CARRIER PIGEONS.

Their Wonderful Speed and Accuracy—The Pigeon's Enemy, the Hawk—Anecdotes.

Havre Cor. of the Boston Commercial Bulletin.

I trust you will not deem me flighty if I take up the subject of carrier pigeons, but as this fancy is now attracting some attention in Europe, I have thought it would be interesting to say a few words on this matter, which has been brought to my special attention by the sending of nearly 1000 of these birds from here last Sunday. The pigeons were sent by rail from Brussels, stowed away in square baskets, containing each about thirty birds. All arrived in safety, but in somewhat dirty condition. For three days they were kept on view at the Marine exhibition, and at nine o'clock on Sunday morning, with one grand flutter, they sailed off for their destination. The start had but a momentary interest, for sweeping wildly up into the strong currents of a southerly and autumnal gale, they were soon lost to sight. Scarce three minutes elapsed after opening the cages before not a pigeon was seen. Subsequently I learned that about fifty, who were overpowered by the gale, or who did not know their way, lit on the house of the Consul here, and at Rouelle a lot also alighted. As it was, the leaders of the racers did not arrive at Brussels until after 3 o'clock in the afternoon, whereas, if they had made their usual time, they should have been in at a few minutes past 1 o'clock. The carriers belong to Belgian societies, who make a specialty of carrier training more for pastime than profit.

Carriers can and do often attain a speed of one hundred and twenty miles an hour, and when well trained never fail to make a straight course, unless driven off by a hawk, when they are sometimes so confused as to lose their way, and it may be days before they find it. Sir John Ross, the Arctic explorer, despatched a pair of young pigeons on the 6th or 7th of October, 1850, from Assistance Bay, a little to the west of Wellington Sound, and on the 18th of October a pigeon made his appearance at the dove-cote in Ayrshire, Scotland, from whence Sir John had taken them. The distance between the two places is about 2000 miles.

The dove-cote was under repair at this time, and the pigeons belonging to it had been removed, but the servants of the house were struck with the appearance of the stranger. After a short stay it went to the pigeon house of a neighboring proprietor, where it was caught and sent back to the lady who originally owned it. She at once recognized it as one of those she had originally given to Sir John Ross; but to put the matter to a test, it was carried to the pigeon house, when out of the many niches it directly went to the one in which it had been hatched.

I am well acquainted with a gentleman, a resident of Connecticut, who was noted for the fine brood of carriers he kept. A negro servant in his employ sold one of his flock to a gentleman who resided in Canada. The transaction was unknown to the proprietor. One day he noticed his pet bird resting on the gable of the barn, and felt assured that it had performed more than an ordinary journey, but the servants could not explain to him anything satisfactory. A few days afterwards he received a letter from the Canada gentleman, which stated that he had paid $15 to the other gentleman's servant for a carrier pigeon which had flown; and, supposing that he would return home, he wrote, asking him to forward the bird by the first opportunity.

A few months afterwards another of the flock was disposed of in like manner, and the bird carried in safety to Albany, where, when thought to be sufficiently weaned and domesticated, it was let out into one of the rooms of Stanwix Hall. Chancing to open a window, the bird took advantage and started for its old home in Connecticut, where it arrived in a few hours. The purchaser, having become very much attached to the bird, wrote for it, and in this manner the facts were ascertained, as I have related them.

During Webster's time, and on the occasion of one of his great speeches in Boston, some of the New York papers sent carrier pigeons to your city to bring home the speech. As soon as delivered and prepared it was attached to the bird, and he was started. Unfortunately he encountered a hawk, and after a deal of manœuvring, he succeeded in eluding his pursuer, and tired, exhausted, and having lost his way, he settled in the barnyard of Judge ——, who, attracted by the parcel he had on his legs, caught him, and after reading the speech, scarce delivered two hours, he took the bird to Bridgeport, and sent the speech forward to its destination.

Before the day of telegraphs, the carrier pigeon was somewhat extensively used by the enterprising newspapers. If I am not mistaken, the New York *Journal of Commerce*, *Courier and Enquirer*, and the *Herald* relied upon them for the transmission of certain kinds of news. Except by the meeting of hawks, they seldom, if ever, fail to go straight to their destination.

