provided, shall be deemed gullty of a misdemeanor, and upon convic-tion in the Court of Quarter Sessions for said county shall be sentenced to pay a fine not exceeding five thousand (\$5000) dollars and to undergo imprisonment in the jail of said county, either with or with-out labor, as the Court may direct, for a term not

exceeding two (2) years."

The act approved July 7, 1869, with reference to insured bollers requires the indersement of this Department, in order to exempt the owners or users from city inspection. WILLIAM W. BURNELL,

Chairman of Steam Engines and Boilers. T. J. LOVEGROVE, Inspector Philadelphia, June 5, 1871.

DARLOW'S INDIGO BLUE IS THE CHEAPEST and best article in the market for BLUEING CLOFHES.
It does not contain any seld.
It will not injure the finest fabric.

It will not is not the table of the BRUG STORE,

No. 233 N. SECOND Street, Phinadelphia,
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 weight of Indigo.

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

SOLD BY ALL DEALERS IN PAINTS.

AUDTION SALES. M 189 and 141 S. FOURTH Street. NOR

Sale at the Auction Rooms.

SUPERIOR HOUSEHOLD FURNITURE, PIANOS,
Mirrors, Fireproof Safe, Office Furniture, Mattresses and Bedding, China, Chasware, Stoves,
Refrigerators, Velvet, Brussels, and other Carpets, Etc.

June 29, at 9 o'clock, about 600 lots superior Household Furniture, comprising a general assort-THOMAS BIRCH & SON, AUCTION SERIES AND COMMISSION MERCHANTS, No. 1110 Chesalut Street; rear entrance No. 1107 Sansom street.

Sale in West Philadelphia,
HOUSEHOLD FURNITURE.
On Wednesday morning,
June 28, at 10 o'clock, at No. 822 North Thirtysecond street (first house below Baring street), whit
be sold, the furniture of a family declining housekeeping, comprising parlor, chamber, dining-room, and
sitchen furniture.
6 26 21 BUNTING, DURBOROW & CO., AUCTIONERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GER-MAN, AND DOMESTIC DRY GOODS, On Thursday morning, June 29, at 10 o'clock, on four months' credit. 6 23 54

BY BARRITT & CO. AUCTIONEERS
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra CLOSING SALE SOO CASES CITY AND EAST-ERN MADE BOOTS, SHOES, BROGANS, ETC.

On Wednesday morning, June 28, at 10 e'clock, on four months' credit; also, 25 dozen Children's fine city made shoes; also, invoice 50 cases Men's and Boys' Hats; also, 300 fine Foilo Trunks.

The attention of buyers is called to our closing

sale of Boots and Shoes, in which will be found a large and desirable assortment of Ladies', Misses', and Children's fine chy made Shoes. HENRY W. & B. SCOTT, JR., AUCTIONEERS No. 1129 CHESNUT Street (Girard Row).

L IPPINCOTT, SON & CO., AUCTIONEERS Nos. 221 MARKET and 210 CHURCH Street, CONCERT HALL AUCTION ROOMS, No. 1818 OHESNUT Street.
T. A. MCCLELLAND, AUCTIONEER.
Personal attention given to sales of household for-

niture at dwellings.
Public sales of furniture at the Auction Rooms.
No. 1219 Chesunt street, every Monday and Thursday.
For particulars see "Public Ledger."
N. B.—A superior class of furniture at private sale

HENRY MOLTEN, AUCTIONERA
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.

LEGAL NOTICES.

DISTRICT COURT OF THE UNITED STATES FOR THE MIDDLE DISTRICT OF ALABAMA.—In the matter of THE ALABAMA AND CHATTANOOGA RAILROAD COMPANY, Bankrupt.—IN BANKRUPTCY:—A warrant in Bankruptcy has been issued by said Court against the Estate of the Alabama and Chattanooga Railroad Company, of the State of Alabama, in said District, adjudged a Bankrupt upon the petition of its credi-Company, of the State of Alabama, in said District, adjudged a Bankrupt upon the petition of its creditors, and the payment of any debts and the delivery of any property belonging to said Bankrupt, to it, or to its use, are forbidden by law.

