Cast Adrift—Three Barges in a Storm on Lake Huren—Two Crews Supposed to Have Been Lost.

From the Detroit Free Press, Nov. 2. Yesterday morning the bark Oneonta arrived down, having on board a woman named Josephine Dean, and a man named Harry Morrison, as survivors of seven or eight persons, who composed the crews of the three ill-fated barges that were cast adrift in a terrible sterm off Point aux Barques, Sunday night, at midnight. The story of the survivors flew along the docks with great speed, as an anxiety had been felt for a day to know the fate of the crews, and the two survivors were called on time and again to relate their unfortunate adventures. The story of Mrs. Dean is full of suffering and affliction, as she has been made a widow by the terrible storm. It seems that on Friday night last the tug Zouave started for Bay City with six barges heavily lumber laden. Getting down to Port Austin she found the tug Clematis lying there, and the sea was so heavy that she decided to turn over the Joseph A. Hollon, Mohawk, and the Mills to ber charge, coming along with the other three herself. The crew of the Hollon consisted of Captain Robert Forrest, a Canadian; the mate, Harry Morrison, of Algonac; Peter Dean, and the woman Josephine Dean, his wife, and employed on board in the capacity of cook. The gale continued to blow fresher, after the tugs started out, and the Zouave was soon out of sight, the Clematis going along slowly. The sea grew constantly rougher, and the men at the wheel on the barges had to lash themselves fast. The woman retired to bed about 9 o'clock, all anxiety for the safety of the barge being carefully kept from her. About midnight, while it seemed as if the barge would be knocked to pieces, the tow-line suddenly snapped, the men heard a shout through gloomy darkness from the tug, and the three barges were adrift in the lake, utterly at the mercy of the Storm King. Captain Forrest was greatly excited over the event, and was utterly incapable of giving or assisting to execute any orders that held out a hope of safety. The barges soon broached to in the troughs of the sea, and the crews shouted to each other that there was no hope. They knew that the tug could not put about in that wild sea and pick up the line, and that she would have enough to do to make her own port. They soon drifted quite close to each other, and grim despair settled down over all. The deck load of the Hollon began to start, and she cut loose from the others, so as not to impair their slight hopes. Thus she drifted off into the gloom, and the shouts of the alarmed crews were soon drowned out by the booming of the storm. In half an hour nearly all the Hollon's deck load was gone, and then the Captain, thinking that she labored less, concluded to cast anchor, having plenty of cable, and hoping that the storm would abate before she should go to pieces. The anchor failed to get holding ground, and the Hollon dragged about two miles before fetching up. During this time wave after wave went over her, and the cabin finally went overboard. The wife had been called up a short time previous, but was too much alarmed to dress, and came on deck in her night clothes, a loose calico dress thrown over them. She was lashed to the rail by her husband, who at length told her that there was no hope, and they cronched down behind the bulwark together, determined that death should not separate them. Dean had been ill with a fever most all summer, and was not very stout, and was so poorly dressed that he continually shook like one in | needs no monument to preserve its memory. a fit of ague. When the cabin went over- It was rented of the Abbot and Monks of board, Captain Forrest declared that their fate was sealed, and would not heed Morrison's injunctions to hold out bravely to the last. He threw himself down on the lumber yet remaining, refusing to even pass a lashing around his body, and a great wave soon lifted him over the side and carried him off amid the tossing waves to leeward. He met his death without a cry, and made not the slightest resistance. Morrison is a young man in good health and strong nerve, and after the death of the captain he made every effort to cheer up Dean and his wife, telling them that he could see signs of an abatement to the storm, and that the barge was then securely holding at anchor. While neither were without hope, Dean commenced to grow weaker and weaker, and was at times almost insensible from the cold. At daylight

MIRACULOUS PHENOMENON.