Naturalists have always been puzzled to account for the peculiar powers which enable this bird to find its way home from immense distances. The majority seem to agree that it is enabled to do so mainly by its strength of vision. The generally accepted theory is that at home the pigeons are accustomed so mount to a very great height, and to perform at a lofty elevation circles constantly increasing in diameter; that when let loose at a moderate distance, say a hundred miles from home, they mount as usual, and with far-reaching glance recognize some object which they have been accustomed to see in their home journeys; this object is a sufficient guide, and the birds instantly shape their course for it. The attachment of the carrier pigeon to its birth-place is well understood, and to this, in conjunction with its wonderful strength of vision, must be attributed the certainty of its flight homeward. When desired to perform longer journeys, so long that a glimpse of familiar landmarks is out of the question, they must be carefully trained, and made acquainted with at least a part of the route which they have to pass over.

The carrier pigeon is known by a large wart-like excrescence under each eye, which increases in size as it grows older. At a certain age these must be pared down, or the bird cannot see directly ahead. In color they are blue. A true-blooded carrier pigeon should not have a single white feather about him. I have heard some talk of training pigeons for the transmission of naval messages, so that in the event of a war, ships off the coast would have ready and almost sure communication with the shore. Hence, for example, a cruiser on our coast could have pigeons trained for Washington for the Navy Department despatches, others for Boston, New York, Philadelphia, and Hampton Roads, and by this means the off-shore squadron or cruiser could give timely notice of the approach of an enemy, or send for reinforcements or aid in one-hundredth of the time it would take if the vessel herself was obliged to go in.

They might be a great auxiliary to our passenger steamers, and, in the event of an accident, how readily the news might be sent and the location pointed out, so that succor could be sent quickly, and to the exact spot! It is certainly practicable, and by no means costly. Suppose the China was disabled in latitude 40·20, longitude 37·29 west. A carrier pigeon could be sent, one to New York and one to Liverpool. Of course the papers would be apprised of the fact, and all the outgoing steamers from both sides of the Atlantic would be steered as near to the spot as possible, and thus probably a valuable cargo of life and property would be rescued inside of four days; whereas under the present system we should wait for days, or even weeks, in great anxiety to hear from the vessel.

In other cases it might be so that the vessel could only survive her injuries for a limited period, a time too short to admit of relief by the ordinary course of things. The carrier would here be worth his weight in diamonds. I throw out this suggestion, not as a greenhorn in nautical things, but as one who firmly believes that the carrier pigeon would be of great practical value, and especially to avert many of the horrors which so thrill the hearts of the people on both sides of the Atlantic.

Hundreds of vessels are now afloat on whose deck-houses may be seen the little houses of pet monkeys, parrots, and even pigeons. I have seen whalemen tame "boobies" and sea-gulls. There are a dozen tame gulls in the exhibition here. If there is room for these kind of pets, then there is room for pet carrier pigeons. Who will take the first step? He who will, will do his fellow-beings and humanity a great benefit, and might be the humble instrument of saving thousands of lives upon the ocean.

Now, then, a fact or two. First—We give an instance where a pigeon has flown 2000 miles. That's two-thirds of the way from New York to Liverpool; say at the rate of sixty miles an hour, which the carrier would fly, it would take only 33 hours to deliver a message from that point, that is, to send it to New York, and, as Liverpool is only 1000 miles distant, it would only take 16½ hours to deliver the message in that port. Second—As hawks are rarely, if ever, seen at sea, it is not at all likely the carrier would be interfered with. Third—The cost of them and feeding is but a mere trifle. They would increase on shipboard, and would pay for themselves a million times over.

Clock-Making in Bristol, Connecticut.

Bristol, Connecticut, is noted for the manufacture of clocks. The business is divided and subdivided into several distinct branches, so that there are only five firms in the town that manufacture complete clocks, while twenty firms are engaged in making the different parts of the same. The New Britain *Record* gives the names of these firms as follows:—

"The Bristol Brass and Clock Company, where the brass is rolled into plates; the brass foundries of Lester Goodenough, where ratchets and sockets are cast; the works of the Bristol Foundry Company, where the weights and alarm bells are cast; the works of L. F. & W. W. Carter, where movements and cases are put together, and the finished clock with Lewis' patent calendar attachment is produced. Clock springs and springs for toy movements are made by E. B. Dunbar and Wallace Barnes. S. E. Root makes sash and paper dials patented by himself. W. H. Nettleton makes lock works and pillars, and straightens and cuts wire. A. Warner and Mr. Taylor make verges, pendulum rods, and wire bells. N. Pomeroy, L. Hubbell, and S. E. Root manufacture movements. E. N. Welch Manufacturing Company, Atkins Clock Company, E. Ingraham & Co., and Mr. Partridge are large manufacturers of both movements and cases. George W. Brown & Co. have also a large factory for the manufacture of clockwork toys.