A meeting of the Creditors of said Bankrupt to prove their debts, and choose one or more Assignees of its estate, will be held at a Court of Bankruptcy, to be believe at Montgomery, usual District, on the

to be holden at Montgomery, in said District, on the 22d day of July, A. D. 1871, at 12 o'clock M., at the office of LAWRENCE WORRALL, Esq., one of the Registers in Bankruptcy of said Court.

ROBERT W. HEALY,

United States Marshal, Messenger. Office of United States Marshal, Montgomery, Ala.,

June 9, 1871. IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADEL

THE CITY AND COUNTY OF PHILADELPHIA.

Lev. Fa. Sur Claim. D. 70. No. 149.

CITY OF PHILADELPHIA vs. ROBERT L.

CURKY, Owner, Etc.

The Auditor appointed by the Court to report distribution of the fund produced by the Sheriffs sale under the above writ of all that certain two story stone dwelling and stable, and other buildings, and the lot of ground situate on the north side of Eadling formerly Elm street, in the Twenty-fourth line, formerly Elm street, in the Twenty-fourth ward, in the city of Philadelphia, at the northeast corner of said Eadline and Popuar streets, containing in front on Eagline street 26 feet, and in depth 165 feet to Grape street, will meet the parties interested for the purposes of his appeintment, on THURSDAY, July 6, 1871, at 4 o'clock P. M., at his office, S. E. corner of WALNUT and SIXTH streets, in Phila-

delphia, before whom all persons who have claim or claims on said fund are required to make them or be debarred from coming in upon said fund, HENRY S. HAGERT, 6 22thstu5t

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA.
City of Philadelphia vs. ROBERT L. CURRY, owner, etc., Lev. fa.; sur claim. D. 70, No. 150.
The Auditor appointed by the Court to report distribution of the funds arising from the Sheriff's sale under the above writ of all that certain two-story basement and stone dwelling-house and lot of ground, situate on the north side of Endline, forbasement and stone dwelling house and lot of ground, situate on the north side of Eadline, formeriy Bim street, in the Twenty-fourth ward of the city of Philadelphia, 26 feet eastward from Poplar city of Philadelphia, 26 feet eastward from Poplar street, containing in front on Eadline street 26 feet 6 inches, and in depth 165 feet to Grape street, will meet the parties interested, for the purposes of his appointment, on THUKSDAY, July 6, 1871, at 4 o'clock P. M., at his office, southeast corner of WALNUT and SIXTH Streets, Philadelphia, when and where all persons are required to make their claims, or to be debarred from coming upon said fund.

HENRY S. HAGERT, 622 thstubt

Auditor.

6 22 thstubt 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 pay-ment, and all persons having claims to make the same known to

RACHEL K. BELLAS, JANE BELLAS, EMMA L. BELLAS, MARY R. BELLAS, No. 1805 ARCH Street, Philada.

5 23 tu6t* WINDOW BLINDS, ETO.

WINDOW BLINDS. Lace Curtains, Curtain Cornices HOLLAND SHADES,

PAINTED SHADES of the latest tints, BLINDS painted and trimmed

STORE SHADES made and lettered.

Picture Cord, Tassels, Etc. Repairing promptly B. J. WILLIAMS, Jr.,

No. 16 NORTH SIXTH STREET, PHILADELPHIA 3 7 tuths3m COAL.

P. OWEN & CO., COAL DEALERS, FILBERT STREET WHARF, SCHUYLEILL. SNOWDON & RAU'S COAL DEPOT, CORNER SCHUPIKIII COAL, prepared expressly for family use at the lowest cash prices.

Hoists, or Elevators for any Location or weight, operated by Independent Engine, Beits, Crank Ropes, or Pumps. For Contractors, Hotels, Factories, and Stores. The hand machines are operated with the least labor and sold at a low orice. The balanced and power machines have the nost approved Safety Attachments. Hatchways arranged with rolling doors, opened and closed automatically as platform passes.

GEORGE C. HOWARD,

No. 17 S. EIGHTEENTH Street.

WILSON'S

CARPET CLEANING ESTABLISHMENT, 41 Sm No. 611 South SEVENTRENTH Street.