THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, NOVEMBER 3, 1870.

A NEW NEEDLE-GUN.

The San Francisco Chronicle of a recent date savs:-

"There was exhibited on Change yesterday a steel breech-loading needle-gun, the invention of A. F. Potter, of Oakland, which attracted much attention, and which is well worthy of notice. It is a light field-piece, weighing about 500 pounds, and was manu-factured at a foundry in this city. The im-provements are secured by three separate patents—one for the scale and manner of varying the range, one for the application of flanges to the steel conical ball, and one for the improvements in loading. This last is the one which, it is claimed, gives to the piece its chief merits. The main difficulty in the successful workings of breach-loading cannon has been found to consist in their expansion by the heat which is necessarily evolved from rapid firing. An ordinary breech-loader cannot be used after it has become heated, for the reason that the breechpin expands so greatly that it cannot be worked. This difficulty is obviated in this invention by making the breech-pin to consist of two parts, one revolving within the other, and so arranged that the expansion of each neutralizes the effect of the other. The patentee says he has tested its capacity to be worked under extraordinary heat, by firing it rapidly until it was as hot as firing could make it, and then heating it by means of a blow-pipe until it was sissing hot: and that it worked quite as freely when thus heated as at first. The charge consists of a conical steel ball, with three flanges extending from the rear several inches in length. These flanges have a slight twist, similar to the twisted rifle of a cannon; but the ball receives its rotary impulse from the pressure of the air on the flanges after it leaves the gun. The

spaces between the flanges, for a length of about two inches back of the ball, are filled with packing, which cleans the bore at every discharge. The powder is built on to the flanges the remainder of the length, completing the cartridge. In loading, the removal of the breech-pin is but the work of an instant. The cartridge is inserted, and the entrance closed by the breech-pin. This is supplied with a band of packing which completely closes the aperture, rendering the escape of gases almost an impossibility. The needle operates similarly to that of all needle-guns, and is so regulated that it can be inserted any length into the powder. In fastening the breech-pin after it is inserted the gunner has only to turn a slight lever, which develops two eccentric keys, throwing them into appropriate grooves in the bore, and holding the parts rogether like a vice. The ball of the piece on exhibition weighs four pounds. The bore is two inches and a half, and is smooth, so that at short range it can be used as a howitzer for the discharge of canister. It is furnished with a globe sight, which is adapted for a length of 400 yards. The leverage for regulating the range is simple and effective, and has a working range of twenty-six degrees.

Mr. Potter was last winter in Washington with one of his guns, which he subjected to a semi-official examination. The officers who were appointed to test small arms gave this gun a two days' trial, and were highly pleased with it. The fact that it cleaned itself excited particularly favorable comment. The inventor claims that it can be fired rapidly 200 times in succession without needing the sponge. He also claims that the same principles can be applied to a gun of any size. He has been at work developing his ideas nearly ten years. If experience should prove them to possess the merit which he claims ddition to for them, they will give material a the effectiveness of artillery. The gun will receive a thorough official test at Washington during the coming winter.

little streams of blood trickling down his sleek hide. As escape was hopeless, he be-came very savage. When I hit him again, he turned deliberately round and charged. He did this three times; but each time his gait was slower, and he threw himself along with greater difficulty. At last he pulled up: we also drew in the reins, but kept close enough to see everything distinctly. He shook his shaggy mane two or three times, and lashed his flanks angrily, as he looked around and saw us watching him. He walked a few yards further, and blood poured from his mouth and nostrils, then he laid quietly down and rolled over on his back, with his legs thrown up in the air. We sent a bullet, for precaution, through his heart, and in a few moments our knives were out of their sheaths, and our delighted horses were burying their nostrils in his matted mane.

HOME OF THE POET BRYANT .- Like the historian Prescott, Mr. Bryant has three residences-a town house and two country houses. One of these is in the picturesque village of Roslyn, Rhode Island, and com-mands a view which in its varied aspect takes in a mingled scene of outspreading land and water. His residence is an ancient mansion, embosomed in trees and vines-a great, ample dwelling-place in the lap of the hillsbuilt by Richard Kirk, in 1781. This place has been the resort of many distinguished men of letters and of men of art-of travellers and of statesmen who have gone thither to pay their respects to the sage, philosopher, and poet. They have always received a cordial welcome, and enjoy the purity of taste and simplicity of manner which preside over the hospitable mansion. Here the venerable host enjoys the society of his chosen friends. and retires for a season from the exacting duties and turmoils of a daily editorial life.

Walking on a sunny October afternoon with the poet over his loved domain, he pointed out a young Spanish chestnut tree laden with nuts, and, springing lithely on a fence despite his seventy-five summers, caught an open burr hanging from one of the lower branches, opened it, and jumping down with the agility of a youth, handed his city guest the contents, consisting of two as large and beautiful chestnuts as we ever saw in Europe. Why this nut is not more generally grown in this country is a mystery which Mr. Bryant could not explain. The Madeira nut and pecan are also successfully cultivated at Cedar Mear. About a quarter of a mile distant from the mansion, the poet pointed out a black walnut which first made its appearance above ground in 1713, and has attained a girth of twenty-five feet and an immense breadth of branches. Every year it strews the ground around its gigantic stems with an abundance of nuts of the finest kind. In one of Bryant's poems this noble black walnut tree-the poet's especial pride-is mentioned. He savs:-

"On my cornice linger the ripe black grapes ungathered ; Children fill the groves with the echoes of their glee,

Gathering tawny chestnuts, and shouting beside them Drops the heavy fruit of the ta'l black-walnut tree."