"The clocks are produced in great variety, and range in price from one to eighty dollars each. Some are so constructed that by one winding they will run respectively thirty hours, eight days, thirty days, and one year. A self-winding attachment is also made at Bristol, which is placed in the draft of the chimney, and the clock no sooner runs down than the draft, operating a fan, winds it up again. This little invention is a source of great income to its author. A perpetual calendar attachment, which will correctly indicate the day of the week and month, is also made, the patentee of which receives as royalty for the right to manufacture an income of $3000 per year. An important improvement on the original invention has lately been made and secured by letters patent.

"Most of the workmen employed in clock-making are 'specialists,' who have labored many years at some particular part, and though they have become experts at their business, their wages are lower than those of most other mechanics, ranging from $1·75 to $2·25 per day. Much of the work is 'put out' to be done by women and girls.

"At present the clockmakers are busy making movements for a walking doll, a New York firm employing five hundred girls in making the dolls to which they are to be attached. Many other mechanical movements for various purposes are also made, among which are movements for lamp-lighters and fans, cradle-rockers and baby swings, in which the baby is the pendulum ball, coffee roasters, works to ignite torpedoes, and works for a variety of animated toys. The first clockwork toy ever made was a toy engine, invented at Bristol, but the inventor never took out a patent, and probably escaped the miseries of a large fortune."

Old Houses.

If his house is an ancient one, or ancestral, by so much the stronger are the ties that bind his affections to it; especially if it stand in an orchard, and have a good garden. Even if inconvenient in some respects, he will hesitate about pulling it down in hopes of pleasing himself better in a new one. The genius that repairs an old house successfully may fail in building another. Besides, there were many comforts provided for by our ancestors, who were old Englishmen even here in New England, and knew well what a house was built for, and they built for that, against any odds of counsel or expense. Then 'tis fatal to take time out of a building, which so consecrates it.

An old house, well built, pleases more with the repairs rendered necessary than a costlier new one. There are good points about it which have been proved by a century or two, and these may be adopted as parts for preserving, while any additions may be made for holding the whole in keeping with the original design or as improvements upon it. Perhaps there are snug recesses and window seats, spacious entries, hospitable stairways, wainscoting, finished summers running across the ceilings, a dry cellar, a good well, fence rows in natural places, shrubbery, which if not well set can be reset in the grounds; an orchard and garden whose mould is infused with the genius of years and humanized for culture. Then the tenement has its genealogy, and belongs to the race who have built into it history.

Trees, too, venerable with age it has, or it could not have been the residence of gentlemen. Out-buildings of any kind, useful or ornamental, have their proper sites, and meet the eye as if they had always been there. It takes some generations to complete and harmonize any place with the laws of beauty, as these best honor themselves in that fairest of structures, a human mansion; which, next to its occupant, is the noblest symbol of the mind that art can render to the senses. One may spend largely upon it if he have not ousted his manliness in amassing the money. That is an honest house which has the owner's honor built into its apartments, and whose appointments are his proper ornaments.—*From Alcott's "Tablets."*

Curiosities of Ice.

In 1850 Mr. Faraday discovered that two pieces of ice placed in contact froze together almost instantly. Mr. Tyndall says:—One hot summer day I entered a shop on the Strand. On the window, fragments of ice were lying in a basin. The tradesmen gave me permission to take the pieces of ice in my hand. Holding the first piece, I attached all the other pieces in the basin to it. The thermometer was then above sixty degrees, and yet all the pieces were frozen together. In this way Mr. Tyndall formed a chain of ice. This experiment may be made even in hot water. Throw two pieces in a pail full of almost boiling water, keep them in contact and they will freeze together despite the high temperature. Mr. Faraday made another experiment of the same sort. He threw into a vessel full of water several small pieces of ice. They floated on the surface of the water. The moment one touched another there was an instantaneous freezing. Attraction soon brought all the pieces in contact, so that in an instant an ice chain was formed.

