THE DAILY EVENING TELEGRAPH--PHILADELPHIA, TUESDAY, JANUARY 25, 1373

A GAY LOTHABIO.

"The Lightning Rod Man" on His Travels-An Astounding Career of Villainy.

the Circuit Court, one of the most married men to be found this side of Salt Lake City. His Lame is William McCarty, somewhat familiarly known as the "Lightning Rod Man." The "make up" of this fascinating matrimonial

remins is rather calculated to ensure confiding feminines, and to cause their susceptible heart-strings to vibrate with a vehement muchness when in his bowildering presence. Last sum-mer McCarty made his appearance in the usually quiet little city of Ypsilanti in his un-equaled role of "The Lightning Rod Man." He drove a fast horse, wore apparel of the most faultless cut and style, his raven ringlets were always redolent of sweet perfume, he bore in an enormous pocket-book the most convincing (bogus) testimonials of high moral character, he could warble "Beautiful Isle of the Sea" in a most entrancing manner, and his rendition most entrancing manner, and his rendition of Captain Jinks upon the clarionet wws perfectly irresistible. Then, too, he was an elegant con-versationalist. He succeeded in ingratiating himself into the good graces of a widow lady living in Ypsilanti to jsuch an extent that one day about four months ago there was a first-class wedding at her house, and Mr. McCarty was again a seriously married man. But "William was a gay deceiver," and once married, retired from basiness, obtaining peculiary assistance from his wife only to squander it. His means ex-hansted, he returned time and again like the hausted, he returned time and again like the renowned "Ollver Twist" for "more" until by chance the victim of his wiles discovered a letter written by a woman in Ionia, which bore un-mistakable evidence that there was more than one claimant for the proud title of Mrs. McCarty. A charge of bigamy was preferred against him, and he was duly arrested and lodged in jail. Detectives were employed, prompt investigations followed, and link by link a chain of evidence was forged that stamps McCarty as a scoundrel. Twenty years ago, when only eighteen years of age, he was married at the village of Ayr, Ontario, to one Maria Cope, than in her sixteenth year. Upon two different occasions he deserted his wife for the companienship of other year. Upon two different occasions he deserted his wife for the companienship of other women, and, tiring of them, was again received back and forgiven by the de-serted. His next move was to Ionia county, in this State. Many residing in the township of Keene, in that county, will remember his cruel desertion of his family while living there. For merry two years the forcaken wife with her For nearly two years the forsaken wife with her two little girls were left in a miserable home in the woods, solely dependent upon their own labor for the scanty support which they ob-tained. During the war McCarty, being imbued with a patriotic desire to fill the ranks of our army, returned to Canada and engaged in "crimping," or in enticing men over the border

and selling them for substitutes. While in Canada he succeeded by means of fair promises in inducing his niece, a young fair promises in inducing ins meee, a young girl of fine personal appearance, to accompany him to this side of the border, under pretense of visiting his family. Upon arriving at Detroit he at once took her to a notorious den of ill-fame, from which, upon discovering its true character, she escaped, and having a little money of her awa succeeded in returning home. In of her ewn, succeeded in returning home. In the fall of 1866, at Ovid, In this State, he mar-ried one Nellie Davis, lived with her for a time, obtained all her property, and then de-serted her. Broken-hearted and almost penniless, she left the State, and her whereabouts are now unknown. It is quite impossible to make any correct estimate of the probable number of women now in existence who have been law-fully wedded to William McCarty, but there is good reason to believe that there are one or two who have not yet been discovered. Words fail to adequately paint the character of this social vampire, whose pastime for years has been the foul crime of bigamy. A just and speedy pun-ishment should be inflicted upon him, which shall serve as a warning to the hordes of un-principled adventurers who throng the ranks of society and bring ruin and desolation to many a family circle.

THRILLING ADVENTURE.

An Encounter with Pirates-Brave Resistance of a Merchantman. oark Apenr

Some of the murderous weapons used by the pirates are still with Captain Davidson, one of them being the short sword, of steel, 20 inches long in blade, and 1% inches wide. It is a terrible weapon. The Apenrade is of 315 tons burden, and 130 feet long.

THE CHINAMAN IN TEXAS.