The taste displayed by the poet in the se-lection and adornment of his residence at Roslyn is more than equalled by the affection and veneration which have prompted him to purchase the old homestead of his family at Cummington, Mass. This is a venerable mansion, situated in the region of the Hampshire Hills and 15 a spot which nature ha surrounded with scenes fit to awaken th early dreams of the poet and to fill his sou with purest inspirations. If the midst o such scenes the young singer received hi earliest impressions, and descriptive of ther he has embodied some of his most cherishe

RAILROAD LINES.

1870. -FOR NEW YORK-THE OAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places. FROM WALNUT STREST WHARF. At 6'20 A. M., Accommodation, and 2 P.M., Ex-press, via Camden and Amboy, and at 8 A. M., Ex-press Mail, and 8:30 P. M., Accommodation, via Camden and Jersey City. At 6 P. M., for Amboy. The Intermediate stations. At 6'30 A. M. and 2 P. M. for Farmingdale. At 6'30 A. M., 2 and 3'30 P. M. for Freehold. At 6 and 10 A. M., 12 M., 2, 3'80, and 6 P. M. for Trenton.

Trenton. At 650, 8, and 10 A. M., 13 M., 2, 8:39, 5, 6, -7, and 11:30 P. M. for Bordentown, Florence, Bur-lington, Heverly, Delanco. and Riverton. At 6:36 and 10 A. M., 12 M., 3:30, 5, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyrs. At 6:30 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M. for Fish House. The 11:30 P. M. line leaves from Market Street Ferry (upper side).

The II'so P. M. the leaves from market setter Ferry (upper side). BEOM WEST PHILADMLPHIA DEFOT. At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New York Express Lines, and at 11:30 P. M., Emigran York Express Lines, and at 1:30 P. M., Emfgran Line, vin Jersey City. At 7 and 9:30 A. M., 12:45, 6:45, and 13 P. M. for Trenton and Bristol. At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Brideeburg, and Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others Sundays excepted. Sunday Lines leave at 9:30 A. M., 6:46 P. M., and 12 night.

12 night. BROM KENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trentop nd Bristol, and at 10:45 A. M. and 5 P. M.(and Bristol.

Bristol. At 7:30 A. M., 2:30, and 5 F. M. for Morrisvil and Tullytown. At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M.() Schenck's. Eddington, Cornwells, Torresdale, an Holmesburg Junction. At 7 A. M., 12:30, 5:16, and 7:30 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 and 10:46 A. M., 12:30, 2:30, 6:16, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford. P. M. for 'Frankford.

Frankford. VIA BELVIDERE DELAWARE RALROAD. At 730 A. M. for Niagara Falls, Buffalo, Dun-Mirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wikkesbarre, Schooley's Mountain, etc. At 7 30 A. M. and 8:30 P. M. for Soranton, Stroudsburg, Water Gap, Belviders, Easton, Lam-bertville, Flemington, etc. The 8:30 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. FROM MARKET STREET FREEX (UPPER SIDE).

FROM MARKET STREET FERRY (UPPER SIDE),

VIA NEW JERSEY SOUTHERN RAILBOAD At 11 A. M. for New York, Long Branch, and intermediate places.

intermediate places. VIA CAMDEN AND BURLINGTON COUNTY RAILROAD. At 7 and 11 A. M., 1, 230, 3:30, 5, and 6:30 F. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 7 A. M., 2:30 and 6:30 P. M. for Lumberton and Medford. At 7 and 11 A. M., 5:30, 5, and 6:30 F. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberten.

Pemberten.

At 7 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hightstown. Oct. 17, 1870. WM. H. GATZMER, Agent. WM. H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870. The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET 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 ene square of the

Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 118 Market street, will receive attention.

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RAILROAD LINES.

DEADING RAILROAD-GREAT TRUNK LINE

R EADING KAILEDAD-GREAT TRUNK LINK R from Philadelphia to the interior of Penn-sylvania, the Schuyikill, Susquehanna, Oumber-land, and Wyoming Valleys, the North, North-west, and the Carsadas. WINTER ARRANGEMENT Of Passenger Trains, Oct. 31, 1870. Leaving the Company's Depot at Thirteenth and Oallowhill streats, Philadelphia, at the following bours:-

for Williamoport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Oentral, Cumber-land Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Cham

bersburg, Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 320 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Read ing and Columbia Railroad trains for Columbia, etc POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 626 A. M., stopping at in-termediate stations; arrives in Philadelphia at 8400 A. M. Returning, leaves Philadelphia at 400 P. M.; arrives in Pottstown at 616 P. M. READING AND POTTSVILLE ACCOMMODA TION. Leave Pottsville at 540 A. M. and 420 P. M., and Reading at 540 A. M. and 425 P. M. stopping at

Reading at 7 30 A. M. and 6 35 P. M., stopping at all way stations; arrive in Philadelphia at 10 20 A. M. and 9 25 P. M.

