THE BUFFALO INDIANS. A PERILOUS CONFLICT.

The following graphic description is from William A. Bell's work, "New Tracks in North America," just published:-

The Buffalo Indians are probably the finest borsemen in the world. Accustomed from their childhood to chase the buffalo, they live half their time in the saddle. No reins are used to guide their horses, but they press with their heels on whichever side they wan t to turn. Both hands and arms are consequently free to use the rifle, the bow or the spear at pleasure. These men were splendidly armed with rifles for long ranges, bows and arrows for short distances, and spears and tomahawks for hand-to-hand combat. They were tightly strapped to their saddles, so that they could bend down at either side of the horse, and completely hide their bodies from view as well as from the bullets of the enemy; and when shot they did not fall to the ground, but were carried off the field by their ponies, unless the latter were disabled also.

Leading on the red-skins could distinctly be seen the tall warrior with long lance on the white horse, who was so conspicuous in the fight of Saturday. As the little column advanced, the Indians commenced signaling by walking their horses in a circle, while the chief made signs to some warriors out of view by means of a shining instrument or mirror which flashed brilliantly in the sun. The savages had evidently not expected to find so large a body ready to meet them, or to see an additional line of tents and wagons added to the fort. All this signaling seemed to resul in the gradual withdrawal of the attacking party from the immediate vicinity of the fort behind a ridge some miles distant, where, as it turned out, a much larger number were waiting in concealment. At the first cry of "Indians!" we were all out of our tents, rifle in hand. My friend, Walter Hinchman, Criley, our carpenter, and myself, started immediately for a cavine about two miles off on the right,

miles or more in length leading in the direc-tion of our camp. General Wright very wisely detained the rest of the party in camp to defend it in case of attack while the cavalry were away. Finding no Indians advancing along the ravine, we returned to breakfast, feeling it undesirable to go further unprotected and alone. Two hours of great suspense followed, which was not much relieved by the appearance of a horseman from the field of action, who came to get an ambulance for the dead and wounded.

The following is an account of this engagement:-

No sooner had the cavalry followed the retiring band beyond the ridge, exchanging shots and skirmishing all the way, than on either flank two fresh bodies of warriors suddenly appeared. They halted for a few minutes; a powerful-looking warrior, fancifully dressed, galloped along their front shouting out directions; and then, like a whirlwind, with lances poised and arrows on the string, they rushed on the little band of fifty soldiers. The skirmishers fired and fell back on the line, and in an instant the Indians were among them. Now the tide was turned. Saddles were emptied and the soldiers forced back over the ground toward the fort. The bugler fell, pierced by five arrows, and was instantly seized by a powerful warrior, who, stooping down from his horse, hauled him up before him; coolly stripped the body, and then, smashing the head of his naked victim with his tomahawk, threw him on the ground under his horse's feet. On the left of our line the Indians pressed heavily, cutting off five men, among them Sergeant Frederick Wylyams. With his little force, this poor fellow held out nobly till his horse was killed, and one by one the soldiers fell, selling their lives dearly. The warrior who appeared to lead the band was, up to this time, very conspicuous in the fight, dashing back and forth on his grey horse, and by his action setting an example to his warriors. In the melee, however, one of our cavalry men was thrown to the ground by the fierceness of the Indian onslaught, when this leader, who I have since learned was the famous Cheyenne war-chief Romannose, attacked the prostrate man with his spear. Comporal Harris, of G company, was near him, and struck Roman-nose with the sabre which he held in his left hand. Quick as thought, the chief turned on him; but as he did so, the faithful "Spencer" of the corporal met his breast, and with the blood pouring from his mouth, Roman-nose fell forward on his horse, never again to lead his "dogsoldiers" on the war-path. By this time it was more than evident that on horseback the soldiers were no match for the red skins. Most of them had never been opposed to Indians before; many were raw recruits; and their horses became so dreadfully frightened at the yells and the smell of the savages as to be quite unmanageable. So Captain Barnitz gave the order to dismount.

When the dismounted cavalry commenced to pour a well-directed volley from their Spencers, the Indians for the first time wavered, and began to retire. For two hours Captain Barnitz waited with his thin ranks for another advance of the Indians, but they prudently held back, and, after a prolonged consultation, retired slowly with their dead and wounded beyond the hills, to paint their faces black and lament the death of one of the bravest leaders of their inhuman race.