An ice wheel turning on a surface of ice refreezes at the point of contact; during the rotation a series of cracks are heard, which shows to the ear that successive freezing is constantly taking place. The phenomenon of freezing is easily explained. At the surface of a piece of ice, the atoms which are no longer in equilibrium on the outside tend to leave their neighbors, as happens in boiling and evaporation. Melting ensues. But if two pieces of ice are brought together, the atoms on the surface are restored to their equilibrium, the attractive action becomes what it was, the atoms resume their relations with their neighbors, and juxtaposition ensues. In consequence of this property, ice is endowed with singular plasticity. A rope and a knot, or a buckle, may be made of ice. It may be moulded. The schoolboy who fills his hand with snow and compresses it into a ball produces the phenomenon of refreezing, and forms an ice-ball sufficiently hard to prove a dangerous projectile.

If snow be compressed in moulds ice, statuettes may be obtained. Fill a hollow ball with snow, pressed in as hard as possible, and you may obtain ice-balls admirably translucid. Nothing would be easier than to dine with a service made of moulded snow. A gentleman in Paris recently served sherry wine to his friends before a hot fire in beakers made of snow. Snow compressed in this way does not melt so rapidly as might be thought. Ice requires a great deal of heat before it melts. A layer of ice often becomes a protection against cold.

A tree wrapped in rags, or in moss saturated with water, does not freeze even when the thermometer is several degrees below the point. The slowness with which ice melts is well known. During the winter of 1740 the Czar built at St. Petersburg a magnificent palace of ice, which lasted several years. Since then cannons have been made of ice, and they have been loaded with balls and fired. They were fired ten times without bursting. It is consequently indisputable that ice melts slowly, and may be turned to good account in the Polar regions. In Siberia the windows have panes of ice. The remarkable property with which particles of ice are endowed of moulding themselves into different shapes by freezing, easily explains how glaciers make their way through narrow gorges and expand in valleys.

Volcanoes in the Moon.

A curious communication from Dr. Montucci appears in the recent report of the French Academy of Sciences. M de Créty, who observed the solar eclipse of August last on Sarah Island, opposite Aden, describes as follows a phenomenon hitherto unheard of in the annals of astronomy:—"One-third of the sun's disc being already uncovered after the totality," he says, "I observed three luminous protuberances on the moon's limb; they were feebly illuminated, and resembled the tops of mountains receiving light from the solar rays. Fifteen minutes later, two-thirds of the sun's disc having emerged from the moon, the same appendages were seen more strongly illuminated, and better distinguishable from the lunar disc; their summits had the appearance of a metal in a state of fusion. After another quarter of an hour, the central protuberance had diminished in altitude, etc."

This strange appearance Dr. Montucci explains as follows:—1. There is no optical illusion here, M. de Créty having been enabled to make seven diagrams of the phenomenon. 2. If other observers do not mention it, it is because their eyes were fatigued from observing the eclipse, while M. de Créty was prevented from observing any but the latter part, owing to the state of the weather. 3. The protuberances were either gaseous, or composed of matter in an extremely fine state of division. 4. If on the posterior part of the moon, invisible to us, there had been three volcanoes in activity at the time of the eclipse, and close to the moon's border, the smoke or ashes ejected by them would have been visible, and would have presented the appearance described by M. de Créty. Dr. Montucci shows by calculation that an observer's eye could just skim the crest of a lunar mountain 786 feet high, at a distance of one degree from the border, or 6000 feet of elevation at five degrees distance, in which case the whole volcanic jet would be visible from the earth. 5. The jets would be lancet-shaped, because the moon's atmosphere, being infinitely thinner than ours, could not, by its resistance, force the ejected matter into a mushroom form, as is the case with our volcanic eruptions. Dr. Montucci proves, by the laws of mechanics generally, and friction in particular, that the jet must necessarily end in a point, and rise to an enormous height. The three supposed volcanoes may very well have been in communication with each other, as is often the case on our earth. Hence, most probably, M. de Créty witnessed a volcanic action on the posterior hemisphere of the moon, for the first time manifested to us in this strange way.

A Candidate for Imprisonment.

A recent London paper has this story among its police reports:—"At the Kendal Town Hall, Jonathan Holden, a quaint-looking old man, was charged before Mr. John Whitwell with drunkenness. The following colloquy ensued:—

"Magistrates' Clerk—Well, what do you say to that, eh?

"Prisoner—Oh, I say the same as you says. I was muzzy; that's true enu'.