Returning, leaves Philadelphia at 5-15 P. M.; ar-rives in Reading at 7-55 P. M., and at Pottsville at 9'40 P. M. Morning Express trains for Philadelphia leave Harrisburg at \$'10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 2'50 P. M., and Pottsville at 3'10 P. M., arriving at Philadelphia at

'00 P. M.

7.00 P. M. Harrisburg Accommodation leaves Reading at 7.16 A. M. and Harrisburg at 4.10 P. M. Connect-ing at Reading with Afternoon Accommodation south at 6.26 P. M., arriving in Philadelphia at 9.26 P. M. Market train, with a passeeger car attached, leaves Philadelphia at 12.50 noon, for Reading and all way stations; leaves Pottsville at 5.40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations. All the above trains run daily. Sundays er-

All the above trains run daily, Sundays ex-

Sunday trains leave Pottsville at 8 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. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Bailreads. Railroads.

Railreads. CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points, take the 7:80 A. M., 12:80, and 4:00 P. M. trains from Philadelphia. Returning from Down-ingtown at 6:20 A. M., 12:45, and 5:15 P. M. PERKIOMEN RAILROAD. PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, re-turning from Schwenksville at 6:45 and 8:06 A. M., 12 45 noon, and 4:15 P. M. Stage lines for various points in Perklomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILBOAD. Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:25 A. M.

7.60 and 11.25 Å. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leave New York at 9.00 Å. M. and 5.00 P. M., passing Reading at 1.45 and 10.05 P. M., and con-necting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc.

more, etc. Returning Express train leaves Harrisburg on Pitteburg at Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pitteburg at 5°35 A. M. and 8°50 A. M., passing Reading at 7°23 A. M. and 10°40 A. M., arriving at Now York 12°05 noon and 8°50 P. M. Sleeping cars accompany those trains through between Jersey Oity and Pitteburg without change. A Mail train for Now York leaves Harrisburg at 8°10 A. M. and 2°50 P. M. Mail train for Harris-burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottaville at 6°50 and 12°30 A. M.

Trains leave Pottsville at 6'80 and 11'80 A. M. and 6'50 P. M., returning from Tamaqua at 8'86 A.

RAILROAD LINES.

STOCK OF ELEGANT CABINET FURNITURE, Manufactured by John A. Henkels. On Friday Morning, November 4, at 10 o'clock, at Nos. 1002 and 1004 Arch street, by catalogue. This stock comprises a full and general assortment of first-class furniture, in oil, varnish, and ebony finish, manufactured by Mr. John A. Henkels expressly for his wareroom sales, and warranted. Sale peremptory, Mr. Henkels about removing to Thirteenth and Chesnut. 10 29 55

AUD FION SALES,

M. S. FOURTH STREET. NOS. 189 AND 141

Sale No. 725 N. Twontieth street. NEAT HOUSEHOLD FURNITURE, FINE VELVET, VENETIAN, AND OTHER CARPETS, ETC. On Friday Morning, Nov. 4, at 10 o'clock, by catalogue, the nea wainut parlor, dining-room, and cottage chambe ' furniture, large walnut writing deak, fine velvet, Veretian, and other carpers, china, glassware, and cooking utensils. Also, superior Wheeler & Wilson sewing machine.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; resr entrance No. 1197 Sansom street.

furniture made to order. Also, 2 reception chairs to match. Also, 1 large and 1 small table.

wines and liquors.

rag carpetings, etc.

rooms.

furs, etc.

Harness. 10 19 tf

2600 pounds colored carpet warp.

Also, 6 leather covered chairs. PIANO FORTES. Also, 5 rosewood and ma-

WINES AND LIQUORS.-Also, an invoice of

BUNTING, DURBOROW & CO., AUCTIONEERS, Bank street. Successors to John B. Myers & Co.

SPECIAL SALE OF GERMAN COTTON HOSIERY,

Shirts and Drawers, Clothing, Suspenders, Gar-ters, Gents' Furnishing Goods, etc. On Friday Morning,

November 4, at 10 o'clock, on four months' credit,

embracing Full lines men's, women's, and children's bleached, Full lines men's, women's, and children's bleached, brown, and mixed hose, baif and three-quarter hose,

Full lines merino undershirts and drawers, sus-

Penders, garters, umbrellas, ctc. A stock of ready-made clothing and piece 11 2 2t

LARGE SALE OF CARPETINGS, OIL CLOTHS,

ETC. ETC. On Friday Morning, November 4. at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cot-tage, and rag carpetings, etc. Also, 2600 pounds colored carpet warp.