I have seen in days gone by sights horrible and gory-death in all its forms of agony and distortion-but never did I feel the sickening sensation, the giddy, fainting feeling that came over me when I saw our dead, dying, and wounded after this Indian fight. A handful of men, to be sure, but with enough wounds upon them to have slain a company, if evenly distributed. The bugler was stripped naked, and five arrows driven through him, while his skull was literally smashed to atoms. Another soldier was shot with four bullets and three arrows, his scalp was torn off, and his brains knocked out. A third was riddled with balls and arrows; but they did not succeed in getting his scalp, although, like the other two, he was stripped naked. James Douglas, a Scotchman, was shot through the body with arrows, and his left arm was hacked to pieces. He was a brave fellow, and breathed out his life in the arms of his comrades. Another man, named Welsh, was killed, but all subsequent search failed to discover his remains. Sergeant Wylyams lay dead beside his horse; and as the fearful pic-ture first met my gaze, I was horror-stricken. Horse and rider were stripped bare of trapping and clothes, while around them the trampled, blood-stained ground showed the desperation of the struggle.

Robert Garrett has accepted the Presidency of the Virginia Valley Railroad. The contruc-tion of this road, it is said, will give Baltimore control of an immense cotton trade.

SOUTH AFRICAN DIAMONDS.

TWO EXTRAORDINARY GEMS-THE LUCKY WEEK-FIFTY DIAMONDS IN ONE DAY.

The mails from Cape Colony bring information respecting an unusually fortunate week in the diamond diggings. The stone discovered by Mr. Parkes, referred to in the following article from The Cape Argus, is valued at from \$40,000 to \$55,000. He had offered the night before to sell his claim for fifteen shillings. The other large diamond is estimated as of nearly equal value with

that of Mr. Parkes:-There are two ways by which Cape people judge of the success of the now established diamond industry. The first and most important is the actual yield of diamonds, and the second the successful and paying occu-pation found for diggers. As far as the first is satisfactory, the news of the fortnight is most concerned. We should say that both the number and value of diamonds found have been greater than in any previous fortnight since the diggings commenced, while several diamonds exceptionally large have been turned up. When the last mail summary was forwarded to England, a rumor had reached Cape Town of two enormous diamonds having been discovered.

Two diamonds, weighing respectively 56 and 54 carats, have, without doubt, been found. One, we believe, is a very fine gem, of good shape; the other, somewhat flawed. The discoverers were as startled as any one else at their own good luck. In both cases the "claims" had promised so little that the majority of those working them had left in despair, and had gone elsewhere to try their fortunes. Two or three remained as a sort of forlorn hope to make one more attempt; and were rewarded by turning out these large and brilliant gems.

The editor of the Journal thus graphically

refers to the report of an eye-witness of Parkes' discovery:-"Mr. King," he says, 'had seen and handled his diamond, and went into raptures over its splendid qualities. At the time of the find Parkes was in a desponding mood, and was about to offer his claim for sale or to abandon it. He had been at work for two months, and had found nothing worth mentioning. However, he resolved upon taking a last dig or two. A most fortunate resolve! In went the pick, and out tumbled the diamond. You should have seen Mr. King's dramatic representation of Parkes' excitement on finding a fortune at a stroke! The stagger, the shine, the smile on the forehead, and the scream of joy were admirably imitated by jolly farmer of Bedford." the sides these two monsters, several fine large diamonds have been found, two or three of them noted as especially beautiful, one weighing 40 carats, another 29½, and a third a grain or two short of 20. We hear, also, on what appears good authority, of a stone weighing 60 carats, of somewhat inferior description, having been purchased from a native woman for a wagon and a span of oxen. The week ending the 27th of August went by the name of the "lucky week" from the number and quality of the stones picked up. This was said to have been the most prolific week the Fields had seen. The diggers had found as much in that one week as