"Constable—The prisoner was mortal drunk anyhow, and making a great row, which ——

"Prisoner—No, I wasn't; I only had two glasses of ale. (Addressing the Bench)—I shall be very glad if you will give me three months, Mr. Whitwell. (Laughter.) You'll do me a great kindness, and if you will I shall be very much obliged. (Loud laughter.)

"Magistrate—Well, we must first see whether you deserve three months.

Prisoner—Oh! there's no doot o' that. (Laughter.) I want to be locked up anyhow, for I am tired o' wandering aboot, living on kicks and curses, and sleeping o' nights on doorsteps and in pigsties. (Great laughter.)

"Magistrate—I am afraid you ask too much. I cannot give you more than two months.

"Clerk—You can't give so much, as he's not charged with being riotous.

"Prisoner—Oh! yes you can, Mr. Whitwell; do give me three months; I want three months particular. (Laughter.) I'm vara near starved and hungered to death. They won't ha' me i' the workhouse; and they won't ha' me anywhere. (Much laughter.)

"Magistrate—No, I cannot send you to jail for so long a time as that; the law will not allow me.

"Prisoner—Oh, never mind the law. You can just make a little one as'll do for mesel. (Great laughter.) If you don't I'll go and do something which I'll make you send me for six months, and then I'll be happier nor I've been for very many a day. (Much laughter.)

"Magistrate—No, I cannot commit you for more than seven days, and that only subject to your not paying a fine of 5s.

"Prisoner—Can't pay, so I'll have to go, I suppose. I'm off. Good-by, sir, and God bless you. Only seven days!"

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

FROM WALNUT STREET WHARF.

At 6·30 A. M., via Camden and Amboy Accom.....$2·25
At 8 A. M., via Camden and Jersey City Ex. Mail 3·00
At 2 P. M., via Camden and Amboy Express..... 3·00
At 6 P. M., for Amboy and intermediate stations.
At 6·30 and 8 A. M., and 2·30 P. M. for Freehold.
At 8 and 10 A. M., 2, 3·30, and 4·30 P. M. for Trenton.
At 6·30, 8, and 10 A. M., 1, 2, 3·30, 4·30, 6, and 11·30 P. M. for Bordentown, Burlington, Beverly, and Delanco.
At 6·30 and 10 A. M., 1, 3·30, 4·30, 6, and 11·30 P. M. for Florence, Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Florence and Riverton.
The 1 and 11·30 P. M. Lines leave from Market Street Ferry (upper side.)

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line Fare $3.
At 7·30 and 11 A. M., 2·30, 3·30, and 5 P. M. for Trenton and Bristol. And at 10·15 A. M. for Bristol.
At 7·30 and 11 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.
At 7·30 and 10·15 A. M. and 2·30, and 5 P. M. for Schenck's and Eddington.
At 7·30 and 10·15 A. M., 2·30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate Stations.

FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway.

At 9·45 A. M., 1·20, 4, 6·30, and 12 P. M. New York Express Lines, via Jersey City; Fare, $3 25
At 11·30 P. M. Emigrant Line; Fare, $2.
At 9·45 A. M., 1·20, 4, 6·30, and 12 P. M., for Trenton.
At 9·45 A. M., 3, 6·30 and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown, Scherck's, Eddington, Cornwell's Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9·45 A. M., 6·30 and 12 P. M. Lines will run daily. All others, Sundays excepted.
For Lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chestnut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot. Chestnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9·45 A. M. 6·30 and 12 P. M. Lines.

BELVIDERE DELAWARE RAILROAD LINES, FROM KENSINGTON DEPOT.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.
At 7·30 A. M. and 3·30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY, (Upper Side.)

At 7 and 10 A. M., 1·30, 3·30, and 5·30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Rainsport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 A. M., 1·30 and 3·30 P. M., for Cowistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
11 16 WILLIAM H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAILROAD

FALL TIME, TAKING EFFECT NOV. 22, 1868.