the storm had gone down a great deal, and

there was every prospect that the barge

would held out. The weather was extremely

cold, the three suffering severely, and Dean

was almost gone. And yet, seeing how his wife was suffering, the brave man,

almost dying then, raised up, pulled off his coat, and made the wife wrap herself in it! This left the man

with nothing on but shirt and pants, and he

laid his head in her lap, and never spoke

again until Monday noon, when he roused up

a little, said that the storm had gone down,

bade his wife good-bye, and dropped off to

his death without a groan. The two survivors

had nothing to eat from Sunday night until

Monday afternoon at 4 o'clock, when the bark

hove in sight, altered her course, and sent a

small boat to take them off, arriving down as

THE RAIN PALLS FOR FIVE DAYS, IN CLEAR WEATHER, ON A GROUP OF GRAVES, AND NO-WHERE PLSE-SOMETHING FOR SAVANS TO

From the Mibile Register, November 3. For several days there have been mysterious and vague rumors of a most remarkable meteorological phenomenon out at the Catholic graveyard on Stone street, above the Three-mile creek. It is asserted by those who say they have seen it, that for the last five days a gentle shower has fallen continuously on the lot of the Lemoine family in which are

buried Mr. Victor Lemoine and many others of his family. With a view of getting at the facts of this most extraordinary affair, we had last night an interview with Mr. Louis B. Lemoine, employed at Asa Holt's, a son of the deceased Victor Lemoine who died in 1851, who related the following startling particulars:

Having heard that it was reported that it had been

raining for several days on the enclosed ground which forms my family burying ground in the Catholic burying ground on Stone street, above the Three-mile Creek, I drove cut there hast evening to satisfy myself, and, to my intense astonishment, I saw that a column of rain was coming down without ceasing, which although hardly powerful enough to lay the dust was enough to wet the hands or any

lay the dust was enough to wet the hands or any article, and at times rained quite hard. The volume of rain fell inside of the enclosure, and nowhere else, as the weather was and has been bright and clear all the time during the five days the rain has been failing on these graves. There are thirteen of my family buried in the lot of ground upon which it has been raining. My mother, brother, and sister visited the spot yes-terday and the day before to satisfy themselves about this matter, and declare that they too saw this wonderful phenomenon. It has also been seen by over two hundred persons. I took a friend with me when I visited the spot, who also saw the rath falling as described. Mr. John Rosset, the keeper of the cemetery, told me that the rain had com-menced falling in heavy drops about five days ago.

I am willing to take my cath as to the truth of this |

So incredible did this extraordinary affair seem, that those who saw it several days ago refrained from stating or asserting what they had seen, for fear that not only their veracity but their sanity would be questioned, and it was only until a number of gentlemen of the first respectability had seen and reported the result of their personal observations that cre-dence was attached to the truth of the matter. Take it altogether, it is certainly the most astounding and miraculous atmospheric wonder that has ever been witnessed in this part of the world, and will doubtless afford abundant food for thought, research, and observation not only among scientific men, but among all classes. There are so many who vouch for the truth of Mr. Lemoine's statement, and his character for veracity is such. that there can no longer be any doubt of the fact that it has been raining for the past five days on the graves of his kindred.

