A Bull Fight at San Rafnel-Two Mon Injured-From the San Francisco Chronicle, Oct. 26.

On Sunday morning, the steamer Contra Costa left her wharf at the foot of Davis street with a cargo of Mexicans, Spaniards, and Barbary Coast "Rangers" en route for the San Rafael celebration. The company was not large, neither was it very select. sooner had the boat left her moorings than the taste of the assembly manifested itself in various species of gambling and speculations on the probable "pickings" to be gathered at the festival. Arrived at San Quantin, half-adozen stages, filled from boot to driver's seat with as choice a collection of San Francisco low life as could anywhere be gathered, speeded their way, not to the State's recepta cle for her moral depravity near at hand, but to the little town of San Rafael, three and a half miles distant.

THE BULL PEN.

This structure gained, we took a dollar's worth of seat on the top bench of a hastily constructed amphitheatre, and began our inspection. The time for the commencement of the proceedings in the arena was set for 2 o'clock. At this time, however, but few had gathered within the enclosure, and the music had not arrived. We had ample time, therefore, to ascertain that the two bulls in their wooden cage were from the mountain; that the pit was thirty-eight feet in diameter, and of a circular shape. After ascertaining this much, we again ascended the flight of four steps conveniently near an upright post, in case of accident, and, with a patience worthy of a better cause, waited the coming event, At 3:30 the dismal sound of six trumpets and a big drum approaching from the village gave warning that the performance would soon commence. The swarthy Spaniards and Mexicans soon began to file in, their wives, sweethearts, and children accompanying them. The gentry from the Barbary Coast. array in their holiday attire of threadworn coats and glittering jewelry, obtained front seats, and all was in readiness for the battle. THE PERFORMANCE

commenced with a piece of music from the aforesaid horns and drum, composer and air unknown. After this Senor Nicolas Martinez, who had during the music been industriously arraying himself in a green jacket and tights, with a clown's headgear, made a leap into the arena and saluted the audience with a Spanish song and dance. This doubtless was amusing if not erudite, but it failed in toto to satisfy the gentry from the aforesaid coast, who clamored loudly for the bull. After the drum and its accompaniments had again given forth their resonant strains, the gate was raised, the bull came forth, and

THE BATTLE COMMENCED.

The bull, a five-year old, of a mouse-color, fighting weight 500 pounds, proved as wild as the most exacting could require. His bullship proceeded to the pit's centre, and began pawing and snuffing in the most approved style. Captain Jesus Arana, with Senor Antonio, the one arrayed in scarlet body and tights and a white straw hat, the other clad in erimson uniform, with brown rowdy headpiece, now entered the ring. With scarlet cloths and with shouts they strove for the bull's attention. They succeeded fully in their design. The bull dashed frantically at his tormentors, first on one side, then on the other. The clown, who also took part in this performance, had some very narrow escapes from the bull's horns, which, it is proper to remark, had their sharp points cut off. This worrying continued until Senor Antonio, by a slip, in endeavoring to scale the eight-foot barricade which separated the actors from the crowd, was caught on the bull's horns and landed outside the ring. The injuries sustained by the Senor were trifling. It would have been well if the performance had here closed. The enthusiasm of the assembly was, however, aroused by this accident, and the torture of the bull continued till the infuriated bovine had lashed himself into a quiver of rage.

A SERIOUS ACCIDENT now marred these little pleasantries. Captain Jesus Arana, who for years had faced the wild bull in the ring, again, with flaunted cloth and painted pin in hand, strove to render the excited beast still more furious. After striking the gaudy pin into the animal's neck he attempted to scale the wall of the enclosure in order to avoid an attack, but his foot slipped, and immediately the bull sprang upon him. The wildest excitement prevailed. The bull caught his victim, who fortunately had presence of mind enough to place himself between the horns, and dashed him repeatedly against the wooden fencing. An old bull baiter from among the spectators jumped into the ring, and, seizing the bull by the horns, succeeded in directing the creature's attention to another quarter. Pale and almost senseless, the bull-fighter was hoisted over the fencing. His right arm was proved to be dislocated, his moans indicating great suffering. The poor fellow was placed in a corner of the enclosure and his tinsel finery taken off. At this juncture one of the assembly demanded that the spectacle should close. He stated, what was transparent to all, that the men were not a match for the bull in the pen. The mouse-colored bull was thereupon withdrawn. The spectators were not, however, satisfied with the finale, so the clown sang a song and

A NEW BULL

was introduced. The animal, although larger than his predecessor, had not by any means the vigor and wildness that characterized the other. After several Spaniards from among the gathering had made ineffectual attempts to infuse him with that blind, furious spirit which constitutes the true zest of the bullfight, the beast was allowed to retire to his wooden-box cage, and the assembly dispersed. THE GAMBLERS.