He Arrives, Makes Himself at Home, and tioes to Work. The Galveston News of a recent date says:-

Two hundred and forty Chinese arrived ves-terday as pioneers of an immigration from the Flowery Kingdom upon which we must depend hereafter for plantation-hands and house-ser-vants. This lot of Celestials were employed by General J. G. Walker to work on the extension of the Central Railroad. They have been en-gaged for three years at the rate of \$20 specie per month, and their rations. Transportation and rations while *en route* are also furnished by their employer. There is an interpreter who receives \$100 per month, and three foremen who are paid \$40 per month. They bring with them a supply of Chinese commodities sufficient to last until they can receive additional stocks by

way of Panama. The officers of the boat that brought them from St. Louis to New Orleans say that they were exceedingly docile and well-behaved, and gave no troublo whatever. Quarrels and squabbles among themselves were easily settled, and they frequently offered their assistance to the crew, and seemed to take pleasure in working. General Walker denies the statement that dif-General walker denies the statement that di ficulty was apprehended from the negroes a Memphis. He is of the opinion that Chines labor will not be at once available for agricu tural work in the South. but thinks that, after they have been introduced as railroad and leve laborers, they will be willing to contract with play ters on fair terms. Even now the price of th labor is coming down, and they can be had California at \$18 to \$20 and found, or \$28 to \$

and they find themselves. Considering the length of time those who passed through yesterday had been cooped up on the deck of the vessel, they were much cleaner and neater in their clothing and persons than could have been expected. Though small in stature, they were robustly formed, and, from the case with which they handled heavy pack-ages of plunder, they are both strong and active. The general dress was a blue cotton blouse

and pantaloous of the same material, but of more ample dimensions than a fashionable gent would like to be incased in. Their shoes were made after the fashion of a canoe, turning up sharp at the toes, and their hats resembled in-verted wash bowls. A number of them, how-ever, wore boots and loose overcoats, and all ap-peared to be comfortably clad. Each man was provided with a bed and mat, bowl, and the inevitable chopsticks. Their language seemed harsh, and appeared to consist entirely of short words. If they saw anything new or unexpected in Galveston, they did not manifest it by word or sign; neither did they appear conscious of being the centre of attraction for crowds of

strange people. After their arrival at the depot preparations were made for cooking breakfast. Fires were lighted, kettles were brought out, pans and bowls were placed in the hands of each, and everything was conducted systematically and decorously. The principal ingredient of the causine was rice, though we noticed that some of them placed small pieces of pork that had been browned to a crisp over the tops of their pans of rice. The chop-sticks were the only instruments used in carrying their food to their mouths, the sticks being held in the right hand with the thumb and first and third fingers, the second one passing between the sticks, which they used as tongs for picking up their food. After breakfast was over most of them took a good big drink of the hot water in which the rice had been boiled. Carefully putting aside the wood which remained after the cooking was done, they washed their bowls and chop-sticks packed away their pots, etc., lighted their pipes and enjoyed a smoke with as much philosophical composure as the most devoted lover of the weed amongst the outside barbarians could have done. Several of them spoke English indiffe-rently well, but did not evince any disposition to be communicative. There was but one woman in the lot; she was small in size and by no means attractive in personal appearance.

COODS FOR THE LADIES. and Chester. BRIDAL, BIRTHDAY, AND HOLIDAY PRESENTS. Au Bon Marche. The One Dollar Department contains a large assortmen of FINE FRENCH GOODS, embracing DESKS, WORK, GLOVE, HANDKERCHIEF, AND DRESSING BOXES. in great variety. DOLLS, MECHANICAL TOYS, and TREE TRIM-MINGS. SILK FANS, LEATHER BAGS, POCKET BOOKS. CHINA VASES and ORNAMENTS, JEWELRY, ETC

74.840 RAILROAD LINES. DENNSYLVANIA CENTRAL RAILROAD

AFTER S P. M. SUNDAY, NOVEMBER 14, 1869. AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market streets, which is reached directly by the Market neaving Front and Market streets thirty minutes be-fore its departure. The Chesnut and Wainut 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

for and deliver baggage at the depot. Orders left at No. 901 Chennut street, or No. 416 Market street, will receive attention. TRAINS LEAVE &FOT, VIZ. :-

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For further information, apply to JOHN F. VANLEER, JR., Ticket Agent, NO. 901 CHESNUT Street. FRANCIS FUNK; Ticket Agent, NO. 116 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot. SAMUEL H. WALLACE, Ticket Agent at the Depot. The Fennsylvania Railroad Company will not as-sume any risk for Baggage, except for Wearing Ap-parel, and limit their responsibility to One Hundred Doliars 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 Smarrintendent Altonna Pa

General Superintendent, Altoona, Pa. 4 29

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.-TIME TABLE.-Trains will leave Depot corner Broad street and Washing ton avenue as follows:-Way Mail Train at \$200 A. M. (Sundays excepted for Baltimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto for Cristleid and intermediate stations. Express Train at 12 M. (Sundays excepted), fc Baltimore and Washington, stopping at Wilmington Perryville, and Havre-de-Grace. Connects at Wil-mington with train for New Castle. Express Train at 4400 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, 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 19 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 Dela-ware Railroad for Harrington and intermediate

stations. Leave Wilmington 6:30 and 8:16 A. M., 1:30, 4:15, and 7:00 P. M. The S:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accom-

modation Trains Sundays excepted. Trains leaving Wilmington at 630 A. M. and 415 P. M., will connect at Lamokin Junction with the 700 A. M. and 439 P. M. trains for Baltimore Central Railroad

Railroad. From Baltimore to Philadelphia—Leave Baltimore 725 A. M., Way Mail; 935 A. M., Express; 935 P. M., Express; 725 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 725 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester

RAILROAD LINES. READING RAILROAD, GREAT TRUNK LINE from Philadelphia to the interior of Pennsyl-vahia, the Schuyikill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadas

WINTER ARRANGEMENT

Leaves Potsville at 540 A. M. and Reading at 730 A. M., stopping at all way stations; arrives in Phila-delphia at 10 20 A. M. Returning, leaves Philadelphia at 445 P. M.; ar-rives in Reading at 740 P. M., and at Pottaville at 9-30 P. M.

P. M. Trains for Philadelphia leave Harrisburg at 840 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 945 P. M., and Pottsville at 245 P. M., arriving at Phila-delphia at 645 P. M. Harrisburg Accommodation leaves Reading at 745 A. M. and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Accommodation south at 635 P. M., arriving in Philadelphia at 929 P. M. Market train, with a passenger car attached, leaves at 635 F. M., arriving in Failadeiphia at 928 P. M. Market train, with a passenger car attached, leaves Philadelphia at 1230, noon, for Pottaville and all way stations; leaves Pottaville at 640 A. M., connecting at Reading with accommodation train for Philadel-phia and all way stations. All the above trains run dally, Sundays excepted.

Sunday trains leave Pottsville at 5 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M.

CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 740 A. M., 1240 and 4400 P. M. trains from Philadelphia. Returning from Downingtown at 630 A. M., 1245 and 515 P. M. PERKIOMEN RAILROAD. Passengers for Schwenksville take 730 A. M., 1230 and 400 P.M. trains from Philadelphia, returning from Schwenksville at 8405 A.M. and 1245 M. Stage lines for the various points in Perkiomen Valley con-nect with trains at Collegeville and Schwenksville. COLEBROOKDALE RAILROAD. Passengers for Mt. Pleasant and intermediate points take the 750 A. M. and 400 P. M. trains from Philadel-phia, returning from Mt. Pleasant at 740 and 1100

phia, returning from Mt. Pleasant at 7:00 and 11:00 A.M. NEW YORK EXPRESS FOR PITTSBURG AND

Leaves New York at 9 A. M. and 500 P. M., passing Reading at 145 and 1005 P. M., and connecting at Harrisburg with Pennsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc. more, etc.

Returning Express train leaves Harrisburg on ar-Returning Express train leaves Harrisburg on ar-rival of Pennsylvania Express from Pittsburg at 555 Å. M., and 12 20 noon, passing Reading at 7-20 A. M., and 200 P. M., arriving at New York 12 05 noon, and 635 P. M. Sleeping cars accompany these trains through between Jersey City and Pitts-burg without ohange. A Mail train for New York leaves Harrisburg at 8:10 Å. M. and 2:55 P. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 Å. M. and

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 8:55 A. M. and 3:320 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7:30 A. M. and 3:40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 A. M. and 5:05 P. M. TICKETS. Through first class tickets and emigrant tickets to

TICKETS. Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one decading

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Potistown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Potistown Accommodation Trains, at reduced rates.

RAILROAD LINES. Sales at the Austion Rooms, Nos. 129 and 141 S. Fourth SUPERIOR HOUSEHOLD FURNITURE MIRRORS. FIRE HAIR MATTRESSES, FRATHER BEDS, OFFICE FURNITURE, HANNONE VELVET, BRUSSELS, AND OTHER CARPETS, 2000 On Thursday Morning. January 37, at 9 o'clock, at the saction rooms, by cals-logue, single assortioned of superior household furni-tore, wathous patient furniture, Franch plate manted mirrors, watches, bookeness, sideboard, actomion, orntre, and houses tables, hat stands, bounges, etageres, maperice office disks, and tables, fine hair mattersees fester beds, bolaters and subors, bink and some volvet, Bras, seis, and other carpets, etc. etc. Also, eleguest onk (axtension tables, handsomely parrod, lost fild. THOMAS BIRCH & SON AUCTION

with the

AUOTION BALES

M. THOMAS & SONS, NOS. 139 AND 148 B. FOURTH STREET.

Sale at the Auction Rooms, Nos. 130 and 141-8. Fourth

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 CHESNUT Street, rear entrance No. 1107 Sanson street.

CHESNUT Street, rear entrance No. LW Samon street. ASSIGNET'S SALE. Sale as No. 1014 Wainut street. HANDSOME HOUSERIOLD FURNTTURE, RLE. CANT MANTEL AND PIER MIRRORS, BIOH BRUSSELS AND OTHER CARPETS, SEWING MACHINES, STORE FIXTURES, WTO. Tan. 26, at 10 O'Clock, as No. 1014 Wainut street, will be comprising Brussels and other carpots; 2 French plate matel mirrora, wainut frames; 2 French plate pier mir-rora, wainut frames; is from plate pier mir-rora, wainut frames; is from plate mathies table; wainut chamber furniture; wardrobes; hair mat-tions, est of the Assignee, the house bold furniture, out etagere, mirror back; wainut contro tables, marble tops; bockcases; ideboard, marble top; extension diming table; wainut chamber furniture; wardrobes; hair mat-tions; fitchen furniture; call stoks; carlingerator, eds. Also, one buttonhole and sowing machine, made by Grower & Bake. Also, hangeme chandeliers, gas fixtures, etc. TORE FIXTUREF. Also, 2 wainut cases oddrawers, 3 wall cases, aseb doors, are cutting tables, etc. — Take, 2 wainut cases oddrawers, 5 wall cases, aseb doors, in the furtion of the suction store on Tues-are. — The furniture case be examined early on the morning eff

day. The furniture can be examined early on the morning of 124 25

Sale at No. 110 Chesnut street. SALE OF LADIFS' FANCY FURS, SLEIGH AND CARRIACE ROBES. On Thursday Morning. At 10% o'clock, at the anotion store, No. 1110 Chesnut street, will be sold a large assortment of sable, mink suble, Siberian squirrel, emins, grey and black Astra-chan sets, Angora trimmings, mult tassols, etc.; gents' fur collars and Astrachan cafe: black bear, wolf, and other sleigh and carriage robes. 125 36

MARTIN BROTHERS, AUCTIONEERS,-(Lately Salesmon for M. Thomas & Sons.) No, 529 OHESNUT Street, rear entrance from Milcor.

Sale at the Auction Booms. HANDSOME WALMUT HOUSEHOLD FURNITURE, ELFGANT MIRRORS, FIRE PROOF SAFES, CHINA AND GLASSWARE, ELEGANT PARLOR AND CHAMBER SUITS, BRUNSELS AND IN-GRAIN CARPETS, DESKS AND OFFICE FURNI-TURE, ELEGANT SIDEBOARDS, EXTENSION TABLAS, ETC. On Wedneeday Morning. January 26, at 10 o'clock, at the auction rooms, by cata-logue, a large and very excellent assortment of new and second hand household furniture, etc. 124 22

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

OFENING EPRING SALE OF 2000 CASES BOOTS, SHORS, HATS, ETC. On Tuesday morning, February 1, at 10 o'slock, on four months' credit, includ-ing men's, boys', and youths' call, kip, and buff leather boots: fine grain long log dress boots, Congress boots and balmorals: kip, buff, and polish grain brogans; women's, misses', and children's goat, morocco, kid, and enamelied balmorals: Congress gaiters; lace boots, lasting gait-ers, ankle-ties, traveling bags, metallic overshoes, etc. etc. 124.75

A. MCCLELLAND, AUCTIONEER,

NO. 1219 CHESNUT STREET.

Personal attention given to sales of Household Furni-

Personal attention given to sales of Household Furna-ture at dwellings. Public sales of Furniture at the Auction Rooms, No. 1219 OHESNUT Streeet, every Monday and Thursday. For particulars rece Public Ledger. [1 13 N. B.- A superior class of Furniture at private sale.

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESBOOMS. E. SCOTT, Jr., Auctiobeer, No. 1117 CHESNUT Street, (Girard Row).

C. D. MCCLEES & CO., AUCTIONEERS

BY BARRITT & CO., AUCTIONEERS CASH AUCTION HOUSE, [1] 245 No. 230 MARKET Street, corner of Bank street. Cash advanced on consignments without extra charge.

LIPPINCOTT, SON & CO., AUCTIONEERS, No. 340 MARKET Street.

HARDING'S EDITIONS

OF

THE HOLY BIBLE.

FAMILY, PULPIT, AND PHOTOGRAPH BIBLES,

Trenton. At 630, 5, and 10 A. M., 12 M., 2, 330, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco. At 630 and 10 A. M., 12 M., 830, 4 80, 6, 7, and 1130 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Figh House, 8 A. M. and 2 P. M. for Riverton. The 1130 P. M. Line leaves Market Street Ferry, (unner side). (upper side).

upper side). At 7:20 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 10:45 A. M. and 6 P. M. for Bristol. At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and

At 730 A. M., 230 and 5 P. M. for Morrisville and Tullytown. At 730 and 1045 A. M., and 230, 5, and 6 P. M. for Schenck's and Eddington. At 730 and 1045 A. M., 230, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Hoimesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 930 P. M. for Holmesburg and Intermediate stations. FROM west Full ABELPHIA DEFOR. Via Connecting Railway. At 7, 930 and 11 A. M., 120, 4, 645, and 12 P. M. New York Express Lines, via Jersey City. Fare, 8295.

At 1, 9 ork Express Lines, via 5 or 52. At 11 30 P. M., Emigrant Line, Fare, 52. At 13 0 P. M., Emigrant Line, Fare, 52. At 7, 9 30, and 11 A. M., 130, 4, 646, and 12 P. M., At 7, 9 30, and 11 A. M., 130, 4, 646, and 12 P. M., for

for Trenton. At 7, 9-30, and 11 A. M., 4, 6-45, and 19 P. M., for

Bristol. At 12 P. M. (Night), for Morrisville, Tuliviowa, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9-80 A. M., 6-45 and 12 P. M. Lines will run daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES.

RATTIN FROM KENSINGTON DEPOT. At 730 A. M. for Niagara Falla, Bunfalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Monirose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-tain, etc.

Scranton, Strondsburg, water Gap, Schooley S moun-tain, etc. A. 730 A. M. and 330 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 330 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 11 A. M. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and intermediate stations.

Intermediate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

PEMBERTON AND HIGH STOWN ROADS, FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2º15, 3°30, 5, and 6°30 P. M., and on Thursday and Saturday nights at 11°30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Halnesport, and Moust Holly. At 7 A. M., 2º15 and 6°30 P. M. for Lamberton and Mediord.

Mediord. At 7 and 10 A. M., 1, 3:30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-town, New Egypt, and Hornerstown. At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hights-town. WHLLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-

PHILADELPHIA, GERMANTOWN, AND NOE-RISTOWN RAILROAD. TIME TABLE, On and after MONDAY, Nov. 22, 1963. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9-95, 10, 11, 12 A. M., 1, 2, 8%, 3%, 4-95, 4-35, 5, 5%, 6, 6%, 7, 8, 9-20, 10, 11, 12 F. M.

P. M. Leave Germantown at 6, 655, 7%, 8, 820, 9, 10, 1050, 12 A. M., 1, 2, 3, 350, 4%, 5, 5%, 6, 6%, 7, 3, 9, 10, 11 P. M. The 820 down train and 3% and 5% up trains will

not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10%

Leave Germantown at 815 A. M., 1, 3, 6, and 9% P. M.

P. M. CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9'20, and 11 F. M. Leave Chesnut Hill at 7'10, 8, 9'40, 11'40 A. M., 1'40, 3%, 5'40, 6'40, 8'40, and 10'40 P. M. Con SUNDAYS. Leave Philadelphia at 9'15 A. M., 2 and 7 P. M. Leave Chesnut Hill at 7'50 A. M., 12'40, 5'49, and 9'25 P. M. FOR CONSHOHOCKEN AND NOPPLE

Leave Chesnut Hill at 150 A. M., 1240, 540, and 9425 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Fhiladelphia at 6, 7%, 9, and 1145 A. M., 1%, 3, 4, 4%, 5%, 6%, 805, 1005, and 113 P. M. Leave Norristown at 540, 6425, 7, 7%, 850, and 11 A. M., 1%, 3, 4%, 5%, 8, and 9% P. M. The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane. The 4 P. M. train from Philadelphia will stop only at School lane. Manavunk, and Conshohocken.

arrived at New York from Whampoa, China. after a voyage of one hundred and six days. The crew tell a thrilling tale of an encounter with pirates in the Canton river. In December, 1868, the Apenrade left Hamburg for Singapore, Siam, Bangkok, Hong Kong, Formosa, and Tam-Sui. When laden with five hundred and seventy tons of tea she sailed for New York, on the 21st of September last. On the 24th the vessel arrived within sight of Macao, and, as there were head winds and calm alternating, anchor was dropped in the outer roads off the latter The pilot was discharged close to Patol Island, and sail was subsequently made. At twilight the river swarmed with Chinese junks bound in from sea. As this was no infrequent occurrence, the circumstance was not noticed. Suddenly there was a deadcalm, and the vessel commenced drifting towards the lee shore. All sails were set, but to no effect, and as the captain was about again to anchor, a large junk ran across the Apenrade's stern. Suddenly she tacked, and approached within two lengths of the vessel, and bringing her broadside to the Apenrade she opened fire. Six guns poured in grape and cannister, which tore away the bulwarks and boats, smashing the upper works and scattering the splinters in every direction. In-stantly the pirate laid alongside the barque, whose crew were ready to receive the pirates, half a hundred of whom sprang from their concealment; and with revolvers in hand boarded the barque. The captain was shot in the breast, but after slightly recovering he was persuaded to ascend the mizzentop. The crew, being overpowered, fled to the main

and fore-chains, where they were discovered and guarded by the pirates. A seaman was killed, and the mate received a terrible wound upon the top of his head. After making inquiries for money and opium, the savages rushed into the cabin and stripped it of charts, quadrants, glasses, barometers, and \$28. Then they broke open the cargo, and with wonderful coolness began to pass half-chests of tea into their junk. While this was going on they caused the anchor to be dropped, and about 30 fathoms of chain payed out. When about 100 half-chests had been transferred to the junk a cry was raised that a steamer was in sight, which subsequently was ascertained to be a Canton river trader. The pirates then left, after stealing all the boats, and Captain Davidson at once, feeling that time was all-important, slipped cable, and as the wind fortunately began to freshen, made for Macao, where he arrived that night.

The vessel presented an awful sight. The lower part of the rigging and salls were cut and riddled in a hundred places by the pirate's guns, so that they were useless. The decks were charred by burning stink pots. All the arms used by the pirates were of the most improved manufacture

On the arrival of the Apenrade at Macao, the Portuguese authorities despatched the gunboat Camoes in search of the piratical junk, but re-

Turned without effecting any result. While the Apearade was en route for New York, the China agents of the vessel learned that the pirate was afterward taken by a Chinese inat the pirate was alterward taken by a Chinese gunboat commanded by an American named Edwards. It seems that the junk was over-hauled in the afternoon, and she was at once ordered to lie to. This not being done, a fight took place, and the pirates fought desperately, but they were finally forced to surrender. Many of them took to the water and attempted to swim for the shore, which was not far distant. It was found that some 18 or 20 of the pirates It was found that some 18 or 20 of the pirates had been killed; the bodies of seven or eight were found on the junk's deck.

From information received at Macao, whither the prize was towed en route to Canton, there is reason to believe that the junk combined coolie-catching with her other avocations. When encountered by the Chento, she was bound, according to the prisoners' statement, for the coast of Hainan, the well-known cruising ground of both pirates and kidnappers.

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Depot of Philadelphia, Wilmington, and Baltimore 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 only as baggage, and the company will not be respon-sible for an amount exceeding one hundred dollars, unless special contract is made for the same.

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JAMES C. WILSON, Agent Baltimore and Ohio R. R. Co. N. B. - On and after MONDAY, January 10, the rates to all points via Baltimore and Ohio route will be the same

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OILS. 1 195m No. 132 S. SHOOND Street. Leave Philadelphia at 9 A. M., 2%, 4, and 74 P. M. Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK.