LARGE SALE OF CARPETINGS, OIL CLOTHS, ETC. ETC. On Saturday Morning, Nov. 5, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and

Also, black and colored velvets and satins. 11 3 3t

PEREMPTORY SALE OF A LARGE COLLECTION OF CHOICE ENGRAVINGS, EMBRACING MANY CELEBRATED PROOFS,

November 10, at 7% o'clock, at the auction 11 2 St

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

FURS, FURS, FURS, Seventh large trade sale of American and imported

On Friday Morning,

Also, 150 wolf, fox, bear, Angora, buffalo and other robes. 10 29 5t

CONCERT HALL AUCTION ROOMS, No. 1919 CHESNUT Street. T. A. MCOLELLAND, AUCTIONERE. Personal attention given to sales of household fur-

niture at dwellings. Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thurs-

day. For particulars see "Public Ledger." N. B.-A superior class of furniture at private sale

J O S E P H P E N N E Y AUCTIONEER, NO. 1207 CHESNUT PTREET. (6 25 th

CITY BAZAAR AND TATTERSALL'S, No. 1126 RACE Street. Regular Auction Sale of Horses, Wagons, Har-ness, Etc., every Thursday, commencing at 10 o'clock A. M. No postponement on account of the

OUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Le-coultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers

and Forks, Razor Strops, Cork Screws, etc. Ear in-

struments, to assist the hearing, of the most ap-proved construction, at P. MADEIRA'S, No. 115 TENTH Street, below Chesnut.

EASTOR AND COMMISSION MERCHANTS, SHIPPING AND COMMISSION MERCHANTS, No. 5 COENTIES SLIP, New York, No. 6 W. PHATT STREET, Baltimore. We are prepared to ship every description of Freight to Fhiladelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest soutce.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufao-turers' Drier Feits, from thirty to seventy all inches, with Paulins, Belting, Sail Twine, etc. JOHN W. EVERMAN, No. 10 UHURCH Street (City Stores).

M'MAHON.

EASTON & MCMAHON,

Nov. 4, at 10 o'clock. ROBES, ROBES.

11 3 3t

RAILROAD LINES. DHILAPELPHIA, WILMINGTON- AND BAL-TIMORE RAILROAD.-TIME TABLE. COMMENCING MONDAY, JUNE 6, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:-Way Mail Train at 8:30 A. M. (Sundayseccepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Chayton with Smyrna Branch Railroad Line, at Chayton with Smyrna Branch Railroad Line, at Chayton with Smyrna Branch Railroad, at Seaford with Dorohester and Delaware Rail-road, at Delamar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomeke Rail-road.

at Salacury with Wicomico and Pocomoke Rall-road. Express Train at 11.45 A. M. (Sundays excepted), for Haltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmington with train for New Castie. Express Train at 4 P. M. (Sundays excepted), for Battimore and Washington, stopping at Chestor, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11'80 P. M. (Daily), for Balti-

Night Express at 11'80 P. M. (Dally), for Balti-more and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia.

man's, and Magnolia. Passengers for Fortress Monros and Norfolk will take the 11-56 A. M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11-90 A. M., 2-30, 5-00, ant 7-00 P. M. The 5-00 P. M. train connects with Dela-ware Railroad for Harrington and intermediate stations.

Sale No. 1110 Chesnut street. ELEGANT WALNUT AND PLUSH PARLOR SUITS, Handsome Oiled Walnut Chamber Suits, Rosewood Piano-fortes, French Piate Mantel and Pier Mirrors, Velvet, Brussels, Ingrain, and Venetian Carpets; Feather Beds, Bolsters and Pillows, Spring, Hair, Husk, and Straw Mat-tresses; China Tollet Sets, Silver-plated Ware, Ivory Handle Table Cutlery, Paintings, Engrav-ings, China, Gisseware, Etc. On Friday Morning, At 9 o'clock, at No 1110 Chesnut street, will be sold, a large assortment of well-made furniture for the parlor, chamber, library, and dining-room; also, large and small mirrors; carpets of all kluds; furni-ture from families, etc. ture from families, etc. LARGE MIRROR.-At 1 o'clock, will be sold, one

ware Hailroad for Harrington and intermediate stations. Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Fnliadelphia. The 7:15 P. M. train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 6:45 A. M. and 4:00 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Cen-ral Failroad. walnut frame glass, with three mirrors. TO BE SOLD, On account of whom it may concern. At 1 o'clock, will be sold, one suit of plush parlor

ral Railroad.

ral Railroad. From Baltimore to Philadelphia.—Leave Balti-more 7-25 A. M., Way Mail; 9-09 A. M., Express; 2:35 P. M., Express; 7:25 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, Lin-wood, and Chester. wood, and Chester.

wood, and Chester. On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, Through tickets to all points West, South, and

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chemut 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, GERMANTOWN AND NOR-RISTOWN RAILROAD. TIME TABLE. On and after WEDNESDAY, November 2, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 8%, 9:05, 10, 11, 12 A. M., 1, 2, 2%, 3%, 3%, 4:05, 4%, 5:06, 5%, 6, 6%, 7, 8, 9, 10:05, 11, 12 P. M.

Leave Germantown 6, 0.55, 7%, 8, 8:20, 9, 914, 10, 11, 12 A. M., 1, 2, 8, 8%, 4, 4%, 6, 814, 6, 634, 7, 8, 9, 10, 11

P. M. The 8-20 and 9½ down train, and 2½, 8½, and 5½ up trains, will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9½ A. M., 2, 406, 7, and

10% P. M. Leave Germantown at 8% A. M., 1, 8, 6, and 9% P. M. CHESNUT HILL RAILROAD.