These gentry, with rondo, three-card monte, "Little White Pine," etc., occupied a very conspicuous place in the day's doings. Till early in the morning, from nearly every place where whisky was dealt out, the gamblers held high carnival. The peace of this otherwise quiet village was destroyed, and its sober-minded inhabitants disgusted with the drunken revels of this crowd.

THE WILL OF A MILLIONAIRE.

The Valuable Estate of De Forrest Maurice-Difficulties Attending his Distribution. Four lawsuits, all having the same title-Maurice et al., executors, vs. Maurice et al., and involving the will of the late De Forrest Maurice, Esq. - are now in progress in the Supreme Court in New York city. These cases are prosecuted mainly for the purpose of securing a judicial construction of the will of De Forrest Maurice, which undertook to dispose of a large part of his very large estate. amounting to \$1,500,000 of real estate and \$200,000 personalty, by vesting it in his executors as trustees for the purposes stated in the will. The testator died in April, 1862, leaving five children-two

was married to William E. Lockwood, died in | March last, since the commencement of these proceedings, leaving three children. Frances J., another daughter, was married, in 1867, to J. Tuttle Smith; and Caroline A., in July, 1863, married Dr. Gabriel Grant. Mr. Maurice, by the sixth clause of his will, devised to his two sons, for life, a large amount of real estate. By the sixteenth clause, which is mainly the subject of controversy, the remainder of the estate is given to executors in trust. After direction to pay the widow \$8000 a year during her life, and to each of the five children \$1500 a year during the widow's life, one-half of the surplus is directed to be ac-cumulated during the life of the widow, and the other half to be divided into eighteen parts, six of them to be paid to the widow, three to each of the sons, and two to each of the daughters. The accumulation of the surplus during the seven years which have elapsed since the testator's death amounts to \$220,000. Of the one-half to be accumulated, \$5000 was to be paid to the trustees of Yale College, and the remainder divided into twelve parts, three parts to be given to each of the sons or his issue, and in case either son during the widow's life die without issue, his part to go to the other son, and if neither son survives the widow nor leaves children, then their shares to go to the heirs at law. Of the remaining six parts, two for each of the three daughters are to be retained in trust, the income to be applied to her use during life, and in case of her death before distribution, her share is to be divided into as many shares as she has children living at her decease, to be accumulated during their minority and paid to them at the age of twenty-one. But if either daughter die without issue her share is

to go to the survivors. Judge Ingraham, before whom the case was tried at Special Term in May last, held that the will was valid except the direction to accumulate one-half of the surplus income during the life of the widow, which, being for the benefit of persons not minors, was void, as being contrary to the statute as to accumulations, and decided that this portion was payable to those entitled to the next eventual estate-that is, one-half to the two sons and the remainder to the children of the three daughters.

The executors and the two sons acquiesce in this decision, but appeal is taken by the two surviving daughters and the husband of the deceased daughter as her administrator. It was claimed that the invalidity of the direction to accumulate one-half the surplus had the effect of so perverting and disturbing the intent of the testator as to destroy the entire sixteenth clause. It was claimed also that the remaining portion of that clause was void, because of an illegal suspension of the power of alienation. It was argued that the will required the appraisement of the entire residuary estate, and the division into twelve equal parts, before the trustees could could convey any part of it. No time was by the will limited within which these acts of appraisement and division were to be performed. They could not be performed during the life of the widow, and by the very terms of the will the testator contemplated that both of his sons might die before such division would be made, for he expressly provides that in case of the decease of either of his sons prior to such division, leaving no lawful issue at the time thereof, then his surviving son, or, in case of his death, the lawful living issue of such survivor then should take. For the respondents, that in no portion of the property more than two life interests, and that the provisions were therefore valid. The argument is not yet concluded.

VENICE. Correspondence of the London Daily News,

The indigent poor of this city are very proud. They are as lazy as Turks, and as ignorant as the Tyrolese peasantry. They like to sit in the sun, or by the brink of the sea, and dream about the poor devils who are obliged to work from morning to night. Their mission is to beg, but they will not steal unless they can do so with certainty that their families will not be dishonored. The great ambition of the low-born Venetian is to become a lazy man about town, a policeman, or a municipal guard, or should the worst come to the worst, a sweetstuff-seller with a basket of preserved fruit under his arm, and the cry of "Caramei! Fine caramei!" on his lips. His wife, if she has lame or sickly children, takes to begging, and his grown-up daughter, if she is ambitious and intelligent, becomes a flower girl. If very pretty she may make a considerable fortune by giving away flowers (for she never asks for payment), but beauty is an essential item of her stock in trade. The other girls turn singers, beggars, household drudges (not servants), and the hangers-on and drones of society-a burden to themselves and to their friends, and sometimes fall as low as pretty girls, and even children, of fourteen and fifteen years of age, may fall in any Italian city with homes, or, more properly speaking, "harems," ready to receive them-not sup-pressed, but licensed by the Government, by virtue, or rather by vice, of a "womantax." Hardly a single domestic servant of Venetian origin is to be found in Venice. They all come from Friuli, Trieste, Treviso, and other parts of Italy and Austria. Even the water-carriers-young women dressed like the peasants of the Bas Valle-come from the country. A Venetian girl, however poor, would consider herself dishonored if she had to carry water in the streets. But she will beg-indirectly-or be a burden to her poor struggling parents: she will dress like a lady, or even vie with ladies' maids in her apparel on Sunday and fete days, and dance and sing in carnival, and idle away her time, and do far worse than that sooner than become a domestic servant. Many honest and industrious needle women and shop girls are exceptions to this rule, but the rule remains the same. "Why should we work?" say the people. "We are Venetians! We are the salt of the earth!"

If we turn from the lower to the upper and middle classes of society, we find almost as much indolence, with more show of it; we find noblemen with historical names making themselves the pillars of the cafe, and young men, who ought to be at work, lounging in the plaza from morning to night. Who does the work of these drones, these would-be dandies, most of whom are poor? Somebody werks, I suppose. Exactly. Somebody works. But somebody is a very lazy fellow, and a very cunning fellow, and won't work a moment longer than he can help. He won't play either if the game requires much bodily exertion. Who ever heard of an Italian gentleman playing at cricket? He has been told that Italy is the Garden of Europe, and he thinks it is the Garden of Eden. It is a land of lotus-eaters, and coffee-houses, and picture galleries-a land where all things always seem the same, and where every person you meet is a Rip Van Winkle April, 1862, leaving five children—two or an Alascar, who fell asleep sons and three daughters. His daughter, at the breaking up of the Roman Empire and Mary C., who at the time of his death has been dreaming about Rome ever since.

Have not the Americans and the Australians built larger cities than Rome while the Italians have been talking about a capital? Is it not a grander thing to be great now than to dream about a greatness dead and gone, and weep and moan because yesterday will not come back again? Go where you will in Italy, frequent the highest or the lowest society (you will find both in the cafes)-go east or west, north or south, you will always hear that the Italians must and will have Rome, and cannot wait till they get it, and in the meantime they are allowing their lazy habits to get the better of them-talking about establishing a direct trade with India and the East, through Venice, and allowing their rivals of Trieste to get the start of them, thus beliefing in a thousand ways their good intentions-wasting money in fetes and carnivals, and giving themselves holidays which they can ill afford.

To those in Want of a Pet.