others at a much larger figure. But these amounts are little more than guesses. There is, of course, no general register kept of the diamonds found, and we are told that no concern is shown to make public small, or even ordinary finds. We only hear of the large stones. A register is, it is true, kept on the mining grounds at Pniel, but except an exceptional entry, such as the lucky Wednesday (the 24th), when fifty diamonds were found, we hear little of its contents. In our last number we alluded to the large diamond export by the mail steamers as satisfactory evidence of the substantial success of the diggings. We have not the exact figures before us, but we believe that both the Good Hope, which sailed on the 17th, and the Roman, which conveys this summary, have parcels of great value on board. The Good Hope carries to the value of £18,000, and the Roman to a still larger amount. To our knowledge, a considerable number have not yet been sent home, while others are carried by their owners, and never figure in the Customs report.

they had done in any previous month. The proceeds were valued by some at £50,000, by

As to the other way of estimating the success of the Fields-namely, the luck which attends individual diggers, or the digging community as a whole, in less than two months the digging population has been increased from 500 to 6000, and the cry is, Still they come-some on foot; some in springcarts, well equipped, with food and implements; others in scrubby vehicles without a cover-all making for the new mine of South African wealth. A few of the travellers go alone, with one or two native servants, others in family parties, and some in small jointstock companies. They are of all sorts and sizes, and all descriptions; some are clerks, some laborers, some tradesmen. Our readers can judge how many are likely to be successful among a motley, heterogeneous crowd, pursuing an industry peculiarly un-certain and involving very hard work. We believe that companies, properly organized, with a good staff of workmen, are likely to be ultimately fortunate, and such are already being formed with every prospect of success. The correspondent before alluded to says:-"At Deggerboer's Nek I heard a good deal about the great party which started from that place some time ago under Captain Frisby. The venture-a joint stock affair-absorbed a capital of \$3000. This is a business as well as a digging party, and good accounts have been received of the prospects of the specu-

RAILROAD LINES.

NEW JERSEY SOUTHERN RAILROAD LINE.
NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.
An ACCOMMODATION TRAIN in the morning

AN EXPRESS TRAIN in the Afternoon from each end of the route.
THE EXPRESS TRAIN
will be furnished with
SPLENDID PALACE CARS,

NO CHANGE OF 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:—
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-LEAVE PHILADELPHIA. from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:30 P. M. Express.

The NARRAGANSFITT STEAMSHIP COMPANY'S

Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will the former with unequalled accommodations, and will make the connection between New York and Sandy

RAILROAD LINES.

PHILABELPHIA, WILMINGTON. AND BAL-

TIMORE RAILROAD.—
TIME TABLE.

COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, cerner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8:80 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Sallsbury with Wicomico and Pocomoke Railat Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11.45 A. M. (Sundays excepted), for Baltimere and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New-Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimere 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. (Dally), for Balti-

and Stemmer's Run.

Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

man's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11-45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11-90 A. M., 2-30, 5-00, ant 7-00 P. M. The 5-00 P. M. train connects with Delaware Railroad 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 Fhiladelphia. The 7.15 P. M. train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 6.48 A. M. and 4.00 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.20 P. M. trains for Baltimore Con-From Baltimore to Philadelphia.-Leave Balti-

more 7-25 A. M., Way Mail; 9-06 A. M., Express; 2-25 P. M., Express; 7-25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7.25 P. M., stopping at Mag-nolla, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-

wood, and Chester. 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 Chesnut 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.

DENNSYLVANIA CENTRAL RAILRUAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870.
The trains of the Pennsylvania Central Railroad leave the Depet, 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 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. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

 Mail Train
 8.00 A M.

 Paoli Accommodation, 10 A. M. & 12.60 and 7:10 P. M.

 Fast Line
 12.80 P. M.

 Eric Express
 11.00 A. M.

 Harrisburg Accommodation
 2.30 P. M.

 Mail Train Fast Line Erie Express Harrisburg Accommodation Parkesburg Train
Cincinnati Express
Erie Mail and Pittsburg Express
Way Passenger
Erie Mail leaves daily, except Sunday Way Passenger 11:30 P. M.
Erie Mail leaves dally, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday

night, runs only to Harrisburg.
Cincinnati Express leaves daily. All other trains daily except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by § P. M. at No. 116 Market street. Sunday Train No. 1 leaves Philadelphia at 846

Train No. 2 leaves Philadelphia at 6.40 P. M.; ar-

rives at Pacil at 7-40 P. M.