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 Chestnut 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 Chestnut 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 Chestnut Street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:—

Mail Train.....8·00 A. M.
Paoli Accommodation, 10·30 A. M., 1·40, and 9·10 P. M.
Fast Line.....11·50 A. M.
Erie Express.....11·00 A. M.
Harrisburg Accommodation.....2·30 P. M.
Lancaster Accommodation.....4·00 P. M.
Parkesburg Train.....5·30 P. M.
Cincinnati Express.....8·00 P. M.
Erie Mail and Buffalo Express.....10·45 P. M.
Philadelphia Express.....12·00 Night.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

Philadelphia Express leaves 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 5·00 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ:—

Cincinnati Express.....9·10 A. M.
Philadelphia Express.....3·20 A. M.
Paoli Accommodation.....8·30 A. M., 3·40 and 7·10 P. M.
Erie Mail and Buffalo Express.....10·00 A. M.
Parkesburg Train.....9·10 A. M.
Fast Line.....10·00 A. M.
Lancaster Train.....12·00 P. M.
Erie Express.....4·20 P. M.
Day Express.....4·20 P. M.
Harrisburg Accommodation.....9·40 P. M.

For further information apply to
JOHN C. ALLEN, Ticket Agent, No. 901 CHESTNUT 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. EDWARD H. WILLIAMS,
4 25 General Superintendent Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Commencing MONDAY, November 23, 1868.—Trains will leave Depot corner 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 with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 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 4·00 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, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, and Havre-de-Grace.

Passengers for Fortress Monroe and Norfolk will take the 12·00 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 Harrington and intermediate stations.

Leave Wilmington 7·00 and 8·10 A. M., 1·30, 4·15 and 7·00 P. M. The 8·10 A. M. Train will not stop between Chester and Philadelphia. The 7·00 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

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

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chestnut 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.—WINTER TIME TABLE.—THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYLVANIA.

Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, November 23, 1868, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.

MAIL TRAIN leaves Philadelphia.....10·45 P. M.
" " Williamsport.....8·15 A. M.
" arrives at Erie.....9·50 P. M.
ERIE EXPRESS leaves Philadelphia.....11·50 A. M.
" " Williamsport.....5·50 P. M.
" arrives at Erie.....10·05 A. M.
ELMIRA MAIL leaves Philadelphia.....8·00 A. M.
" " Williamsport.....6·30 P. M.
" arrives at Lockhaven.....7·45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie.....10·35 A. M.
" " Williamsport.....12·55 A. M.
" arrives at Philadelphia.....9·00 A. M.
ERIE EXPRESS leaves Erie.....6·25 P. M.
" " Williamsport.....7·50 A. M.
" arrives at Philadelphia.....4·20 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad. BAGGAGE CHECKED THROUGH. ALFRED L. TYLER,
1 13 General Superintendent.

WEST JERSEY RAILROADS.—FALL AND WINTER ARRANGEMENT.—From foot of MARKET Street (Upper Ferry). Commencing WEDNESDAY, September 16, 1868.

TRAINS LEAVE AS FOLLOWS.

For Cape May and stations below Millville, 3·15 P. M.

For Millville, Vineland, and intermediate stations 8·15 A. M., 3·15 P. M.

For Bridgeton, Salem, and way stations 8·15 A. M and 3·30 P. M.

For Woodbury at 8·15 A. M., 3·15, 3·30, and 6·00 P. M.

Freight train leaves Camden daily at 12 o'clock noon.

Freight received at second covered wharf below Walnut street, daily.

Freight Delivered No. 228 South Delaware avenue.
WILLIAM J. SEWELL, Superintendent.
1 5

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland and Wyoming Valleys, the North, Northwest and the Canadas. Winter Arrangement of Passenger Trains, December 14, 1868, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.—At 7·30 A. M. for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 6·35 P. M., arriving in Philadelphia at 9·25 P. M.

MORNING EXPRESS—At 8·15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

For Other Accounts.

$5.00 Lehigh Navigation Railroad 1st mortgage 6 per cent. bonds.
85 shares Western National Bank.
10 shares Fourth National Bank.
69 shares Germantown and Perkiomen Turnpike Company.
1 share Philadelphia and Southern Mail Steamship Company.
20 shares Camden and Burlington County Railroad Company.

REAL ESTATE SALE, JANUARY 12, Will include—

Orphans' Court Sale—Estate of Thomas Fleeson, deceased—LARGE and VALUABLE LOT, over 3 Acres, Ridge road.

Orphans' Court Sale—Estate of Richard Bennis, deceased—DWELLING, Centre street, northeast of Wilson street, Germantown, Twenty-second ward.

Orphans' Court Sale—Estate of Henry Lawrence, deceased—TWO STORY BRICK DWELLING, Mount Pleasant street, west of Market street, Twentieth ward.

Orphans' Court Sale—Estate of Jacob Cramp, deceased—TWO FRAME DWELLINGS, Widley street, northeast of Palmer, Eighteenth ward.