CHAUCER'S TABARD INN .- Hard by St. Sa viour's, in Borough High street, less than five minutes' walk from London Bridge, there may yet be seen some poor remains of what once was the Tabard Inn. You turn from the street into one of those court-yards which in the east of London are so frequent, and find at once that the very name has felt the influence of time. Following in the wake of "The Goat and Compasses"-which once was "God Encompass us"-the "Tabard" has undergone phonetic decay, and is now known as the "Talbot." The claims of history are, however, recognized by an inscription which hangs over the doorway of the "Talbot," announcing the house to be, in spite of its name, the "Ancient Tabard Inn." The whole yard is redolent of dilapidation. Facing one, on entering, there is an interesting block of old buildings, forming part of the left side and bottom of what once was an ample court-yard. This part of the buildings contains not improbably the shell of the corresponding portion of the original inn. The doors of the first floor all open into one of the wide balustraded galleries or verandahs so common in the genuine old English hostelry. The rooms that surround this balustraded gallery are at any rate on the site of the very rooms tenanted by the twenty-nine Canterbury Pilgrims on the eve of their immortal pilgrimage; one of them still bears the special name of "Chaucer's Room;" and the allery, as far as mere look goes, differs, probably, but very little from that scene of the Host's anxious labors when in the morning he acted as "Chanticleere," and went round to rouse each pilgrim from his bad. Quite recent residents can recollect when the coign of the old balustraded gallery was connected with the modern brick mass on the right by an ancient wood work bridge, coeval at least with the oldest portion of the building as it stands. But the bridge is gone; and, unless some rescuing hand is forthcoming, the rest of the building will soon follow. Yet from that courtyard actually rode forth the company that lives and moves forever in Chaucer's poetry, or, at any rate, many a company of which the "Canterbury Tales" present a life-like copy. In that room lay the seemly Prioress and her nuns; here the Knight, with the "yong Squier" sharing his chamber and waiting dutifully upon his needs; that staircase the burly Mohk made re echo and quake with his heavy tread: and here, leaning upon the balustrade-work, the Friar and the Sompnour (Summoner or Attorney) had many a sharp passage of arms. The house which was Chaucer's home during the brief two years of sunshine that closed his life stands no longer. But that, at least, Westminster; and Henry VII's Chapel now stands on its site. There, during the summer of 1400, he peacefully met his end, and was taken from what then was the outer shadow of the Abbey to repose forever within its walls. But the "Tabard Inn" is Chaucer's house in a wider sense than any which he for a season inhabited, either at Woodstock, Donnington, or close to Westminster Abbey; and the Tabard Inn is not, as it now stands, a thing creditable to a country that adds to a great history the glory of a supreme literature. - The Echo.

# A SENSATION SPOILED.

A Woman Claims to have been Shat at-The Pistol Accidentally Discharged. On Saturday night, says the Pittsburg Commercial of yesterday, between 8 and 9 o'clock, a gentleman living in Temperanceville was walking along Sixth street, near Penn avenue, when a revolver, which he carried in his pocket by some means worked its way out and dropped on the sidewalk. The concussion discharged one of the cartridges out of the cylinder, but just what direction it took no one can tell. Immediately in front of the gentleman was a woman, who is a vagrant, and has been before

the Mayor on several occasions on charges of

that pature.

No sooner had the pistol been discharged than she raised the cry that the man had tried to shoot her, and the thoroughfare being a crowded one, the pelice officer on duty con-ceived it to be his duty to arrest the gentleman. le was taken to the watch-house office, where he satisfactorily explained the matter, as above indicated. He said the character of the neighborhood through which he travelled necessitated the carrying of a weapon, and he also showed conclusively that the pistol had fallen out of his pocket, and that the ball had not passed through the barrel at all, but directly out of the cylinder. Thereupon he was released, and the soman informed that if she did not leave she would be locked up for vagrancy. For a time the case promised to be quite sensational in its

# THE LIFE BEYOND.

The Strange Suicide of Young Starr in New York

The morning papers publish an account of G. H. Starr's death, styling it a "Singular Sui-He was only sixteen years old, and remarkably preceedous, it is said, and had a very strong desire to fathom the mysteries of religion This became so strong at last, that he resolved by taking his own life to discover all. Well, it was very natural that he should have done so. Wine and religion prove to much for the brain of man very often, and why should it be regarded as singular that a boy should be overcome by them? He is of a dreamy, speculative turn of mind, is very susceptible, is thrown into the society of persons who delight in advancing wild and improbable theories, tinged with the darkness of skepticism, and being of a tender age and pliant mind, gradually becomes possessed of and imbued with these weird dreams and doubts of the spirit world. While in this state he goes out with a companion of kindred ideas and drinks too freely, becomes for a time insane, and resolved upon setting all doubts at rest by taking his own life, and 'seeing what is beyond." The whole thing is perfectly natural, and it would have been singular only if he had withstood the pressure of the influences surrounding him-wine, infidelity, and spiritual phllosophy .- N. Y. Express of last evening.

# POST OFFICE ROBBERY.

Singular Affair-A Letter-box Rifled in Broad Daylight.