FOR MANAYUNK. Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%, 3, 4, 4%, 5%, 6%, 8:05, 10:05, and 11% P. M. Leave Manayunk at 6:10, 6:35, 7%, 8:10, 9:20, and 11% A. M., 2, 5%, 5, 6%, 8:30, and 10 P. M. ON SUNDAYS Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. PLYMOUTH RAILROAD. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. 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. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent, dis-count, between any points desired, for families

int, between any points desired, for families

and firms. MILEAGE TICKETS.-Good for 2000 miles, be tween all points, at \$52.50 each, for families and

arms. SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at re-NORTH PENNSYLVANIA RAILROAD.-THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVA-NIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA.

Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD. Leave Philadelphia from New Depot, THIRTY. FIRST and CHESNUT Streets, 745 A. M., 1100 A. M., 230 P. M., 415 P. M., 440 P. M., 615 and 11:00 P. M., 230 P. M., 415 P. M., 440 P. M., 615 and 11:00 P. M., Leave West Chester from Depot, on East Market street, at 625 A. M., 800 A. M., 745 A. M., 10:45 A. M., 155 P. M., 450 P. M., and 655 P. M. Train leaving West Chester at 8:00 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:40 P. M. will stop at Me-dia, Glen Riddle, Lenni, and B. C. Junction. Pas-sengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for sta-tions above B. [C. Junction will take train leaving Philadelphia i 4:40 P. M., and will change cars at B. C. Junction.

B. C. Junction. The Depot in Philadelphia is reached directly by the Cheanut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its

ON SUNDAYS. Leave Philadelphia for West Chester at S-30 A. M.

and 200 P. M. Leave West Chester for Philadelphia at 755 A. M. and 400 P. M.

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 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 2'15 P. M.
FREIGHT TRAINS leave Philadelphia daffy at 4'35 A. M., 12'30 noon, 5 and 7'15 P. M., for Reading, Lebanon, Harrisburg, Potsville, Port Clinton, and points beyond.
BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot, Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIKTEENTH and CALLOWHILL Streets. GREAT LAKES, AND THE DOMINION OF CANADA. WINTER ARRANGEMENT. Takes effect November 22, 1869. Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-cepted), as follows:-At 5:00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads, At 1:45 F. M. (Express) for Bethlehem, Easton, Match Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton. At 5:00 F. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

and Mauch Chunk. For Doylestown at 845 A. M., 945 and 415 P. M. For Fort Washington at 730 and 1045 A. M., and 1.30 P. M. 1'30 P. M. For Abington at 1'15, 5'20, and 8, P. M. For Lansdale at 6'20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

Depot. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 2¹⁵, 4⁴⁰, and 8²⁵ P.M. From Doylestown at 8²⁵ A. M., 4³⁰ and 7³⁰ P. M. From Lansdale at 7³⁰ A. M. From Fort Washington at 9²⁵, 10³⁵ A. M., and 8¹⁰ P. M.

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3 10 P. M. From Abington at 3 35, 6 45, and 9 20 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9 30 A. M. Philadelphia for Doylestown at 2 P. M. Doylestown for Philadelphia at 7 00 A. M. Bethlehem for Philadelphia at 4 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, Nu. 106 S. FIFTH Street. 11 1 ELLIS CLARK, Agent. WILLIAM C. WHEELER, General Superintendent.

W EST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT. COMMENCING TUESDAY, SEPTEMBER 21, 1869. Leave Philadelphia, foot of Market street (Upper Ferry). at

Perry), at 15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate sta-

vinciand, Sweuescoro, and an intermediate stations.
8.15 P. M., Mail, for Cape May, Miliville, Vincland, and way stations below Glassboro.
8.30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.
8.30 P. M., Woodbury and Glassboro accommodation.

tion. Freight train for all stations leaves Camden dally, at 12 o'clock, noon. Freight received in Philadel, phia at second covered wharf below Walnut street. Freight delivery at No. 228 South DELAWARE Avenue. Commutation tickets at reduced rates between

Commutation tickets at reduced rates between Philadelphia and all stations. EATRA TRAIN FOR CAPE MAY.

(SATURDAYS ONLY.) Leave Philadelphia, 8:15 A. M. Leave Cape May, 1:10 P. M. WM. J. SEWELL, Superintendent, September 16, 1869

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