OHESNUT HILL RAILROAD. I cave Philadelphia 6, 8, 10, and 12 A. M., 2%, 8% 5%, 7, 8, and 11 P. M. Leave Chessut Hill 7'10, 8, 9'10, and 11'40 A. M., 1'40, 3'40, 6'40, 6'40, 8'40, and 10'40 P. M. ON SUNDAYS. Leave Philadelphia at 9% A. M., 2 and 7 P. M. Leave Chessut Hill at 7'50 A. M., 12'40, 6'40, and 2'50 P. M.

Passengers taking the 6.55, 9 A. M., 61 & 11 P. M.

trains from Germantown will make close connec-tions with the trains for New York at Intersection

Station. FOR UONSHOHOUKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%, 8, 4, 5, 5%, 6%, 8°08, 10, and 11% P. M. Leave Norristown 5%, 6°28, 7, 7%, 8°50, and 11 A. M., 1%, 8, 4%, 6%, 8, and 9% P. M. ON SUNDAYS. Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M. Leave Norristown 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK.

LARGE AND ATTRACTIVE SPECIAL SALE OF 800 CARTONS PARIS BONNET AND SASH RIBBONS. Included in our sale MONDAY NEXT, 7th inst., by order of Messrs. Kutter, Luckmyer & Co., impor-tation of Messrs. Soleliac Freres, full line corded-edge taffetas, all-boiled colored taffetas, black and colored gross grain, colored and black satin, com-plete line all-boiled taffetas, and 100 cartons sash ribbons, richest styles of black and colored Scotch plaid and broche, just landed. Also, black and colored velvets and satins. 11 3 St

LARGE SALE OF FRENCH AND OTHER EU-KOPEAN DRY GOODS, On Monday Morning, Leave Norristown 7 A. M., 1, 5%, and 9 P. M. FOR MANAY UNK. Leave Philadelphia 6, 7%, 9, and 11.05 A. M., 1%, 3, 4, 5, 5%, 6%, 806, 10, and 11% P. M. Leave Manayunk 6, 655, 7%, 810, 920, and 11% A. M., 2, 8%, 5, 6%, 8%, and 10 P. M. ON SUNDAYS. Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk 7% A. M., 1%, 6% and 9% P. M. Leave Manayunk 7% A. M., 1%, 6% and 9% P. M. Leave Philadelphia 5 P. M. Leave Philadelphia 5 P. M. Leave Philadelphia 5 P. M. The 7% A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. Passengers taking the 7, 905 A. M., 6% & 12 P. M. November 7, at 10 o'clock, on four montha' redit. 11 1 5t credit. SALE OF 2,000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, HATS, ETC. On Tuesday Morning, 11 2 St November S, at 10 o'clock, on four months' credit, MARTIN BROTHERS, AUCTIONEERS.-(Lately Salesmen for M. Thomas & Sons) No. 704 Chesnut st., rear entrance from Minor.

A BUFFALO FIGHT.

Mr. William A. Bell, in his recently pub lished book, "New Tracks in North America, gives the following lively description of a buffalo fight:---

Soon after sunrise our train of wagons moved slowly past Fort Hayes. We had gained greatly in strength since our last day's march; the twenty wagons had increased to forty-seven, and the cavalry, which flanked us on the right in the form of a little square, with flag flying gayly in the centre, added im-mensely to the dignity of our march. The day before I had picked up a very good nag, a chestnut-sorrel mare, nearly thoroughbred, a chestnut-sorrer mare, hearly thoroughbred, whose master had given up all hopes of get-ting her safely to Denver. I was trying her paces, and wishing for a gallop over the short, elastic sod, when suddenly I spied four fine buffalo throwing themselves along, and bearing straight down upon us as fast as their awkward legs could carry them. Borrowing an additional revolver, I darted off, and found that a rival in the field, who was pressing them hard in the flank, was the original cause of their flight. Singling out the one to the extreme left, a tough old bull, I made straight for him, Colt in hand, cocked and ready. As soon as he saw a fresh enemy approaching he stopped, surveyed the position for an instant, jerked his huge head to one side, which seemed to swing his body round, and rushed off in the opposite direction. I was soo alongside, watching his every movement.

What curious freaks of nature these North American buffalo are! The small hind-quarters look out of all proportion to the massive strength of the shoulders and chest; smooth, and apparently shaven, like the back of a French poolle, they do not seem to belong to the same animal. The hind legs are small and stand close together; the fore legs thick, and stand close together; the fore legs thick, short and far apart. Between them the huge head hangs low. It is completely covered with long shaggy hair, matted together, which hides the features, and only allows the tips of the crescent-shaped little horns to appear. Thick hair, for the most part, conceals the hump from sight, but both add immensely to the massive effect of the fore part of the body. The little corkscrew tail ends in a tuft. My antagonist keep lashing his naked flanks, while at moments I could see, by the sideward toss of his head, that he was having a look at me, though his eyes were completely hidden by the hair. My first shot, I presume, passed harmlessly over his back; with my second, from the distance of half a dozen yards, I planted a ball in his side, but too high up to take immediate effect. He threw himself angrily round for an instant, and off nimself angrily round for an instant, and on swerved the mare; for she evidently knew her friend and his habits well. He did not change, however, but made straight for Little Big Creek, which was swollen to a deep tor-ent by the heavy rains of the previous week. ent by the heavy rains of the previous week. My companion in the chase, who had with his last shot brought down the fat cow he was following, then dashed by and planted a second ball in the brute's carcass. The ball did not, however, lessen his speed. Just before he dashed into the creek, f came up again and gave him his third bullet. The crossing he had chosen was very miry and too full of timber for our horses; so we entoo full of timber for our horses; so we en-tered the stream a little higher up. It was very deep and rapid, and we had some diffi-culty in swimming across. When we caught up to our buffalo again he was a good deal exhausted, and we could plainly see three

and beautiful home-endearing poetry. DIGESTION AND PARADISE. -Ah! talk of bless-

ings! What a "blessing is digestion! To digest! Do you know what it means? It is digest! Do you know what it means? It is to have the sun always shining, and the shade always ready for you. It is to be met with smiles, and to be greeted with kisses. It is to hear sweet sounds, to sleep with sweet dreams, to be touched ever by gentle, soft, cool hands. It is to be in Paradise. Adam and Eve were in Paradise. Why? Their di-cestion was good. gestion was good. Ah! then they took liber-ties, ate bad fruit—things they could not digest. They what we call ruined their constitutions, destroyed their gastric juices, constitutions, destroyed their gastric juices, and then they were expelled from Paradise by an angel with a flaming sword. The angel with the flaming sword, which turned two ways, was indigestion. There came a great indigestion upon the earth because the cooks were bad, and they called it a deluge. Ah! I thank God there is to be no more deluges-all the evil comes from this. "Macbeth could not sleep. It was the supper, not the murder. His wife talked and walked. It was the supper again. Milton had a bad digestion, because he was always so cross; and your Carlyle must have the worst digestion in the world, because he never says any good of anything. Ah! to digest is to be happy. Be-lieve me, my friends, there is no other way not to be turned out of Paradise by a fiery, two-handed, turning sword.-Trollope.

RAILROAD LINES.

d	NEW JER	SEY SOUT	HERN RA	ILROAD	LINE.
n	BETWEEN	Contraction of the second second	AND U A AN	Contraction of the second	

An ACCOMMODATION TRAIN in the morning

AN EXPRESS TRAIN

AN EXPRESS TRAIN in the Afternocon from each end of the route, THE EXPRESS TRAIN will be furnished with SPLENDID PALACE CARS, NO CHANGE OF CARS BETWEEN PHILADELPHIA AND SANDY HOOK, ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH. ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:-

ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:--LEAVE NEW YORK, from Pier No. 28 NORTH River, foot of Murray street, at 6:45 A. M. Accommodation and 4:30 P. M. Ex-press. LEAVE PHILADELPHIA, from foot of WALNUT Street, at 7:00 A. M. Accom-mogation and 3:30 P. M. Express. The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unsqualled accommodations, and will make the connection between New York and Sandy Hook. Passengers by this route can be served with

6 37 C. L. KIMBALL, Superintendent, WEST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY. ON AND AFTER MONDAY, October 17, 1870, Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:--FROM PHILADELPHIA For West Chester at 745 and 11.20 A. M, 2.30, 6.15, and 11.30 P. M. Stops at all stations. For West Chester at 440 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted). For B. C. Junction at 4.10 P. M. Stops at all sta-tions.

tions. FOR PHILADELPHIA From West Chester at 6'30 and 10'45 A. M., 1'55, 4'55, and 6'55 P. M. Stops at all stations. From West Chester at 7'55 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted). From H. C. Junction at 5'49 A. M. Stops at all methods.

Stationa. ON SUNDAY-Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and

W. C. WHEELER, Superintendent. 1014

TRAINS ARRIVE AT DEPOT. Cincinnati Express . . . 8.10 A. M.

Oldelinger Express				- 18			A *	1.11	
Philadelphia Express				•		6.30	Δ.	M.	
Erie Mail		10.11	141		. 1	6-80	Δ.	M.	
Paoli Accommodat'n,	WW A.	M.	& 3	30	å	6-40	P .	M.	
Parkesburg Train .			1.1	99		9.00	A.	M.	
Fast Line and Buffalo	Expres	18 .	24		1	9.85	A.	M.	
Lancaster Train .				2	. 1	1.00	A.	M.	
		÷.,				6.40			
Lock Haven and Eimi	ra Exp	TOSS	i –			9.40			
Pacific Express			1.1		. 1	2.20	P.	M.	
Harrisburg Accommo	dation	1.01	- T.			9.40			
For lurther informa	tion ap	ply	to	1			0.7		
TOTAL D VAND	TEPD .	T.	740	100		1 mar			

JOHN F. VANLEER, JR., Ticket Agent.

		No. 901 CHESNUT Street.
		FRANCIS FUNK, Ticket Agents
	10.1	No. 116 MARKET Street.
		SAMUEL H. WALLACE.
		Ticket Agent at the Depot.
The	Pennsy	Ivania Railroad Company will not
		sk for Baggage, except for Wearing

The Fennsylvania Rangage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. A. J. CASSATT, 4 29 General Superintendent, Altoona, Pa.

	Constant Superintenet alloving 1 as
DHIL	ADELPHIA AND ERIE RAILBOAD
1	SUMMER TIME TABLE.
On an	d after MONDAY, May 30, 1870, the trains
on the	Philadelphia and Erie Railroad run as
follows	from Pennsylvania Railroad Depot, West
Philadel	
I MILLOUD	WESTWARD.
MAT. T	RAIN leaves Philadelphia . 10.20 P. M.
man	" williamsport - 8 00 A. M.
	arrives at Erio 7.40 P. M.
DIFF	XPath S leaves Philadelphia 10.50 A. M.
ERIE E	Williamsnort . 8:15 P M
	Willionspire . 0 to L. DL
and the second sec	arrives at Erio - 7.25 A. M.
EFDUIW	A MAIL leaves Philadelphia . 7:50 A. M.
The second second	" arrives at Look Haven 7-20 P. M.
* 11DE	CAGLE MAIL leaves Williams-
	port 1.80 P. M.
	arrives at Lock
	Haven · · 2.45 P. M.
	EASTWARD.
MAIL T	RAIN leaves Erie
51	" Williamsport - 9:25 P. M.
45	arrives at Philadelphia 6.20 A. M.
RRIER	XPRESS leaves Erie 9'00 P. M.
	WILLIGHIGPOIL 0.10 A. HL
64	arrives at Philadelphia 5'30 P. M.
KT.MITR.	A MAIL leaves Williamsport . 9 46 A. M.
Particular and	" arrives at Philadelphia 9 50 P. M.
DURRA	TO FYP, leaves Williamsnert 12-95 A. M
DUITA	LO EXP. leaves Williamspert 12 25 A. M. "Harrisburg - 5 20 A. M.
	" arrives at Philadelphia 9-26 A. M.
DATOT	SAGLE MAIL Paves L. Haven 11-36 A. M.
BUTD 1	" " arr. Williamsp't 19-50 P. M
BALDI	EAGLE EX. leaves Look Haven 9:35 P. M.
	" " arr. Williamsport 10.50 P. M.
Expre	as Mail and Accommodation, east and west,
connect	at Corry, and all west bound trains and
Mail an	d Accommodation east at Irvincton with
Oil Cree	and Allegheny River Railroad.
Contra Section	WM. A. BALDWIN,
	General Superintendent.
	PHILADELPHIA AND BALTIMORE CEN-
THE .	TRAL RAILROAD.
And a second second	
1.1	CHANGE OF HOURS.
On an	d after MONDAY, April 4, 1870, trains will
rnn ss fe	ollows:
LEAV	E PHILADELPHIA, from depot of P., W. R. Company, corner Broad street and Wash-
AB.R.	R. Company, corner Broad street and Wash-
IN OTOD &	Venne
Box De	COM DEPOSIT ST TA. M. AND 490 P. M.
For O	XFORD, at 7 A. M., 4 80 P. M. and 7 P. M.
For (XFORD, at 7 A. M., 4 20 P. M. and 7 P. M. HADD'S FORD AND CHESTER CREEK
RRA	TA. M., 10 A. M., 930 P. M., 430 P. M., and
TP.M.	The second
Train	leaving Philadelphia at 7 A. M. connects at

Train leaving raise upins at 7 A. M. Connects at Port Deposit with train for Baltimore.
 Trains leaving Philadelphis.at 10 A. M. and 430 P.
 M., leaving Oxford at 606 A. M., and leaving Port Deposit at 945 A. M., connect at Chadd's Ford Junc-tion with WILMINGTON & READING R. E. 41

and e⁵⁰ P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4 60 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:05 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3:40 P. M., from Brookside at 3:45 P. M., and from Tremont at 6:25 A. M. and 5:05 P. M. TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West

to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Trains, Reading and Pottstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and intermediate stations by Reading and Pottsville and Pottstown 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. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

discount, between any points desired, for families and firms. MILEAGE TICKETS.-Good for 2000 miles, be-tween all points, at \$47.00 each, for families and firms. SEASON TICKETS.-For one, two, three, six, pine, 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 tlekets at half fare. EXOURSION 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. streets. FEBIGHT.-Goods of all descriptions forwarded

FEEIGHT.-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 daily at 435 A. M., 12'30 noon, 5 and 7'16 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond. BAGGAGE.-Dungan's Express will collect hage age for all trains leaving Philadelphia Depot.

bactorade.-Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and OALLOW-HILL Streets.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD.-CHANGE OF HOURS. On and after MONDAY, October 3, 1870, trains will run as follows:-Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Wash-

of P. W. & B. R. R., corner Broad street and Wash-ington avenue:-For Port Deposit at 7 A. M. and 4:30 P. M. For Oxford at 7 A. M., 4:30 P. M., and 7 P. M. For Oxford Saturdays only at 2:30 P. M. For Oxford Saturdays only at 2:30 P. M. For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4:30 P. M., and 7 P. M. Saturdays only 2:30 P. M. Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore. Trains leaving Philadelphia at 10 A. M. and 4:30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Wilmington and Reading Railroad. Trains for Philadelphia leave Port Deposit at 9-25 A. M. and 4-25 P. M., on arrival of trains from Balti-

A. M. and 425 P. M., On arrival of the second secon

WEST JERSEY RAILBOADS

WEST JERSEY RAILROADS, FALL AND WINTER ARRANGEMENT; COMMENCING MONDAY, SEPTEMBER 19, 1870, Trains will leave Philadelphia as follows:--From foot of Market street (upper ferry), S15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vinciand, Millville, and way stations. 1145 A. M., Woodbury Accommodation. 3:16 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations. 5:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations. 5:30 P. M., Accommodation for Woodbury, Glass-boro, Clayton, and intermediate stations. Freight Train leaves Camden daily, at 12 M. WILLIAM J. SEWELL, Superintendent.

CHANGE OF DAY. Our Regular Weekly Sales at the Auction Rooms will hereafter be held EVERY MONDAY.

Lane. Passengers taking the 7, 905 A. M., 614 & 12 P. M. trains from Ninth and Green streets will make close connections with the trains for New York at In-tersection Station. The 514 A. M. 1214 and 5 P. M. trains from New York stop at Intersection Station. 6 20 W. S. WILSON, General Sup't.

N ORTH PENNSYLVANIA RAILROAD-N THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALO, CORRY, ROOHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. SUMMER ARRANGEMENT. Takes effect May 10, 1870. Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:-700 A. M. (Accommodation) for Fort Washing-ton.

ton. At7-35 A.M. (Express), for Bethlehem, Easton, Al-lentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahanoy City, Harloton, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL-WAY for Buffalo, Ningara Falls, Rochester, Cleve-land, Ohicago, San Francisco, and all points in the Great West. § 25 A. M. (Accommodation) for Doylestown. § 45 A. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Esser Railreads.

Mountain, and N. J. Central and Morris and Esser
Mountain, and N. J. Central and Morris and Esser
Halireads.
H A. M. (Accommodation) for Fort Washington
1.45 3 30, and 5.20 P. M., for Abington.
1.45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hasleton.
2.30 P. M. (Accommodation) for Doylestown.
At 3.20 P. M. (Bethlehem Accommodation) for
Bethlehem, Easton, Allentown, Coplay, and
Mauch Chunk.
4.15 P. M. (for Bethlehem, Easton, Allentown,
6.00 P. M. for Bethlehem, Easton, Allentown,
and Mauch Chunk.
6.20 P. M. (Accommodation) for Lansdale.
8.00 and H.20 P. M. (Accommodation) for Fort
Washington.

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

o'clock A. M. No postponement on account of weather. Gentlemen's private establishments disposed of at public or private sale to the best advantage, and a general assortment of Hoises, Carriages, Harness, Etc., to suit the need of all classes of purchasers, constantly on hand. Carriages taken on Storage. Superior Stabling for Horses on sale or at livery. Outside Sales solicited and promptly attended to. Liberal advances made on Horses, Carriages, and Horses, Carriages, and Liberal advances made on Horses, Carriages, and Horses, Karriages, and Horses, Karriages, Alberal Advances, Karriages, Alberal Advances, Alberal A Depot. TRAINS ARRIVE IN PHILADELPHIA FROM Hethlehem at 8 55, and 10'25 A. M.; 2'15, 5'05, and 8'26 P. M. Doylestown at 8'26 A. M., 4'40 and 7'05 P. M. Lansdale at 7'30 A. M. Fort Washington at 9'20 and 11'20 A. M., 3'10 and 9'45 P. M. Abbreton at 2'25, 4'85, and 5 45 P. M.

945 P. M. Abington at 235, 455, and 645 P. M. ON SUNDAYS.
Philadelphia for Bethlehem at 930 A. M.
Philadelphia for Loylestown at 200 P. M.
Philadelphia for Fort Washington at 830 A. M.
and 700 P. M.
Doylestown for Philadelphia at 630 A. M.
Bethlehem for Philadelphia at 630 A. M.
Fort Washington for Philadelphia at 930 A. M.

and 8'10 P. M. Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. May 16, 1870. ELLIS CLARK, Agent.

ROOFING.

8 175

RECONSISTENT OF A DY ROOF INC. R EADY ROOTS is adapted to all buildings. In can be applied to STEEP OR FLAT ROOFS at one-half the expense of the I is readily put on old Shingle Roots without removing the shingles, thus avoiding the damaging of cellings and furniture while undergoing repairs. (No gravel used.) PRESERVE YOUR TIN ROOFS WITH WEL-TON'S ELASTIC PAINT. I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon; the best and cheapest in the market. W. A. WELTON.

W. A. WELTON, No. 711 N. NINTH St., above Coates,

JET GOODS, NEWEST STYLES, DIXON'S, No. 21 S, EIGHTH Street. 19 16 swi