Sunday Train No. 1 leaves Pacil at 6-50 A. M.;
arrives at Philadelphia at 8-10 A. M. Sunday
Train No. 2 leaves Pacil at 4-50 P. M.; arrives at
Philadelphia at 6-10 P. M. Cincinnati Express . Philadelphia Express

Paoli Accommodat'n, FE A. M. & 3:30 & 6:40 P. Parkesburg Train Fast Line and Buffalo Express . Lancaster Train Erie Express . Lock Haven and Elmira Express . 9:40 P. M. 12:20 P. M Pacific Express . Harrisburg Accommodation

FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,

SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not
assume any risk for Baggage, except for Wearing
Apparel, and limit their responsibility to One Hundred Dellars 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.

429 General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.

TIME TABLE.

On and after WEDNESDAY, November 2, 1876,
FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 8½, 9.05, 10, 11, 12 A.

M. 1, 2, 2½, 3½, 8½, 4.05, 4½, 5.05, 5½, 6, 6½, 7, 8, 9, 10.05, 11, 12 P. M.

Leave Germantown 6, 6.55, 7½, 8, 8.20, 9, 9½, 10, 11, 12 A. M., 1, 2, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11
P. M.

P.M.
The 8-20 and 9½ down train, and 2½, 3½, and 5½
up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9½ A. M., 2, 4-05, 7, and Leave Germantown at 81/4 A. M., 1, 8, 6, and 91/4 P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2%, 8% 5%, 7, 9, and 11 P. M. Leave Chesaut Hill 7-10, 8, 9-10, and 11-40 A. M., 1.40, 3.40, 5.40, 5.40, and 10.40 P. M.
ON SUNDAYS.

Leave Philadelphia at 9½ A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7.56 A. M., 12.40, 5.40, and

Passengers taking the 6.55, 9 A. M., 614 & 11 P. M. trains from Germantown will make close connections with the trains for New York at intersection Station.
FOR CONSHOHOUKEN AND NORRISTOWN.
Leave Philadelphia 5, 7%, 9, and 11 05 A. M., 1%,
8, 4, 5, 5%, 6%, 8-05, 10, and 11% P. M.
Leave Norristown 5%, 6-25, 7, 7%, 8-50, and 11 A.
M., 1%, 8, 4%, 6%, 8, and 9% P. M.
ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Norristown 7 A. M., 1, 5½, and 9 P. M.
FOR MANAY UNK.

Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½,
3, 4, 5, 5½, 6½, 8 05, 10, and 11½ P. M.
Leave Manayunk 6, 6 55, 7½, 8 10, 9 20, and 11½
A. M., 2, 3½, 5, 6½, 8½, and 10 P. M.
ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk 7½ A. M., 1½, 6½ and 9½ P. M.
PLY MOUTH RAHLROAD.

Leave Philadelphia 5 P. M.
Leave Philadelphia 5 P. M.
Leave Phymouth 6½ A. M.
The 7½ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane.

Lane. Passengers taking the 7, 905 A. M., 61/2 & 12 P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.
The 8% A. M. 12% and & P. M. trains from New York stop at Intersection Station.
6 20 W. S. WILSON, General Sup't.

WEST JERSEY BAILROADS. FALL AND WINTER ARRANGEMENT. COMMENCING MONDAY, SEPTEMBER 19, 1870.

COMMENCING MONDAY, SEPTEMBER 19, 1870.
Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry),
8-15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vinelanc, millville, and way stations.
11 45 A. M., Woodbury Accommodation.
8-15 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.
8-30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations. Swedesboro, and way stations.

5:30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations

Freight Train leaves Camden daily, at 12 M.

WHILIAM J. SEWELL, Superintendent. RAILROAD LINES.

1870. -FOR NEW YORK-THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places.

At 6.20 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3.30 P. M., Accommodation, via Camden and Jersey City.

At 8 P. M., for Amboy and intermediate stations, At 6.30 A. M., and 2 P. M., for Farmingdale.

At 8 30 A. M., 2 and 3.30 P. M., for Freehold.

At 8 and 10 A. M., 12 M., 2, 8.30, and 5 P. M. for Trenton.

Trenton.
At 620, 8, and 10 A. M., 12 M., 2, 8-20, 5, 6, 7, and 11-20 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.
At 6-30 and 10 A. M., 12 M., 3-30, 5, 6, 7, and 11-30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. Express Train at 11.45 A. M. (Sundays excepted), 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).

FROM WEST PHILADELPHIA DEPOT

At 7 and 9-30 A. M., 12-45, 6-45, and 12 P. M., New York Express Lines, and at 11-80 P. M., Emigran Line, vis Jersey City.
At 7 and 9:30 A. M., 12:48, 6:48, and 12 P. M. for Trenton and Bristol. At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, 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

At 7.30 A. M., 2.30, 3.30, and 5, P. M. for Trentop and Bristol, and at 10.45 A. M. and 6 P. M.f At 7:30 A. M., 2:30, and 5 P. M. for Morrisvil

and Tullytown.

At 7 80 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, 5:15, and 7:30 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 and 10:45 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and

Frankford.

VIA BELVIDERE DELAWARE RAILROAD.

At 7:30 A. M. for Niagara Falls, Builalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wlikesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 8:30 P. M. for Scranton, Stroudsburg, Water Gap, Bolvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and Intermediate stations.

FROM MARKET STREET FERRY (UPPER SIDE). Frankford.

FROM MARKET STREET PERRY (UPPER SIDE), VIA NEW JERSEY SOUTHERN BAILBOAD.
At 11 A. M. for New York, Long Branch, and intermediate places.
VIA CAMDEN AND BURLINGTON COUNTY RAILBOAD. At 7 and 11 A. M., 1. 2-30, 3-30, 5, and 6-30 P. M., and on Thursday and Saturday nights at 11-30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 7 A. M., 2:30 and 6:80 P. M. for Lumberton and

At 7 and 11 A. M., 8 30, 5, and 6 30 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberten.
At 7 A. M., 1 and 3.36 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cresm Ridge, Imlaystown, Sharon, and Hightstown. WM. H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHEEN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
SUMMER ARRANGEMENT.
Takes effect May 16, 1870.

Takes effect May 16, 1870.
Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:7:00 A. M. (Accommodation) for Fort Washing-

At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahaney City, Hazleton, Pittston, Towanda, Waverley, and inconnection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

the Great West.

8 25 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Easex

11 A. M. (Accommodation) for Fort Washington 1 15, 3 30, and 5 20 P. M., for Abington, 145 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton. 236 P. M. (Accommodation) for Doylestown.
At 3:20 P. M. (Bethiehem Accommodation) for Bethiehem, Easton, Allentown, Coplay, and Mauch Chunk.
4:16 P. M. (Mail) for Doylestown.

5.00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
620 P. M. (Accommodation) for Lansdale. 8:00 and 11:80 P. M. (Accommodation) for Fort

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot. TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10.85 A. M.; 2.15, 5.05, and Doylestown at 8-25 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 Abington at 2:35, 4:55, and 6:45 P. M. ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Doylestown at 2:00 P. M. Philadelphia for Fort Washington at 8:30 A. M.

Boylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4:00 P. M. Fort Washington for Philadelphia at 9:30 A. 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 CLAKK, Agent.

PHILADELPHIA AND ERIE RAILEOAD
SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains
on the Philadelphia and Eric Railroad run as
follows from Fennsylvania Railroad Depot, West
Philadelphia:— Philadelphia:-

WESTWARD, MAIL TRAIN leaves Philadelphis . 10-20 P. M. Williamsport . 8 00 A. M. arrives at Erie . 7-46 P. M. Arrives at Erie . 7.40 P. M.
ERIE EXPALES leaves Philadelphia 10.50 A. M.
Williamsport . 8:15 P. M.
7.25 A. M.
ELMIN I MAIL leaves Philadelphia . 7:58 A. M.
Williamsport 6:00 P. M.
Arrives at Lock Haven 7:20 P. M.
11 EAGLE MAIL leaves Williams - 1.80 P. M. port -arrives at Lock

Haven

BASTWARD.

BASTWARD.

Williamsport 9:25 P. M.

arrives at Philadelphia 6:20 A. M.

ERIE EXPRESS leaves Erie 9:00 P. M.

Williamsport 8:15 A. M.

arrives at Philadelphia 6:30 P. M.

arrives at Philadelphia 6:30 P. M.

Williamsport 9:45 A. M. ELMIRA MAIL leaves Williamsport - 9 46 A. M.
arrives at Philadelphia 9 50 P. M.
BUFFALO EXP. leaves Williamsport 12 25 A. M.
"Harrisburg - 5 20 A. M.
arrives at Philadelphia 9 25 A. M. BALD EAGLE MAIL leaves L. Haves 11 35 A. M.

" arr. Williamsp't 12 50 P. M.

BALD EAGLE EX. leaves Look Haven 9-35 P. M.

" arr. Williamsport 10-50 P. M.

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM, A. BALDWIN, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
ON AND AFTER MONDAY, October 17, 1870,
Trains will leave and arrive at the Depot, THIRTYFIRST and CHESNUT Streets, as follows:

FROM PHILADELPHIA
FROM PHILADELPHIA
FROM PHILADELPHIA
FROM PHILADELPHIA

FROM PHILADELPHIA
For West Chester at 745 and 1120 A. M., 230,
615, and 1130 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 410 P. M. Stops at all sta-FOR PHILADELPHIA

From West Chester at 6-90 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 B. C. Junction at 8:40 A. M. Stops at all 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,

RAILROAD LINES

READING RALIBOAD—GREAT TRUNK LINE
from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northweet, and the Canadas.

WINTER ARRANGEMENT
Of Passenger Trains, Oct. 31, 1870.
Leaving the Company's Depot at Thirteenth and
Callowhill streets, Philadelphia, at the following
hours:

MORNING ACCOMMODATION.

MORNING ACCOMMODATION.

At. 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.: arrives in Philadelphia at 9:25 P. M. MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Willamsport, Elmira, Rochester, Niagara Falls, Buf falo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

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 Lebanen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at

for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Cham

bersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. 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 in-termediate stations; arrives in Philadelphia at 8:40

A. M. Returning, leaves Philadelphia at 4-00 P. M.; arrives in Pottstown at 6-15 P. M.; Arrives in Pottstown at 6-15 P. M. READING AND POTTSVILLE ACCOMMODA TION.

Leave Pottsville at 5-40 A. M. and 4-20 P. M., and 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.; arrives in Reading at 7:55 P. M., and at Pottsville at Morning Express trains for Philadelphia leave

Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2:50 P. M., and Pottsville at 3:10 P. M., arriving at Philadelphia at

Total P. M.

Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Accommodation south at 685 P. M., arriving in Philadelphia at 925 P. M. Market train, with a passeeger car attached, leaves Philadelphia at 12:30 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 excepted.
Sunday trains leave Pottsville at 8 A. M., and

Philadelphia at 8-15 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 Perklomen and Colebrookdale Railroads. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-30, and 4-00 P. M. trains from Philadelphia. Returning from Downingtown 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, returning from Schwenksville at 6:45 and 8:05 A. M.,

12:46 noon, and 4:16 P. M. Stage lines for various
points in Ferklomen Valley connect with trains at
Collegaville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mount Please at Landau.

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.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 6-35 A. M. and 8-50 A. M., passing Reading at 7-28 A. M. and 10-40 A. M., arriving at New York 12-05 noon and 3-50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8-10 A. M. and 2-50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKHLL VALLEY RAILROAD.

Trains leave Pottsville at 6-30 and 11-30 A. M. and 8-50 P. M., returning from Tamaqua at 8-25 A. M., and 1-40 and 4-50 P. M.

SCHUYLKHLL AND SUSQUEHANNA RAIL-ROAD.

Trains leave Auburn at 8-56 A. M. for Pinegrove and Harrisburg, and at 12-05 noon for Pinegrove and Harrisburg, and at 12-05 noon for Pinegrove, Trement, and Brockside, returning from Harrisburg at 8-40 P. M., from Brockside at 3-45 P. M., and from Trement at 6-25 A. M. and 5-06 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 duy only, and sold by Morning Accommodation Market Train, 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 Pottstown

Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Fhliadelphia, or of G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS.—Ab 25 per cent. discount, between any points desired, for families

MILLAGE TICKETS .- Good for 2000 miles, between 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 read will be furnished with cares 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, frond and Willow streets.

MAHLS close at the Fhiladelphia Post Office for all places on the road and its branches at 5 A. M., at d for the principal stations only at 2 16 P. M., FREIGHT TRAINS leave Philadelphia daily at 4.25 A. M., 12.26 noon, 5 and 7.15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

points beyond.

BAGGAGE.—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. THIRTKENTH and CALLOW-

THE PRILADELPHIA AND BALTIMORS CENTRAL BAILBOAD, CHANGS 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 Washington 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 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.
Trains for Philadelphia leave Port Deposit at 9:25 A. M. and 4:25 P. M., on arrival of trains from Baltimore.

Oxford at 6-05 A. M., 10-35 A. M., and 5-20 P. M., Sundays at 5-30 P. M. only.

Chadd's Fordfat 7-26 A. M., 11-58 A. M., 3-55 P. M., and 6-49 P. M. Sundays 6-49 P. M. only.

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

THE PHILADELPHIA AND BALTIMORE CEN-CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:—
LEAVE PHILADELPHIA, from depot of P., W.
E. B. R. R. Company, corner Broad street and Wash-

E. R. R. Company, corner Broad street and Washington 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 CHADD'S FORD AND CHESTER CREEK
R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:50 P. M., and
7 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., leaving Oxford at 6:00 A. M., and leaving Port
Deposit at 9:25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. H. AN

ADD FION SALES,

M THOMAS & SONS, AUCTIONBERS, NOS.

Sale No. 1812 Pine street.

ELEGANT FURNITURE, HANDSOME SECRETARY BOOKCASE, Steinway Piano-forte, Large French Plate Pier Mirror, Fine Lace Cartains, Rich Cut Glass and Fine China Ware, Handsome Velvet, English Brussels, and other Carpets, Etc.

pets, Etc.
On Wednesday Morning,
November 9, at 10 o'clock, the entire Elegant For-Catalogues now ready. SUPERIOR DUTCH FLOWER ROOTS.

On Wednesday Afternoon, November 9, at 3 o'clock, at the Auction Rooms, superior Dutch Flowers, Hyacinths, etc.

Extensive Sale at the Auction Rooms: SUPERIOR HOUSEHOLD FURNITURE, THREE ROSEWOOD PIANOS, French Piate Mirrors, Fire-proof Safes, Walnut Bookcases, Sideobards, Ex-tension Tables, Fine Mattresses and Bedding, China, Glass, Plated Ware, Sewing Machines, Stoves, Fine Velvet, Brussels, and other Carpets, On Thursday Morning,
November 10, at 9 o'clock, by catalogue, about 1000
lots superior household furniture, comprising a general assortment.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 1137 Sansom street. SALE ELEGANT SILVER PLATED WARK, Fine Table Cutlery, Mantel Vases, Tazzas, Groups

of Statuary, Etc.
On Wednesday Morning.
At 11 o'clock, at the auction store, No. 1119 Ches-

plated ware.
Also, ivory handle table cutlery.
Also, elegant Italian stone vases, figures, tazzas, The goods can be examined on Tuesday. 11 7 2t

Sale at No. 1100 Mount Vernon street, WALNUT AND MAHOGANY, PARLOR, CHAM-BER, AND DINING-ROOM FURNITURE, Ingrain and Venetian Carpets, China, Glassware,

On Thursday Morning,
Nov. 14, at No. 1100 Mount Vernon street, will
be sold the entire furniture, carpets, etc., of a dwell-

Bunting, Durborow & Co., Auctionrers of Bank street, Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN.
AND DOMESTIC DRY GOODS.
On Thursday Morning, [11'4 5t
November 10, at 10 o'clock, on four months' credit.

BALMORALS, RUBBERS, UMBRELLAS, HATS,

By Catalogue. On Thursday morning, Nov. 10, commencing at 10 o'clock, on two months'

LARGE SPECIAL AND ATTRACTIVE SALE OF RICH PARIS CASHMERE SHAWLS, FINE CLOAKINGS AND WOOLLENS, by order of Messrs Lehmaier Bros. On Thursday, embracing a special line of RICH PARIS CASHMERE SHAWLS,

comprising
CASHMERE SQUARE AND LONG SHAWLS,
filled centres, in black and scarlets, a complete
assortment of choice goods in new designs.
INDIA SQUARE AND LONG SHAWLS.
A full line of our well-known make of
VIENNA BROCHE LONG SHAWLS.
ALSO,

VIENNA BROCHE LONG SHAWLS.

ALSO.

FINE CLOAKING.

— pieces ASTRACHAN FRISE)
— pieces DOGSKIN, REAL,
— pieces PLUSH DE RUSSIE,
— pieces SIBERIAN PLUSH,
— pieces 6:4 Saxony black cloth, all grades.

 pieces 6-4 Saxony colored cloth, blue, dahlia, and brown, fine to sublime qualities. - pieces 6-4 black doeskins, all grades. 11 8 21

SPECIAL SALE OF GERMAN COTTON HOSIERY. Shirts and Drawers, Clothing, Suspenders, Garters, Gents Furnishing Goods, etc. On Friday Morning, November 11, at 10 o'clock, on four months' credit, embracing Full lines men's, women's, and children's bleached.

brown, and mixed hose, half and three-quarter hose p'ain and fleeced.
Full lines gents', ladies', and children's cloth, me-rino, Lisle, sik, Berlin, and cotton gloves. Full lines merino undershirts and drawers, suspenders, garters, umbrellas, etc. IMPORTANT SALE OF CARPETINGS, OIL

CLOTHS, ETC. On Friday Morning, November 11, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings; oil cloths, rugs, etc. 11741 LARGE SALE OF FRENCH AND OTHER EU-ROPEAN DRY GOODS. On Monday Morning,

November 14, at 10 o'clock, on four months' ARTIN BROTHERS, AUCTIONEERS (Lately Salesmen for M. Thomas & Sons.)

No. 704 Chesnut st., rear entrance from Minor. POSITIVE SALE OF 300 ESPECIALLY FINE

POSITIVE SALE OF 300 ESPECIALLY FINE ENGRAVINGS,
On Thursday Afternoon,
November 10, at 3% o'clock, at the auction rooms, No. 704 Chesnut street, a collection of 300 especially fine engravings, unframed, including many valuable proofs after such artists as Landseer, Herring, Ausdell, Webster, Corregi, Martin, Church, Taylor, Firth, Faed, Constable, Creswick, and others, forming a sale of unusual attractiveness.
Catalogues will be ready and the collection ar-Catalogues will be ready and the collection arranged for examination on Wednesday and Thurs-

BY BARRITT & CO., AUCTIONEERS.

CASH AUCTION HOUSE,

No. 230 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra MONCERT HALL AUCTION ROOMS, No. 1915

CHESNUT Street.
T. A. McCLELLAND, AUCTIONRER. Personal attention given to sales of household furniture at dwellings.

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

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
AUOTIONEER,
No. 1807 CHESNUT STREET. [628 tf

CITY BAZAAR AND TATTACHER NO. 1126 RACE Street.

Regular Auction Sale of Horses, Wagons, Harness, Etc., every Thursday, commencing at 16 o'clock A. M. No postponement on account of the CITY BAZAAR AND TATTERSALL'S,

weather.

Gentlemen's private establishments disposed of at public or private sale to the best advantage, and a general assortment of Horses, Carriages, Harness, Etc., to suit the need of all classes of purchasers, constantly on hand.

Coverages taken on Storage.

Carriages taken on Storage.
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
Jarness.

DOYLE & NICHOLS. Harness. 10 19 1f Auctioneers.

OUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S, No. 115 TENTH Street, below Chesnut.

EASTON & MCMAHON,

SHIPPING AND COMMISSION MERCHANTS, No. 2 COENTIES SLIP, New York, No. 18 SOUTH WHARVES, Philadelphia, No. 45 W. PRATT STREET, Baltimore. We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest

PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES NO. 27 NORTH WATER STREET,
PHILADRIPHIA.
ALEXANDER G. CATTELL