An excellent opportunity is offered by the sale of a menagerie. Thousands wish to possess a wild and even dangerous animal, particularly those residing in the suburbs, where burglars abound. Boffin has, to our knowledge, made overtures for the purchase of a panther, which he proposes to keep in a kennel in the back-garden to look after the cats. He objects to pet vultures, he says, as their propensities might prove detrimental to the heads of families. Spooney people are informed that for twentyfive dollars they can procure a bright gazelle, to glad them with its dark brown eye; and that such animals are warranted, on coming to know them (the spooney people) well, not to go and pine or die. Should they prove guilty of pining, the money to be returned. Boa constrictors are cheap and ornamental; also useful to those possessing an inconveniently large family. Any lady or gentleman possessed of three sets, twins, will find a boa-constrictor really economical in the end—in fact, at both ends. Any lion, moose, or rampant zebra found strolling about the public streets after purchase, without an muzzle, will immediately be avoided by the police. Bears and seals are good things for ladies to buy, for when you get tired of them you can cut them up for winter jackets. People having expectations from maiden aunts are advised to invest in an ant-enter.

A PUBLIC SINGER WHO "DRAWS" WELL-The

A MOVEMENT IN REAL ESTATE-An earth-

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 905, 10, 41, 12 A. M.,
1, 2, 3\times, 3\times, 4, 4.55, 505, 5\times, 6, 6\times, 7, 8, 9, 10, 11, 12
P. M. P. M.
Leave Germantown at 6, 7, 7½, 8, 8*20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8*20 down train and 3½ and 5½ up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9*15 A. M., 2, 4*05, 7, and 10½ P. M.

Leave Germantown at 8:15 A. M., 1, 3, 6, and 9% CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.
Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 5:40, 5:40, 8:40, and 10:40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7:50 A. M., 1:40, 5:40, and

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philade phia at 6, 7½, 9, and 11:05 A. M., 1½, 8, 4½, 5, 5½, 6½, 8:05, 10:05, and 11½ P. M.
Leave Norristown at 5:40, 6½, 7, 7½, 9, and 11 A.

M., 1½, 3, 4½, 6½, 8, and 9½ P. M.

The 7½ A. M. train from Norristown will not stop at Moraca, Parky Landing, Daming, or Solvers, at Moraca, at Moraca, and Market Moraca, and Market Moraca, and Market Moraca, and Market Moraca, at Market Moraca, and Market Morac The 7M A. M. train from Normstown at Mogee's, Potts' Landing, Domino, or Schur's at Mogee's, Potts' Landing, Domino, or Schur's The 5 P. M. train from Philadelphia will stop only at School lane, Manayank, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 2 A. M., 2½, 4, and 7½.

P. M.
Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 9, and 11% A. M.,
136, 3, 4%, 5, 5%, 64, 8.05, 10.05, and 11% P. M.
Leave Manayank at 6:10, 7, 7%, 8:10, 9%, and 11%
A. M., 2, 3%, 5, 6%, 8:30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only
at School lane and Manayunk.
ON SUNDAYS.
Leave Philadelphia at 9 A. M. 28, 4, and 75, P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD,—TIME TABLE.—Trains will leave Depot corner Broad street and Washington avenue as follows:—
Way Mail Train at 8:20 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 Delay and Washington 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, Eikton, 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, Linand Washington, stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.
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. Train connects with Delaware Railroad for Harrington and intermediate

stations.

Leave Wilmington 6:30 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 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

Trains leaving Wilmington at 6:20 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:38 P. M. trains for Baltimore Central Rulroad.

From Baltimore to Philadelphia—Leave Baltimore 725 A. M., Way Mall; 935 A. M., Express; 235 P. M., Express; 725 P. M., Express. SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7-25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood,

H. F. KENNEY, Superintendent.

H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA.
Leave Philadelphia from New Depot, THIRTY.
FIRST and CHESNUT Streets, 7.45 A. M., 11.00 A. M.,
2:30 P. M., 4:15 P. M., 4:30 P. M., 6:15 and 11:30 P. M.
Leave West Chester from Depot, on East Market
street, at 6:25 A. M., 8:00 A. M., 7:45 A. M., 10:45 A.
M., 1:55 P. M., 4:50 P. M., and 6:55 P. M.
Train leaving West Chester at 8:00 A. M. will stop
at B. C. Junction, Lenni, Gien Riddle, and Media;
leaving Philadelphia at 4:40 P. M., will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester
and B. C. Junction going East will take train leaving
West Chester at 7:45 A. M., and change cars at
B. C. Junction, and going West, passengers for stations above B. [C. Junction will take train leaving
Philadelphia at 4:40 P. M., and will change cars at
B. C. Junction.
The Depot in Philadelphia is reached directly be The Depot in Philadelphia is reached directly by

the Chesnut and Walmit streets cars. Those of the Market street line run within one square. The Market street line run within one square. The cars of both lines connect with each train upon its

Leave Philadelphia for West Chester at 8:30 A. M. and 2 00 P. M.

Leave West Chester for Philadelphia at 7 55 A. M.
and 4 00 P. M. WILLIAM C. WHEELER, 4 105 General Superintendent.

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

JOHN W. EVERMAN, 103 GHURUH Street (Ony Stores)

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.

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following bours:— MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P.M. MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

Hagerstown, etc.
The 7:30 A. M. train connects at READING with The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northenneland. Williamsport, Volk, Chambershurg. humberland, Williamsport, York, Chambersburg,

Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. Mi for Reading,
Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6-25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8-40 AJ M. Returning, leaves Philadelphia at 4-30 P. M.; arrives in Pottstown at 6-40 P. M. READING AND POTTSVILLE ACCOMMODATION, Leaves Pottsville at 5-40 A. M. and Reading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 10-15 A. M.

Returning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9-40 P. M.

P. M.
Trains for Philadelphia leave Harrisburg at 8-10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2
P. M., and Pottsville at 2-45 P. M., arriving at Philadelphia at 6-45 P. M. delphia at 645 P. M.
Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:45, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelat Reading with accommodation train for Philadel-phia and all way stations.
All the above trains run dally, Sundays excepted. Sunday trains leave Pottsville at S A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at S A. M.; returning from Reading at 4:25

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains from Philadelphia. Returning from Downingtown

at 6:10 A. M., 1 and 5:45 P. M.
PERKIOMEN RAILROAD. Passengers for Schwenksville take 7:30 A. M. 12:45, and 4:30 P. M. trains from Philadelphia, returning from Schwenksville at 5:55 and 8:12 A.M. and 12:55 M. Stage

lines for the various points in Perkiomen Valley con-nect with trains at Collegeville and Schwenksville, COLEBROOKDALE RAILROAD. Passengers for Boyertown and intermediate points take the 7:30 A. M. and 4:30 P. M. trains from Philadelohia, returning from Boyertown at 7:25 and 11:50

NEW YORK EXPRESS FOR PITTSBURG AND NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 12-35 A. M. and 1-45 and 10-02 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning Express train leaves Harrisburg on ar-

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 2:10 and 5:20 A. M. and 4:45 P. M., passing Reading at 4:10 and 7:05 A. M. and 6:16 P. M., arriving at New York at 10:60 and 11:45 A. M., and 10:20 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

change.

A Mail train for New York leaves Harrisburg at \$10 A. M. and 200 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 620 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 5:35 A. M., and 2:15 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 5:55 A. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 7:35 and 11:50 A. M., and from Tremont at 6:45 A. M. and 5:05 P. M.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Excursion Tickets from Philadelphia to Particles.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

Reading and Polisiown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Polisiown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General commutation tickets.—At 25 per cent, dis-

unt, between any peints desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52.50 each, for families and

SEASON TICKETS.-For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 245 P. M.

FREIGHT TRAINS leave Philadelphia daily at 425 A. M., 1245 noon, 5 and 715 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect bagguge for all trains leaving Phi.adelphia Depot, Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

DENNSYLVANIA CENTRAL RAILROAD. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

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

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

receive attention. TRAINS LEAVE EPOT, VIZ. :--

Philadelphia Express, 12 night.
Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock-Philadelphia Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ. :

Cincinnati Express. 245 A. M.
Philadeiphia Express. 620 A. M.
Erie Mail. 620 A. M.
Paoli Accommodation, S-20 A. M., 445 and 635 P. M.

 Fast Line
 9-35 A. M

 Parkesburg Train
 9-10 A. M

 Lancaster Train
 12-30 P. M

 Eric Express 6:10 I

FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
STANUEL H. WALLACE,
The street of t The Pennsylvania Rallroad 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, General Superintendent, Altoona, Pa. RAILROAD LINES.

1869. FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

New York and Way Places.

At 6:30 A. M., via Camden and Amboy Accom...\$2:25
At S A. M., via Camden and Amboy Express... 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 S A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3:30, and 4:30 P. M., for Trenton.

Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.

At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.

The 11:30 P. M. line leaves Market Street Ferry, (upper side).

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 Bristel, and 10:15 A. M. and 6 P. M. for Bristol.

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, 5, and 6 P. M. for Schenck's and Eddington.

At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 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 8:30 P. M. for Holmesburg and intermediate stations, FROM WEST PHILADELPHIA DEPOT.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:25.

At 9:30 A. M., Emigrant Line. Fare, \$2.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for Trenton.

At 9:30 A. M., 4, 6:45, and 12 P. M., for Printol.

At 9'30 A. M., 4, 6'45, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Eddington, Cornwell's, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, The 9 30 A. M., 8 and 12 P. M. Lines will run daily.

The 9:30 A. M., S and 12 P. M. Lines will run daily. All others, Sundays excepted.

For Lines leaving Kensington Depot, take the cars on Third or Fifth street, at Chesuut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot. Chesuut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9:30 A. M., S and 12 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES, FROM KENSINGTON DEPOT.

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,
Schooley's Mountain, etc.
At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, 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 11 A. M. and 5 P. M., for Lambertville and Intermediate stations.
CAMDEN AND BURLINGTON COUNTY AND
PEMBERTON AND HIGHTSTOWN RAIL-

ROADS.
FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 245, 330, 5, and 630 P. M., for Merchantville, Moorestowa, Hariford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown, At 7 A. M., 1 and 330 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Inlaystown, Sharon, and Hightstown, Cream Ridge, Inlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

PEMBERTON AND HIGHTSTOWN RAIL

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA. CANADA.

CANADA.

FALL SCHEDULE.

Takes effect November 1st, 1869.

Fifteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), as follows:

At 7-45 A. M. (Express) for Bethlehem, Allentown, Manch Chunk, Mayorton, Williamson, Williamson, Williamson, Williamson, Williamson, Mayorton, Williamson, Will

At 7-45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazieton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towands, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falis, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 9-55 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads. Essex Railroads.
At 145 P. M. (Express) for Bethlehem, Easton,
Mauch Chunk, Wilkesbarre, Pittston, Scranton, and

Hazleton. At 5:00 P. M. for Bethlehem, Easton, Allentown, and Manch Chunk.

For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.

For Fort Washington at 6:45 and 10:45 A. M., and

30 P. M. For Abington at 1:15, 3:15, 5:20, and S. P. M. For Lansdale at 6:20 P. M. Fifth and Sixth Streets, Second and Third Streets, nd Union City Passenger Railways run to the new

TRAINS ARRIVE IN PHILADELPHIA. From Betblehem at 9 A. M., 2:10, 4:15, and 8:25 P.M. From Doylestown at 8:25 A. M., 4:35, and 7:05 P. M. From Lansdale at 7:30 A. M.

From Fort Washington at 9-20, 10:25 A. M., and From Abington at 2:35, 4:35, 6:45, and 9:35 P. M.

From Abington at 2-35, 4-35, 6-35, and 9-35 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9-30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6-30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
11 1 ELLIS CLARK, Agent.

ELLIS CLARK, Agent, PHILADELPHIA AND ERIE RAILROAD.— On and after MONDAY, Sept. 6, 1869, the Trains on the Philadelphia and Eric Railroad will run as follows from Pennsylvania Railroad Depot, West

MAIL TRAIN leaves Erie. 8:15 A. M.
Williamsport. 9:15 P. M. MAIL TRAIN leaves Erie. 8-15 A. M.
Williamsport. 9-15 P. M.
arrives at Philadelphia. 6-10 A. M.
ERIE EXPRESS leaves Erie. 3-20 P. M.
Williamsport. 4-25 A. M.
arrives at Philadelphia 1-20 P. M.
ELMIRA MAIL leaves Lock Haven. 6-50 A. M.
Williamsport. 8-45 A. M.
arrives at Philadelphia. 7-15 P. M.
BUFFALO EXP. leaves Williamsport. 12-20 A. M.
Harrisburg. 5-10 A. M.
Williamsport. 12-20 A. M.
Therefore arrives at Philadelphia. 9-25 A. M.
Express East connects at Corry, Mail East at Corry and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny River Railroad.
ALFRED L. TYLER, General Superintendent.

PHILADELPHIA AND BALTIMORE CENTRAL
RAILROAD COMPANY.
WINTER ARRANGEMENT.
On and after MONDAY, November 1, 1869, Trains
will leave as follows, stopping at all Stations on
Philadelphia, Baltimore Central, and Chester Creek

Leave PHILADELPHIA for PORT DEPOSIT from Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baitimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 4 30 P. M.

A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 2 30 P. M.

Leave PORT DEPOSIT for PHILADELPHIA at 5 40 A. M., 9 25 A. M., and 2 25 P. M.

On Saturday the 2 25 P. M. train will leave at 4 30 P. M. Passengers are allowed to take wearing apparel

Passengers are allowed to take wearing appared only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD, 11.1 President and General Superintende

W EST JERSEY RAILROADS.
COMMENCING TUESDAY, SEPTEMBER 21, 1869.
Leave Philadelphia, foot of Market street (Upper Ferry), at 8-15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesbord, and all intermediate stations. B-15 P. M., Mail, for Cape May, Millville, Vinetand, and way stations below Glassboro.

3-30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.

5-30 P. M., Woodbury and Glassboro mmodation.

Freight train for all stations leaves Camden dally, at 12 O'clock, noon. Freight received in Philadel-phia at second covered wharf below Walnut streek. Freight delivery at No. 223 South DELAWARE Commutation tickets at reduced rates between Philadelphia and all stations, WM. J. SEWELL, Superintendent. September 16, 1869.

AUDTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

SALE OF PAINTINGS AND ENGRAVINGS,
Estates of James McMurtrie and Thomas F. Bell.
On Saturday Morning.
Nov. 13, at 10 o'clock, at the Auction Store, will be sold,
by catalogue, the private collection of Oil Paintings of
the late Mr. Thomas F. Bell. Also, the collection of rare
and line Engravings and Paintings of the late Mr. James
McMurtrie.

It 13 the
Catalogues now ready, and the paintings on exhibition-

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 223 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

SPECIAL AND PEREMPTORY SALE OF THE ENTIRE STOCK OF A GERMANTO WN MANUFAC-TURER, TURFR,
On Friday Morning,
Nov. 12, at 10 o'clock, on four months' credit, including—
Full lines Arabs.
Full lines Fancy Shawls.
Full lines Zephyr Hoods, Nubias, Scarfs, etc.
Full lines Ringwood Gioves and Mitts.

1193t

IMPORTANT SALE OF CARPETINGS, OIL OLOTHS,
On ETO. ETO.
Nov. 12, at 11 o'clock, on four months' credit, about 200
pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rugs, etc.

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS. On Monday Morning. November 15, at 10 o clock, on four months' credit. 11 9 56

SALE OF 2000 CASES BOOTS, SHORS, BROGANS, ETC. ETC. On Tuesday Morning,
Nov. 16, at 10 o'clock, on four months' credit. 11 19 56 THOMAS BIRCH & SON, AUCTIONEERS
OHESNUT Street, rear entrance No. 1107 Sansom street.

NEW AND SECOND HAND HOUSEHOLD FURNI-TURE, Resewood Pianofortes, Velvet, Brussels, and other Carpets, French Plate Mantel and Pier Mirrors, Parlor and Chamber Suits, Silver-plated Ware, Table Cutlory, Stoves, Paintings, Engravings, Velocipede, Me-lodeon, etc.

At 3 o'clock, at the Auction Stere, No. 1110 Chesnut street, will be sold, by catalogue, a large assortment of superior household furniture, comprising - Velvet, Brussels, and ingrain carpets: clegant antique walnut parlor suits in plush and rops; library suits, is walnut chamber suits, walnut parlor furniture in hair cloth, walnut and oak side-beards, secretaries and bookcases, wardrobes, marble-top-centre and bouquet inbles. Spanish and reclining chairs, spring and hair mattresses, feather-beds, extension dining tables, etageres, window curtains, sewing machines, velocipedes, framed oil paintings and engravings, stayes, etc. steves, etc.
SUPERIOR PIANO-FORTES.—Also, one splendid
Weber piano-forte, nearly new.
Also, resewood piano-fortes by Ihlseng & Neversen, T.
Gilbert & Go., French & Co., Philadelphia Company, and thers.

OFFICE FURNITURE.—Also, office tables and bookases, counting house deaks, shelving, etc.

GAS CHANDELIERS.—Also, a number of bronze and

t gas chandeliers. CHRONOMETER, ETC.—One chronometer, made by Cebias; one barometer, one hydrometer. CROCKERY AND CLASSWARE.—Also, will be sold stock of crockery and glassware.

LIPPINCOTT, SON & CO., AUCTIONEERS, C. D. MCCLEES & CO., AUCTIONEERS, MARTIN BROTHERS, AUCTIONEERS,-

No. 528 CHESNUT Street, rear entrance from Minor. BSCOTT'S ART GALLERY, No. 1626 CHESNUS

> WATCHES, JEWELRY, ETC. ESTABLISHED 1828.

WATCHES, JEWELRY, CLOCKS, SILVERWARE, and FANCY GOODS.

G. W. RUSSELL, NO. 22 N. SIXTH STREET, PHILADELPHIA.

RICH JEWELRY.

JOHN BRENNAN, DIAMOND DEALER AND JEWELLER,

NO. 13 SOUTH EIGHTH STREET. PHILADELPHIA.

WILLIAM B. WARNE & CO.,
Wholesale Dealers in
WATCHES AND JEWELRY,
S.E. corner SEVENTH and CHESNUT Streets,
321 Second floor, and late of No. 35 S. THIRD St. THE PRINCIPAL DEPOT

FOR THE SALE OF REVENUE STAMPS, No. 304 CHESNUT STREET. CENTRAL OFFICE, NO. 105 S. FIFTH STREET

(Two doors below Chesnut street), ESTABLISHED 1862.

The sale of Revenue Stamps is still continued at the Old-Established Agencice. The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express) all orders, immediately upon receipt, a

matter of great importance. United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in Any information regarding the decisions of the

Commissioner of Internal Revenue cheerfully and gratuitously furnished. Revenue Stamps printed upon Drafts, Checks, Receipts, etc. The following rates of commission are allowed on Stamps and Stamped Paper:-

On \$25 and upwards.....2 per cent 800 4 4 4 4 Address all orders, etc., to STAMP AGENCY. NO. 804 CHESNUT STREET, PHILADELPHIA.

MERRICK & SONS SOUTHWARK FOUNDRY, No. 430 WASHINGTON AVENUE, Philadelphia. WILLIAM WRIGHT'S PATENT VARIABLE

CUT-OFF STEAM ENGINE, Regulated by the Governor. MERRICK'S SAFETY HOISTING MACHINE,

Patented June, 1868. DAVID JOY'S PATENT VALVELESS STEAM HAMMER D. M. WESTON'S
PATENT SELF-CENTRING, SELF-BALANCING
CENTRIFUGAL SUGAR-DRAINING MACHINE.

RO EXTRACTOR. For Cotton or Woollen Manufacturers. 7 10 mwf J. VAUGHN MERBICE. WILLIAM H. MERBICE.

E STABLISHED 1819. The New York Dyeing and .

Printing Establishment, STATEN ISLAND. No. 40 North EIGHTH Street (West Side), Philadelphia: No. 26 DUANE Street and 752 BROADWAY, Now s old and well known Company are prepared, as usual,

with the bighest degree of skill, and the most approved machinery, TO DYE, CLEANSE and FINISH every variety of LADIES and GENTLEMEN'S GARMENTS, and FIECE GOODS, in their usual superior manner.

GARMENTS CLEANSED WHOLE. 19 17 fmw2m.

NOTE—This is our only office in Philadelphia.

NOTE—This is our only once in Philadesphase

C O R N E X C H A N G E

BAG MANUFACTORY,
JOHN T. RAILEY.

N. E corner of MARKET and WATER Streets,
Philadelphia,
DEALER IN BAGS AND BAGGING
Of every description, for
Grain, Flour, Salt, Super-Phosphate of Lime, Bon
Dust, Etc.
Large and small GUNNY BAGS constantly on hand.
Also, WOOL SACKS.

DAVID FLEMMING. CIGAR BOX MANUFACTURER. No. 605 COMMERCE Street, above Market Orders filled at the shortest notice.