The Washington Star of last evening says:-Yesterday, between the hours of 11 A. M. and 5 P. M., some daring robbers broke the glass of the box of Charles C. Tucker, Esq., claim agent, at the city Post Office delivery window during

the temporary absence of the window clerk, and took the contents (some forty letters) out, and, after rifling them, replaced them in the box. Several checks were replaced in the box, with a draft for \$600, which the thief was sharp erough not to take, knowing that paymen could be stopped. It is supposed there were two men engaged in this job—one to watch while other) broke the glass. It is not known whether any money was taken, no letter having been returned indicating remittances, but Mr. Tucker thinks it probable there was, he being in daily receipt of money letters from corres-

# RAILROAD LINES.

PHILABELPHIA, WILMINGTON. AND BALTIMORE RALLROAD.—
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. (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 Junctien and Breakwater Railroad, at Seaford with Dorohester and Delaware Railroad, at Seaford with Dorohester and Delaware Railroad, at Scalord with Dorchester and Delaware Rall-road, at Delmar with Eastern Shore Rallroad, and at Sallsbury with Wicomico and Pocomoke Rail-

Express Train at 11:45 A. M. (Sundays excepted), fer Baltimere and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New-Castle. Express Train at 4 P. M. (Sundays excepted), for Battimore and Washington, stopping at Chaster, Thurlow, Linweed, Claymont, Wilmington, Newport, Stanton, Newark, Eigton, North East, Charlestown, Perryville, Havro-de-Grace, Aberdeen, Porryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

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.

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 11:30 A. M., 2:30, 5:50, aut

Leave Philadelphia at 11 90 A. M., 2 39, 5 98, aut 7 00 P. M. The 5 00 P. M. train connects with Dela-ware Railroad for Harrington and intermediate

Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7-15 P. M. The 3-16 A. M. train will not stop between Chester and Fhiladelphia. The 7-16 P. M. train from Wilmington runs Early, all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 6:45 A. M. and 4:00 . M. will connect at Lamokin Junction with the

7-00 A. M. and 4-20 P. M. trains for Baltimore Cenal Ralirond. From Baitimore to Philadelphia,-Leave Balti-

From Battlmore to Philadelphia, --Leave Battlmore 7-25 A. M., Way Mail; 9-99 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 Magnolis, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Eikton, Newark,
Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. wood, and Chester.

wood, and Chester.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 838 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 RAILROAD. AFTER 8 P. M., SUNDAY, JULY 10, 1870. The trains of the Pennsylvania Central Radiroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-

ket street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

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

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

TRAINS LEAVE DEPOT. Paoli Accommodation, 10 A. M. & 12 50 and 7 10 P Fast Line
Eric Express
Harrisburg Accommodation Lancaster Accommodation . . Brie Mall and Pittsburg Express . . 10 30 P. M. Way Passenger Eric Mail leaves daily, 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. Oncinnati Express leaves daily. All other trains daily except Sunday.

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

Market street.
Sunday Train No. 1 leaves Philadelphia at 848
A. M.; arrives at Paoli at 940 A. M. Sunday
Train No. 2 leaves Philadelphia at 640 P. M.; arrives at Paoli at 740 P. M.
Sunday Train No. 1 leaves Paoli at 650 A. M.;
arrives at Philadelphia at 840 A. M. Sunday
Train No. 2 leaves Paoli at 450 P. M.; arrives at

Market street.

Philadelphia at 6:10 P. M.

Paoli Accommodat'n, was a. M. & 3 30 & 6 49 I Lancaster Train . . . . Erie Express Lock Haven and Elmira Express 5.40 L , 12:20 P. M. 9.40 P. M.

instribute Accommodation . 9:40 P. M
For turther 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.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the career upless taken by special contract. owner, unless taken by special contract. 4.29 General Superintendent, Altoons, Pa.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. TIME TABLE.

On and after WEDNESDAY, November 2, 1870.
FOR GERMANTOWN.
Leave Philadelphia 8, 7, 8, 834, 905, 10, 11, 12 A.

M. 1, 2, 2%, 3½, 8½, 4°05, 4½, 6°05, 5½, 6, 6½, 7, 8, 9, 10°05, 11, 12 P. M.

Leave Germantown 6, 0°65, 7½, 8, 8°20, 9, 9½, 10, 11, 12 A. M., 1, 2, 3, 3½, 4, 4½, 5, 6½, 6, 6½, 7, 8, 9, 13, 11, 12 A. M., 1, 2, 3, 3½, 4, 4½, 5, 6½, 6, 6½, 7, 8, 9, 13, 11 P.M.
The 8:20 and 9% down train, and 2%, 3%, and 5% up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9% A. M., 2, 4:05, 7, and

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

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2%, 8%, 6%, 7, 9, and 11 P. M.

Leave Chesnut 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 9½ A. M., 2 and 7 P. M., Leave Chesnut Hill at 7:50 A. M., 12:40, 6:40, and 9:26 P. M.

Passengers taking the 6:55, 9 A. M., 6½ & 11 P. M.

Passengers taking the 6.55, 9 A. M., 61/4 & 11 P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station. FOR CONSHOHOUKEN AND NORRISTOWN,

FOR CONSHOHOUKEN AND NORRISTOWN, Leave Philadelphia 0, 7%, 9, and 11 05 A. M., 1%, 3, 4, 5, 5%, 6½, 8 06, 10, and 11½ P. M.
Leave Nerristown 5½, 6 26, 7, 7½, 8 50, and 11 A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia 9 A. M., 1, 5½, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½, 8, 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, 2½, 6, 6½, 8 %, and 10 P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ 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.
PLY MOUTH RAILROAD.

Leave Philadelphia 5 P. M.
Leave Phymouth 6% A. 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, 9-05 A. M., 6% & 12 P. M.

Passengers taking the 7, 9-05 A. M., 51/2 & 12 P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.
The SM A. M. 12% and & P. M. trains from New York stop at Intersection Station. 5 20 W. S. WILSON, General Sup't.

### RAILROAD LINES.

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

At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camdon and Amboy, and at 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camdon and Jersey City.

At 6 P. M., for Amboy and 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 8:30 A. M., 2 M. J. S. S. S. S. A. A. P. M. for

At 8 and 10 A. M., 12 M., 2, 8 80, and 6 P. M. for At 8:50. 8, and 10 A. M., 12 M., 2, 8:30, 5, 6, 7, and 11:30 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.

At 6:30 and 10 A. M., 12 M., 6, 6, 7, and 11:30 P. M. for Fish House.

or Fish House.
The 11 30 P. M. line leaves from Market Street

Ferry (upper side).

Ferry (upper side).

FROM WEST PHILADELPHIA DEPOT.

At 7 and 9-20 A. M., 12-45, 6-45, and 12 P. M., New York Express Lines, and at \$11-20 P. M., Emigran Line, via Jersey City.
At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M. for Frenton and Bristol. At 12 P. M. (night) for Morrisville, Tullytown, schenck's, Eddington, Cornwells, Torresdale, iolmesburg Junction, Tacony, Wissinoming, ordesburg, and Frankford.

The 930 A. M., 645 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

PROM ERNSINGTON DEPOT. At 7:30 A. M., 2:30, 3:30, and 6, P. M. for Trentos and Bristel, and at 10:45 A. M. and 6 P. M. At 7:30 A. M., 2:30, and 5 P. M. for Morrisvil

and Tullytown,
At 7 30 and 10 45 A. M., 2 30, 5, and 5 P. M.()
Schenck's, Eddington, Cornwells, Torresdale, an At 7 A. M., 12-30, 6-16, and 7-30 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 and 10-45 A. M., 12-30, 2-30, 6-15, 6, and 7-30 P. M. for Tacony, Wissinoming, Bridesburg, and

Frankford.

VIA BELVIDERE DELAWARE BAILROAD.

At 7-30 A. M. for Niagara Falls, Buffalo, Dunkirk, Emira, Ithaca, Owego, Rochester, Binghauston, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

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

Mauch Chunk, Allentown, Bethlehem, etc.
At & P. M. for Lambertville and Intermediate

FROM MARKET STREET PERRY (UPPER SIDE), VIA NEW JEESUT SOUTHERN RAILROAD.
At 11 A. M. for New York, Long Branch, and stermediate places.

TA CAMBEN AND BURLINGTON COUNTY BAILBOAD. 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 6:39 P. M. for Lumberton and At 7 and 11 A. M., 3 80, 5, and 6.30 P. M. for Smith-

fille, Ewansville, Vincentown, Birmingham, and Pomberton.
At 7 A. M., 1 and 3.30 P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystewn, Sharon, and Oct. 17, 1570. WM. H. GATZMER, Agent.

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

At7'85 A.M. (Express), for Bethlehem, Easton, Al-lentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahaney City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIERALL WAY for Buffalo, Niagara Falls, Rochester, Clove-land, 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, Mauen Chunk, Williamsport, Wilkesparre,
Pittsten, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex

13 A. M. (Accommodation) for Fort Washington 1-15, 3-30, and 5-20 P. M., for Abbreton 1:15, 3:30, and 5:20 P. M., for Abington. 1:45 P. Di. (Express) for Bethlehem, Easton, Mauch Chunk, Mahanoy City, Wilkeslentown, Mauch Chunk, Mah barre, Pittston, and Hazleton. 288 P. M. (Accommodation) for Doylestown. At 320 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and

Mauch Chunk 4.15 P. M. (Mail) for Doylestown. 5 00 P. M. for Bethlehem, Easton, Allentown, nd Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale.

and 11'30 P. M. (Accommodation) for Fort The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10:35 A. M.; 2:15, 5:05, and

Doylestown at \$ 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

Abington at 2.35, 4.55, and 5 45 P. M. ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Loylestown at 2:00 P. M. Philadelphia for Fort Washington at 8:30 A. M. and 7:00 P. M.
Doylestown for Philadelphia at 6:30 A. M.
Doylestown for Philadelphia at 6:30 P. M.

Bethlehem for Philadelphia at 4 00 P. M. Fort Washington for Philadelphia at 9 30 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, 1879.
ELLIS CLARK, Agent.

PHILADELPHIA AND ERIE RAILROAD
SUMMER TIME TABLE.
On and after MONDAY, May 20, 1870, the trains
on the Philadelphia and Eric Railroad run as
follows from Pennsylvania Railroad Depot, Wont Philadelphia:-WESTWARD.

MAIL TRAIN leaves Philadelphia 10-20 P. M.
Williamsport 8 00 A. M.
arrives at Erie 740 P. M.
ERIE EXPALAS leaves Philadelphia 10-60 A. M.
Williamsport 8-15 P. M.
arrives at Erie 725 A. M.
ELBIR / BAIL leaves Philadelphia 750 A. M.
arrives at Lock Haven 7-20 P. M. port - - 1.20 P. M. Haven . 2.45 P. M.

ERIE EXPRESS leaves Erie - - 9 00 P. M. Williamsport 8:15 A. M. arrives at Philadelphia 9:30 P. M. ELMIRA MAIL leaves Williamsport - 9 45 A. arrives at Philadelphia 9 50 P. BUFFALO EXP, leaves Williamspert 12 25 A. M.

Harrisburg 5 20 A. M.

Harrisburg 5 20 A. M.

Arrives at Philadelphia 9 26 A. M.

BALD BACLE MAIL leaves L. Haven 11 36 A. M.

BALD EAGLE EX. leaves Lock Haven 9 25 P. M.

" arr. Williamsport 10 50 P. M.

" arr. Williamsport 10 50 P. M.

BALD EAGLE EX. leaves Lock Haven 9:35 P. M.
" " arr. Williamsport 10:50 P. M.
Express Mail and Accommodation, east and week,
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 Depet, THIRTYFIRST 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 4'40 P. M. This train stops
only at stations between Media and West Chester
(Greenwood excepted). (Greenwood excepted). For B. C. Junction at 4:10 P. M. Stops at all sta-

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 B. C. Junction at 8:40 A. M. Stops at all stations. 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 RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Oumberland, and Wyoming Valleys, the North, Northwest, 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:—

hours:—
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 Pottaville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Champersburg, 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 Williamoport, Lock Haven, Elmira; etc.; at for Williamoport, Lock Haven, Eimira; etc.; at HARRISBURG with Northern Central, Cumber-land 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 Railread trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Potistown 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 6:18 P. M.
REALING AND POTTSVILLE ACCOMMODA

I cave Pottsville at 5-40 A. M. and 4-20 P. M., and Reading at 7-30 A. M. and 6-25 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 \$10 A. M., and Pottsville at P 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 7:00 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 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 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 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 6:15 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., 12:45 noon, and 4:15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegoville and Schwenksville.

COLEBROOK DALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7:20 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:25 A. M.

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, Williamspert, Elmira, Baltimore, etc. more, etc.

Returning Express train leaves Harrisburg on

arrival of Pennsylvania Express from Pittsburg at 5 35 A. M. and 8 50 A. M., passing Reading at 7 23 A. M. and 10 40 A. M., arriving at New York 12 05 noon and 8 to 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. Bl. and 2-50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M. and 8:50 P. M., returning from Tamaque at 8:35 A. M., and 1:40 and 4:50 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 8.55 A. M. for Pinegrove

Trains towe Audin at 305 A. M. for Pinegrove, and Harrisburg, and at 1205 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 340 P. M., from Brookside at 345 P. M., and from Tremont at 6:25 A. M. and 5:06 P. M. 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 day 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 street, Philadelphia, or of G. A. Nicolla, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent.

discount, between any points desired, for families and firms.
MILLEAGE TICKETS.—Good for 2900 miles, between all points, at \$47.00 each, for families and

SEASON TICKETS. For one, two, three, six, pine, or twelve months, for holders only, to all points, at requoed rates.

OLERGYMEN residing on the line of the read will be furnished with cares entitling themselves and wives to tickets at hall 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

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

MALL's close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., at d for the principal stations only at 2 15 P. M. FIRIGHT TRAINS loave Philadelphia daily at 425 A. M., 1230 noon, 8 and 7 15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Olinton, and points beyond.

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

THE FULLADELPHIA AND BALTIMORS CEN-TRAL BALLBOAD, CHANGS OF HOURS, On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philasteiphia from depot P. W. & B. R. R., corner Broad street and Wash

For Port Peposit 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 Ruilroad at 7 A. M., 10 A. M., 4'30 P. M., and 7 P. M. Saturdays only 2'30 P. M.
Then Leaving Philadelphia at 7 A. M. connects at Chiy 2:50 P. M.
Train leaving Philadelphia at 7 A. M. connects at
Port 1 eposit 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 Balti-Oxford at 6:05 A. M., 10:35 A. M. and 5:20 P. M. Sundays at 5:30 P. M. only.
Chadd's Fordiat 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. General Superintendent.

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. & B. R. R. Company, corner Broad street and Wash-& B. 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., 4:30 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 6:50 A. M., and leaving Port
Deposit at 9:25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. AUD TION BALES,

M THOMAS & SONS, AUCTIONEERS, NOS.

Extensive Sale at the Auction Rooms.

SUPERIOR HOUSEHOLD FURNITURE, THREE ROSEWOOD PIANOS, French Piate Mirrors, Fireproof Safes, Walnut Bookcases, Sideboards, Extension 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 ots superior household furniture, comprising a general assortment. eral assortment,

Sale No. 221 N. Ninth street.
NEAT HOUSEHOLD FURNITURE, MAHOGANY
HIGH CASE CLOCK, FRENCH PLATE MIRROR, VENETIAN, INGRAIN, AND OTHER CARPETS. On Friday Morning,

Nov. 11, at 10 o'clock, by catalogue, the neat fur-niture. Catalogues now ready. 11 9 2t THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches. NUT Street; rear entrance No. 1107 Sansom street.

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

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

Sale at No. 1110 Chesnut street.

HANDSOME WAINUT, PARLOR, LIBEARY, CHAMBER, AND BINING-ROOM FURNITURE; Resewood Piano-Fortes, by Steinway and Others; Velvet, Brussels, and Ingrain Carpets; Mantel and Pier Glasses, French Plaie; Spring, Hair and Husk Mattresses; Office Tables and Chairs, Large and Small Secretaries and Bookcases and Wardtobes, Silver-plated Ware and Cullery, China Tollet Sets, Engravings, Etc.; Fine Broche Shawls, Second-hand Furniture, Stoves, Etc.

On Friday Morning,

At 9 o'clock, at No. 1110 Chesnut street, will be fold, by catalogue, a large assortment of fine furniture, comprising parlor and library suits, in plush, reps, and haircloth; oiled walnut chamber suits, with wardrobes to match; bookcases, sideboards, ensy chairs, tables, etageres, carpets, China, glass-

easy chairs, tables, etageres, carpets, china, glass-

are, etc.
Also, a large assortment of second-hand furniture ROSEWOOD PIANOS-At 1 o'clock, will be sold, our rosewood planos, including one by Steinway & Sons, nearly new, cost \$900.

PAISLEY SHAWLS—Also, at 1 o'clock, will be

old, two Paisley shawis, costs 100 each.
ELEGANT LACE WINDOW CORTAINS, ETC. Also, an invoice of fine Swiss and Nottingham are window curtains, draperies, lambregins, cornices, shades, trimmings, etc. SHOWCASE, ETC.—One counter, showcase, and

t of glass jats, SCHOOL DESKS-A lot of school desks and WINES AND LIQUORS—A number of cases of Madetra and Malaga wine, Holland gin, fine old rye whisky, etc. 11 9 2t

DUNTING, DURBOROW & CO., AUCTION HERS.

Nos. 232 and 234 MARKET street, corner of
Bank street. Successors to John B. Mydrs & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, [114 5t] November 10, at 10 o'clock, on four months' credit.

LARGE SALE OF BOOTS, SHOES, BROGANS, BALMORALS, RUBBERS, UMBRELLAS, HATS, CAPS, Etc. 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 Lebmaier Bros. On Thursday, embracing a special line of RIUH 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,

FINE CLOAKING. FINE CLOAKING.

- pieces ASTRACHAN FRISE | Fine to subpieces DOGSKIN, REAL, | time qualities in
- pieces PLUSH DE RUSSIE, | black, brown,
- pieces SIBERIAN PLUSH, | purpleandwhite
ALSO,
- 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 2t

SPECIAL SALE OF GERMAN COTTON HOSIERY, Shirts and Drawers, Clothing, Suspenders, Gar-ters, Gents' Furnishing Goods, etc.

On Friday Morning, November 11, at 10 o'clock, on four months' credit, mbracing Full lines men's, women's, and children's bleached, rown, and mixed hose, naif and three-quarter hose, ain and fleeced. Full lines gents', ladies', and children's cloth, merino, Lisie, silk, 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, bout 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings; oil cloths, rugs, etc. 1174t

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS.
On Monday Morning,
November 14, at 10 o'clock, on four mouths'

SALE OF 2,000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, HATS, ETC. On Tuesday Morning, 11 9 5t November 15, at 10 o'clock, on four months' credit.

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Song.) No. 704 Chesnut st., rear entrance from Minor.

POSITIVE SALE OF 300 ESPECIALLY FINE ENGRAVINGS,
On Thursday Afternoon,
November 10, at 3½ 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. many valuable proofs after such artists as Landseer, Herring, Ausdell, Webster, Corregi, Martin, Church, Taylor, Firth, Faed, Constable, Creswick, and others, forming a saie of unusual attractiveness.

Catalogues will be ready and the collection arranged for examination on Wednesday and Thursday.

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

LARGE SALE OF BOOTS, SHOES, BROGANS, BALMORALS, RUBBERS, UMBRELLAS, HATS, CAPS, ETC.

On Thursday Morning,
Nov.10, commencing at 10 o'clock, on two months'

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

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 O S E P H P E N N E Y
AUCTIONEER,
NO. 1207 CHESNUT STREET. [6 28 tf

CITY BAZAAR AND TATTERSALL'S, CITY BAZAAR AND TATTERSALL'S,
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 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 purceonstantly on band.

chasers, constantly on hand. Carriages taken on Storage.
Superior Stabling for Horses on sale or at livery.
Superior Stabling for Horses on sale or at livery.
Cutside Sales solicited and promptly attended to.
Liberal advances made on Horses, Carriages, and arness.

DOYLE & NICHOLS.

ONE DOLLAR GOODS FOR 95 CENTS DIXON'S No. 21 S. EIGHTH Street.