Sale by Order of Heirs—Estate of Catharine Clark, deceased—VALUABLE BUSINESS STANDS, southeast corner of Front and Race streets.

Two MODERN THREE-STORY BRICK RESIDENCES, Nos. 1017 and 1019 South Twelfth street; have all the modern conveniences. [1 8 3t

BY B. SCOTT, JR., SCOTT'S ART GALLERY, No. 1020 CHESTNUT St., Philadelphia.

SPECIAL SALE OF MODERN PAINTINGS. On Thursday and Friday Evenings,

Jan 7 and 8, at 7½ o'clock, at Scott's Art Gallery, No. 1020 Chestnut street, will be sold without reserve, a collection of modern paintings, all elegantly framed, comprising landscape, river, and mountain views, all by artists of acknowledged reputation.

SPECIAL SALE OF BEST QUALITY TRIPLE SILVER-PLATED WARE, On Friday Morn'ng,

8th inst. at 11 o'clock, at Scott's Art Gallery, No. 1020 Chestnut street, will be sold a full and general assortment of best quality triple silver-plated ware comprising tea sets, urns, cake baskets, salvers, castors, etc. etc. 1 7 2t

LIPPINCOTT, SON & CO., AUCTIONEERS, ASHHURST BUILDING, No. 240 MARKET St.

NOTICE.

Regular Sales of Dry Goods, Notions, Trimmings, etc. will be held every WEDNESDAY through January.

Consignments of Stock Goods, etc., solicited. Sales cashed within five days.

CLARK & EVANS, AUCTIONEERS, NO. 630 CHESTNUT Street.

Will sell THIS DAY, Morning and Evening, A large invoice of Blankets, Bed Spreads, Dry Goods, Cloths, Cassimeres, Hosiery, Stationery, Table and Pocket Cutlery, Notions, etc.

City and country merchants will find bargains.
Terms cash.
Goods packed free of charge 9 2t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1115 CHESNUT Street: rear entrance No. 1107 Sansom st

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

C. D. McCLEES & CO., AUCTIONEERS No. 506 MARKET Street.

MARTIN BROTHERS, AUCTIONEERS.—(Lately Salesmen for M. Thomas & Sons.) No. 139 CHESNUT St., rear entrance from Minor.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to construct or repair engines of all sizes. 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 Flue Tubular and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings of all sizes and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with sheers, blocks, falls, etc. etc for raising heavy or light weights.

JACOB C. NEAFIE, JOHN P. LEVY,
3 18 BEACH and PALMER Streets.

J. VAUGHN MERRICK, WILLIAM H. MERRICK
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SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,
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MERRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service.
Boilers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either iron or brass.
Iron Frame Roofs for Gas Work, Workshops, and Railroad Stations, etc.
Retorts and Gas Machinery, of the latest and most improved construction.
Every description of Plantation Machinery, also Sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping Engines, etc.
Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machines. 6 30

FIRE-PROOF SAFES.

FROM THE GREAT FIRE IN MARKET STREET.

HERRING'S PATENT SAFES

Again the Champion!

THE ONLY SAFE THAT PRESERVES ITS CONTENTS UNCHARRED.

LETTER FROM T. MORRIS PEROT & CO.

PHILADELPHIA, Twelfth Month 8th, 1868.

Messrs. Farrel, Herring & Co., No. 629 Chesnut street—Gents:—It is with great pleasure that we add our testimony to the value of your Patent Champion Safe. At the destructive fire on Market street, on the evening of the 3d inst., our store was the centre of the conflagration, and, being filled with a large stock of drugs, oils, turpentine, paints, varnish, alcohol, etc., made a severe and trying test. Your Safe stood in an exposed situation, and fell with the burning floors into the cellar among a quantity of combustible materials. We opened it next day and found our books, papers, bank notes bills receivable, and entire contents all safe. It is especially gratifying to us that your safe came out all right as we had entrusted our most valuable books to it. We shall want another of your Safes in a few days, as they have our entire confidence.

Yours, respectfully,
T. MORRIS PEROT & CO.

HERRING'S PATENT CHAMPION SAFES, the victors in more than 500 accidental fires. Awarded the Prize Medals at the World's Fair, London; World's Fair, New York; and Exposition Universelle, Paris.

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C. L. MAISER,
MANUFACTURER OF
FIRE AND BURGLAR-PROOF SAFES,
LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE