BISMARCK.

FULL TEXT OF THE PRUSSIAN CABINET ARMIS-TICE CIRCULAR-DETAILS OF BISMARCK'S NE-COTIATIONS - EXCEBITANT DEMANDS OF

Berlin, Nov. 11-5.50 P. M.-The following is the text of a Prussian Cabinet circular, which has just been addressed by Count Bismarck to the diplomatic representatives of the North German Confederation serving at the seat of foreign governments. This State paper is dated at Versailles, Nov. 8, and reads as follows:-

Your Excellency-You will learn by this that M. Thiers, on the part of the French people, expressed a desire to be admitted to negotiate with the Cabinet representatives of his Majesty the King at headquarters, after having previously entered into communications with the different members of the government of national defense at Tours and in Paris. In compliance with orders from his Majesty I declared my willingness to grant the interview which he sought. M. Thiers was, in consequence of this decision, allowed first to proceed, to Paris, which he did on the 30th ult., returning to the royal headquarters next day, the 31st of October. This was the first time that a statesman enjoying such distinction and importance as M. Thiers does had accepted plenipotentiary powers at the hands of the Paris Government. This fact induced me to hope that proposals would be submitted to us by him on the part of France, the acceptance of which would be possible, and in the interest of the conclusion of peace I received M. Thiers with that respectful attention and official demeanor and conduct to which his distinguished position, not to speak of any former relations. entitled him.

During the interview M. Thiers declared that France, induced by the express desire of the neutral powers, was ready to accept an armistice. Thus his Majesty the King had, in the face of the first declaration of M. Thiers, to consider the fact that any or every armistice concluded during the war would in itself bring to Germany all the disadvantages which are connected with the prolongation of a campaign, and which come during such moments of delay in the operations to every army which receives its supplies, particularly its supply of provisions, from distant sources. Besides this we took upon ourselves the obligation to leave the German troops, which had become fully available by the capitulation of Metz, in the positions which they occupied on the day the armistice was signed, and to renounce the occupation of further territory of the enemy, which at present we might achieve without any, or certainly very little, resistance. The German armies could not expect much in the way of reinforcements or succor during the next few weeks. On the other hand, France would, by the conclusion of an armistice, be enabled to develop its resources and to complete the organization of the army corps that are now forming, and when hostilities should reopen after the armistice she would be able to oppose to us troops which at present do not exist. Despite all these considerations, the perso-

nal desire which was felt by his Majesty the King to take a first step in the interest of peace prevailed, and I was empowered to make an advance to M. Thiers by granting an armistice of twenty-five or, as M. Thiers afterwards wished, twenty-eight days, on the basis of the simple status in quo as it existed. on the day of signing. During the interview I proposed to M. Thiers that I would define, by a line of demarcation which would be regularly agreed to and adopted, the several positions of the troops, and to interrupt hostilities during a space of three weeks, so that France could proceed to the holding of Parliamentary elections for the constitution of a national representation.

On the French side this truce would have resulted simply in effecting the renunciation of insignificant and, to them, always disastrous army sorties, as also of a useless and to us incomprehensible waste of ammunition from the guns of the forts around Paris during the period of its existence.

With respect to the elections in Alsace I was in a position to declare that we should not insist on any stipulation which would call in question the right of the claim of France to the German departments before the conclusion of peace, and that we would not make or hold any of the inhabitants of these parts responsible for their appearance in a French National Assembly as the constitutional representatives of their countrymen.

I was surprised at the French Plenipotentiary (M. 'Thiers) declining these proposals, in which all the advantages were on the part of France, and at his declaring also that he would accept an armistice only in the event of our agreeing to an extensive provisioning of Paris.

I raplied that this would include so much more of a military concession than a return to the status in quo, or, indeed, to anything reasonable, that it could not be expected. I asked him if he was in a position to offer his Majesty the King any equivalent in return?

M. Thiers declared, in reply, that he was not in a position to make any military offer in return; and that he was obliged to ask this concession of the provisioning of Paris, without offering anything else than the readiness of the Paris Government to accord to the French nation the right of election of a representative body, which would probably constitute an authority with which it would be possible for us to treat for peace.

In this shape I had to submit the result of our negotiations and conversation to his Majesty the King and his military advisers.

His Majesty was justly surprised at these exorbitant military claims by France, and he was disappointed in his expectations as to the probable result of the negotiations into which I had entered with M. Thiers. The incredible demand that Prussia should give up the fruit of all the efforts which she had made in the field during the past two months, surrender the many advantages she had gained, and thus bring the situation back to the condition which existed at the moment when the investment of l'aris was commenced, could only prove that in Paris they were merely looking for pretexts to deny the French nation the right of holding the election, and that they were not willing to give the people an opportunity to carry the voting out without interruption.

Influenced by my desire to make another effort to come to an understanding on some other basis of settlement, M. Thiers had an interview on the line of the army outposts with the members of the Paris Government on the 3th inst., so as to propose to them either an armistice on the basis of the status in quo for a shorter period of time than that which was asked, or the simple convening of the electoral bodies without any treaty of armistice. In this instance I said I could guarantee a free admission to French voters to Paris and the granting of every facility which did not interfere with our military situation and the safety of our army.

Regarding the substance of his interview with Messrs. Favre and Trochu, M. Thiers has not given me any approximate informa-tion. He could merely inform me that the

result had been the delivery to him of advice to break off negotiations with his Majesty and to leave Versailles, since the completion of an armistice, including the right of reprovisioning Paris, was not to be attained. M. Thiers' return to Tours took place on

the 7th instant, at an early hour of the

morning. The course of the negotiations with M Thiers has impressed me with the conviction that the present rulers of France did not, from the very beginning, sincerely wish to hear the views of the French nation expressed in a representative parliamentary body, constituted by a free and uncontrolled election, and that just as little has been their intention to bring about an armistice, but that they stipulated for a concession which they knew from the first to be unacceptable, and that they only asked for these conditions in order not to give to the neutral

powers, on whose support they count, a direct In conclusion, I beg to request that you will express yourself to the Government to which you are accredited in accordance with the contents of this despatch, to the reading of which to the Minister of State for Foreign Affairs you are duly empowered. Accept, etc.,

BISMARCK. To his Excellency - Minister of the North German Confederation at the Court

HUMAN BRUTES.

The Wild Men of California-Their Appearance-The Story of an Old Hunter.

A correspondent of the Antioch Ledger, writing from Grayson, California, under date of October 16, says:-"I saw in your paper, a short time since, an item concerning the 'gorilla,' which is said to have been seen in Crown Canon and shortly after in the mountains at Orestimba Creek. You sneered at the idea of there being any such 'critters' in these hills, and were I not better informed, I should sneer too, or else conclude that one of your recent prospecting parties had got lost in the wilderness, and didn't have sense enough to find his way back to Terry's. I positively assure you that this gorilla, or wild man, or whatever you chosse to call it, is no myth. I know that it exists, and that there are at least two of them, having seen them both at once not a year ago. Their existence has been reported at times for the past twenty years, and I have heard it said that in early days an ourang-outang escaped from a ship on the Southern coast; but the creature I have seen is not that animal, and if it is, where did he get his mate? Import her as the Webloot did their wives? Last fall I was hunting in the mountains about twenty miles south of here, and camped five or six days in one place, as I have done every season for the past fifteen years. Several times I returned to my camp, after a hunt, and saw that the ashes and charred sticks from the fireplace had been scattered about. An old hunter notices such things, and very soon gets curious to know the cause. Although my bedding and traps and little stores were not disturbed as I could see, I was anxious to learn who or what it was that so regularly visited my camp, for clearly the half-burnt sticks and cinders could not scatter themselves about. I saw no tracks near the camp, as the hard ground covered with dry leaves, would show none. So I started on a circle around the place, and three hundred yards off, in damp sand, I struck the tracks of a man's feet as I supposed, bare and of immense size. Now l was curious, sure, and resolved to lay for the barefooted visitor. I accordingly took a posi-tion on a hill side about sixty or seventy feet from the fire, and securely hid in the brush. waited and watched. Two hours or more I sat there and wondered if the owner of the feet would come again and whether he imagined what an interest he had created in my inhim to be prowling about there with no shoes on. The fireplace was on my right and the spot where I saw the track was on my left, hid by bushes. It was in this direction that my attention was mostly directed, thinking the visitor would appear there, and, beside, it was easier to sit and face that way. Suddenly I was started by a shrill whistle, such as boys produce with two fingers under their tongue, and turning quickly I ejaculated, "Good God!" as I saw the object of my solicitude standing beside my fire, erect and looking suspiciously around. It was in the image of man, but it could not have been human. I was never so benumbed with as-tonishment before. The creature, whatever it was, stood full five feet high, and disproportionately broad and square at the shoulders, with arms of great length. The legs were very short, and the body long. The head was small, com-pared with the rest of the creature, and appeared to be set upon his shoulders without a neck. The whole was covered with dark brown and cinnamon-colored hair, quite long on some parts, that on the head standing in a shock and growing close down to the eyes, like a Digger In-As I looked, he threw his head back and whistled again, and then stooped and grasped a stick from the fire. This he swung round and round, until the fire on the end had gone out, when he repeated the manœuvre. I was dumb, almost, and could only look. Fifteen minutes I sat and watched him, as he whistled and scattered my fire about. I could easily have put a bullet through his head, but why should I kill him? Having amused himself, apparently all he desired, with my fire, he started to go, and, having gone a short distance, he returned, and was joined by another-a female, unmistakably -when they both turned and walked past me, within twenty yards of where I sat, and disappeared in the brush. I could not have had a better opportunity for observing them, as they were unconscious of my presence. Their only object in visiting my camp seemed to be to amuse themselves with swinging lighted sticks around. I have heard this story many times since then, and it has often raised an incredulous smile; but I met one person who has seen the mysterious creatures, and a dozen who have come across their tracks at various places between here and Pacheco Pass.'

GENT.'S FURNISHING GOODS.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY,

AND GENTLEMEN'S FURNISHING STORE PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice. All other articles of GENTLEMEN'S DRESS

GOODS in full variety. WINCHESTER & CO., No. 706 CHESNUT Street.

GROCERIES, ETO. SHOTWELL'S SWEET CIDER.

Made expressly for our sales. The first invoice of this CELEBRATED CIDER

just received. ALBERT C. ROBERTS,

Dealer in Fine Groceries Corner ELEVENTH and VINE Sts.

OAKS

GEMETERY COMPANY OF PHILADELPHIA

This Company is prepared to sell lots, clear of all encumbrances, on reasonable term. Purchasers can see plans at the office of the Company,

NO. 518 WALNUT STREET,

Or at the Cemetery, where all information needed will be cheerfully given. By giving notice at the office, carriages will meet persons desirous of purchasing lots at Tioga Station on the Germantown Railroad, and convey them to the Cemetery and return, free of charge.

ALFRED C. HARMER, President. MARTIN LANDENBERGER, Treas. MICHAEL NISBET, Sec'y. 10 5 wim 6m

RAILROAD LINES.

PHILABELPHIA, WILMINGTON. AND BATTIMORE RAILROAD.—

TIME TABLE.

COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as fellows:—

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 Broakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

road.

Express Train at 11'45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linweed, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's and Stemmer's Run.

Night Express at 11-20 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elhton, 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

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

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 6.45 A. M. and 4.00
P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Cen-

7.60 A. M. and 4.30 P. M. trains for Baltimore Cenral Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail; 8.00 A. M., Express; 2.35 P. M., Express; 7.25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7.25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havro-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8.00 A. M.; returning, left West Grove at 8.55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where

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 Rairoad 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 ene square of the Devot

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

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

Mail Train TRAINS LEAVE DEPOT.
 Mail Train
 8.00 A M.

 Paoli Accommodation, 10 A. M. & 12.50 and 7.10 P. M.

 Fast Line
 ,12.30 P. M.

 Eric Express
 11.00 A. M.

 Harrisburg Accommodation
 2.30 P. M.

 Lancaster Accommodation
 4.10 P. M.

 Parkesburg Train
 5.30 P. M.

 Cincinnati Express
 8.00 P. M.

 Eric Mail and Pittsburg Express
 10.30 P. M.

 Way Passenger
 11.30 P. M.

 Eric Mail leaves daily, except Sunday, rupular,
 Way Passenger . 11:30 P. M.
Krie Mail leaves daily, except Sunday, running
on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Fittsburg 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 pro-cured and baggage delivered by 5 P. M. at No. 116 Market street. Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 940 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M.

Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6.10 P. M. TRAINS ARRIVE AT DEPOT. Cincinnati Express . . Philadelphia Express . . . 8 10 A. M. 6 30 A. M. . 6 80 A. M Eric Matl Paoli Accommodat'n, *** A. M. & 3.30 & 6.40

Fast Line and Buffale Express . . 9 00 A. M Lancaster Train . . . Erie Express Lock Haven and Elmira Express 6.40 P. M. 9.40 P. M. 12.20 P. M.

Ticket Agent at the Depot.

The Pennsylvania Rallroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Bollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

owner, unless taken by special contract. A. J. CASSATI, General Superintendent, Altoona, Pa.

THE PHILADELPHIA AND BALTIMORS CEN-TRAL BAILROAD,—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

For Port Deposit at 7 A. M. and 4:30 P. M. For Oxford at 7 A. M., 430 P. M., and 7 P. M.
For Oxford Saturdays only at 2:30 P. M.
For Chadd's Ford and Chester Creek Railroad at
A. M., 10 A. M., 4:30 P. M., and 7 P. M. Saturdays

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 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 exceed ag one hundred dollars, unless special contract is made for the same.

HENRY WOOD, General Superint indent. 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-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

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 6:06 A. M., and leaving Port Deposit at 9:25 A. M., connect at Chadd's Ford Junc-tion with WILMINGTON & READING R. R. 48

WEST JERSEY BAILROADS FALL AND WINTER ARRANGEMENT;
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,
Swedeeboro, Vinciand, Millville, and way stations.
11°45 A. M., Woodbury Accommodation.
11°45 A. M., Woodbury Accommodation.
11°46 A. M., Passenger for Cape May, Millville, and
way stations below Glassboro.
3°30 P. M., Passenger for Bridgeton, Salem,
Swedeesboro, and way stations.
5°30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.
Freight Train leaves Camden daily, at 12 M.
WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES.

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

**PRON WALKUT STREET WHARP.*

At 6-30 A. M., Accommodation, and 2 P. M., Express Mail, and 3-30 P. M., Accommodation, via Camden and Jersey City.

At 6 P. M., tor Amboy and intermediate stations. At 6-30 A. M., 2 and 3-20 P. M. for Farmingdale. At 6-30 A. M., 2 and 3-20 P. M. for Freehold. At 8 and 10 A. M., 12 M., 2, 5-30, and 5 P. M. for Trenton.

At 6:80, 8, and 16 A. M., 12 M., 2, 2:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6:30 and 16 A. M., 12 M., 3:30, 5, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyrs. and Palmyra. At 5:30 and 10 A. M., 12 M., 5, 8, 7, and 11:30 P. M. for Fish House.
The 11:30 P. M. line leaves from Market Street

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 11.30 P. M., Emigran Line, vis Jersey City.

At 7 and 9.30 A. M., 12.45, 6.45, 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 rundaily. All others Sundays excepted.

Sunday Lines leave at 9.30 A. M., 6.45 P. M., and 12 night.

At 7-30 A. M., 2-30, 3-50, and 5, P. M. for Trentop and Bristol, and at 10-45 A. M. and 6 P. M.f At 7:80 A. M., 2:30, and 6 P. M. for Morrisvil and Tullytown.

At 7:80 and 10:45 A. M., 2:80, 5, and 6 P. M.() Schenck's Eddington, Cornwells, Torresdale, an Holmesburg Junction. At 7 A. M., 12:30, 6:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 10 45 A. M., 12 30, 2 30, 5 14, 6, and 7 30
P. M. for Tacony, Wissinoming, Bridesburg, and

At 7:80 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and Intermediate VIA BELVIDERE DELAWARE RAILROAD. At 5 P. M. for Lambertville and intermediate

FROM MARKET STREET PERRY (UPPER SIDS), VIA NEW JERSEY SOUTHERN RAILBOAD At 11 A. M. for New Yore, Long Branch, and intermediate places.
VIA CAMDAN AND BURLINGTON COUNTY BAILBOAD. At 7 and 11 A. M., 1, 230, 330, 6, and 630 P. M., and on Thursday and Saturday nights at 1130 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 230 and 630 P. M. for Lumberton and

At 7 and 11 A. M., 8 30, 8, and 6 30 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberten.
At 7 A. M., 1 and 3.30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and WM. H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-EN PENNSYLVANIA, SOUTHERN AND INTIRIOR 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:—

excepted), as follows:—
7.00 A. M. (Accommodation) for Fort Washing-

At7-35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and inconnection with the ERIERALL-WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8 25 A. M. (Accommodation) for Doylestown. 9 45 A. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Williamsport, Wilkesparre, Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex L A. M. (Accommodation) for Fort Washington

1:16, 3:30, and 5:30 P. M., for Abington. 1:45 P. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Mahanoy City, Wilkesbarre. Fittston, and Hazleton.

2:30 P. M. (Accommodation) for Doylestown.

At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk, 4.16 P. M. (Mail) for Doylestown.

5.00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale. 8:00 and 11:80 P. M. (Accommodation) for Fort Washington. The Flith 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.

Langdale at 7:30 A. M. Fort Washington at 8:20 and 11:20 A. M., 3:10 and Abington at 2:35, 4:55, and 6:45 P. M. Abington at 230, 430, and 457, and
ON SUNDAYS.

Philadelphia for Bethlehem at 930 A. M.
Philadelphia for Doylestown at 230 P. M.
Philadelphia for Fort Washington at 830 A. M.

Boylestown for Philadelphia at 6:30 A. M. Bethiehem for Philadelphia at 4:00 P. M. Fort Washington for Philadelphia at 8:30 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,
Lev 16, 1870.
ELLIS CLARK, Agent.

PHILADELPHIA AND ERIB RAILROAD SUMMER TIME TABLE. On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Eric Raticoad run as follows from Pennsylvania Railroad Depot, West

WESTWARD, MAIL TRAIN leaves Philadelphia Williamsport ERIE EXPLES leaves Philadelphia 10:50 A. Williamsport 8:15 P. 7:25 A.

arrives at Eric - 725 A. M.
EL.Bilk & Mall leaves Philacelphia - 750 A. M.
Williamsport 6:00 P. M. arrives at Lock Haven 7-20 P. M. . / 11 EAGLE MAIL leaves Williamsport - arrives at Lock - 1.80 B. M. BASTWARD. MAIL TRAIN leaves Erie . . 8 50 A. Williamsport . 9 25 P. arrives at Pulladelphia 6 20 A. 9 20 P.

ERIE EXPRESS leaves Erie . . 9:00
Williamsport 8:15
arrives at Philadelphia 6:30 8'15 4 ELMIRA MAIL leaves Williamsport - 6 46 A arrives at Philadelphia 9 50 P BUFFALO EXP. leaves Williamspert 12 26 A.

Harrisburg 6 20 A.

BALD BAGLE MAIL leaves L. Haven 11 36 A. BALD EAGLE EX. leaves Lock Haven 9-25 P " 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 Oreck and Allegheny River Railroad. WM. A. BALDWIN, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAIL-WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
ON AND AFTER MONDAY, October 17, 1879,
Trains will leave and arrive at the Depot, THIRTYFIRST and CHESNUT Streets, as follows:—
FROM PHILADELPHIA
For West Chester at 745 and 1120 A. M., 220,
625, 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 440 P. M. Stops at all sta-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 4 P. M. W. C. WHEELER, Superintendent,

RAILROAD LINES

PHILADELPHIA AND READING RAILROAD. Depot-THIRTEENTH and CALLOWHILG Until further notice trains will leave and arrive as TRAINS LEAVE. A. M. TRAINS ARRIVE. A. M.

N. Y. EAPRESS FOR FITTSBURG AND WEST.
Trains leave New York at 9:00 A. M. and 5:00 P.
M., passing Reading at 1:45 and 10:05 P. M., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.
Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.
Trains for New York leave Harrisburg at 5:25, 8:10, and 8:50 A. M., and 2:50 P. M.
Additional train leaves New York for Harrisburg. Additional train leaves New York for Harrisburg at 1200 noon.

For particulars see Guide Books, which can be obtained at No. 811 Chesnut street, and at all stations without charges.

Season, School, Mileage, and Commutation Tickets at reduced rates, to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolis, General Superintendent, Reading, Street Cars.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines,

run close to the depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot, or at No. 225 S. Fourth street.

S. Fourth street.

DHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.

TIME TABLE.

On and after WEDNESDAY, November 2, 1870.
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 9% down train, and 2%, 8%, and 5% up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9% A. M., 2, 4-06, 7, and 10% P. M. Leave Germantown at 8½ A. M., 1, 8, 6, and 9% P. M.

P. M. OHESNUT HILL RALLROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2%, 8% 5%, 7, 9, and 11 P. M.

Leave Chessut Hill 7-10, 8, 9-10, and 11-40 A. M., 1.40, 5.40, 6.40, 6.40, 8.40, and 10.40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9% A. M., 2 and 7 P. M.
Leave Ubesnut Hill at 7.50 A. M., 12.40, 6.40, and Passengers taking the 6-56. 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 CONSECHOUKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 11 65 A. M., 1%, 8, 4, 5, 5) 4, 6%, 8 05, 10, and 11% P. M.
Leave Norristown 5%, 6 25, 7, 7%, 8 50, and 11 A.
M., 1%, 8, 41%, 6%, 8, and 9% P. M.
ON SUNDAYS. Leave Philadelphia 9 A. M., 214, 4, and 714 P. M. Leave Norristown 7 A. M., 1, 214, and 9 P. M. FOR MANAYUNK.

Leave Philadelphia 6, 71%, 9, and 11 05 A. M., 11%, 3, 4, 5, 51%, 61%, 805, 10, and 111% P. M. Leave Mianayunk 6, 6:55, 7%, 810, 9:20, and 111% A. M., 2, 81%, 5, 62%, 81%, and 10 P. M. ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 236, 4, and 736 P. M.
Leave Manayunk 75 A. M., 156, 654 and 956 P. M.

PLYMOUTH RAILRUAD.

Leave Philadelphia 5 P. M. Leave Plymouth 5% A. M.

The 7% A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Passengers taking the 7, 9-05 A. M., 61/4 & 12 P. M.

trains from Ninth and Green streets will make close connections with the trains for New York at In-tersection Station. The 8% A. M. 12% and 5 P. M. trains from New York stop at Intersection Station. 620 W. S. WILSON, General Sup't. 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

THE EATERS

WILL BE TURNISHED WITH

SPLENDID PALACE CARS,

NO CHANGE OF CARS

BETWEEN PHILADELPHIA AND SANDY HOOK,

ASK FOR TICKETS VIA PEMBERTON AND

LONG BRANCH,

AFTER MONDAY, July 4, 1870, trains will run as follows:-LEAVE NEW YORK, from Pier No. 28 NORTH River, foot of Mnrray street

at 6:45 A. M. Accommodation and 4:30 P. M. Express.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:30 P. M. Express.
The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unaqualled accommodations, and will

the former with unequalled accommodations, and will make the connection between New York and Sandy Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in a style tensterpassed by any Hetel in America.
Fare between Philadelphia and New York.....\$3.90
"Long Branch... 2.50

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."
6 27 C. L. KIMBALL, Superintendent. ENGINES, MACMINERY, ETO.

PENN STRAM ENGINE AND BOILER
WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, CHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizess, Marine, River, and Stationary having sets of patterns of different sizes, are pre-pared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Bollers of the best Pennsylvania Charcoal Cylinder Boilers of the best remissivania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done the establishment free of charge, and work guanatured.

The subscribers have ample wharf dock-toom for The subscribers have ample wharf dock-foom for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE,

JOHN P. LEVY,

BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO., PHILADELPHIA, PA.,

Manufacture Plain and Galvanized WROUGHT-IRON PIPE and Sundries for Gas and Steam Fitters, Plumbers, Machinists, Railing Makers, Oil Reiners, etc.
WORKS,
TWENTY-THIRD AND FILBERT STREETS,
OFFICE AND WAREHOUSE,
81 No. 42 N. FIFTH STREET.

Corn Exchange Bag Manufactory. JOHN T. BAILEY, N. E. Cor. WATER and MARKET Sts

ROPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.
Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

FASTON & MCMAHON, SHIPPING AND COMMISSION MERCHANTS, No. 2 COENTIES SLIP, New York, No. 18 SOUTH WHARVES, Philadelphia, No. 46 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

AUD FION BALES,

M THOMAS & SONS, AUCTIONEERS, NOS. SALE OF REAL ESTATE AND STOCKS. November 15, at 12 o'clock noon, at the Exchange, will include:—
SPRUCE AND ASPEN, N. W. colner—12 Brick and Frame Dwellings, lot 83 front.
F STREET, west of Twenty-second—Two Brick Dwellings. TENTH (South of Locust)—4 Frame Dwellings. NINETEENTH (South), No. 121—Modern Brick Resi-

CHESNUT, No. 2314—Store and Dwelling.
St. PAUL'S AVENUE (above Catharine and east of
Seventh) 2 Brick Dwellings.
GOOD (west of Johnson)—Frame Dwelling.
FOURTH AND BUTTON WOOD, N. W. corner—Modern esidence. RICHMOND, N. E. of Palmer—2 Lots of Ground.

EYRE, N. B. of Palmer 2 Lots of Ground.
GIBARD AVENUE, S. W. of Vienna-5 Lots of GIRARD AND MONTGOMERY AVENUES, S. E. COTDET-Second (North), No. 728—Store and Dwelling. WASHINGTON AVENUE, NO. 1814—Coal Yard.
TENTH (North), No. 1530—Modern Residence.
SIXTERNTH (North), No. 139—Modern Residence.
CHESNUT, West of Fortieth—Valuable Lot, 190 feet

WALLACE, No. 1709—Modern Residence,
TWENTIETH (South), No. 115—Modern Residence,
EIGHTEENTH (South), No. 127—Modern Residence,
TWELFTH (North), No. 1484—Modern Residence,
FIFTH AND GREEN, S. W. corner—Store and

Dwelling.
Ground Rent, \$41-14.
Donnagana, No. 1509—Brick Dwelling.
Jaspar, Nos. 2503 to 2311—Five Brick Dwellings.
\$10,000 Board of Public Schools, City of St. Joseph, 100 shares Central National Bank. 200 shares Central National Bank.
200 shares Corn Exchange National Bank.
100 shares Pacific and Atlantic Telegraph Co.
2 shares Wicomico and Pocomoke Railroad of Md.
100 shares Oil Creek and Stilwell Run Oil Co. 506 shares Dawson's Run Oil Co.
100 shares Rathbone and Camden Oil Co.
Certificate for \$1000 in Millstone Oil Co.
Pew No. 44 Second Presbyterian Church.
20 shares Greenwich Improvement and Railroad.

Pew No. 23 Holy Trinity Church. 24 shares Pennsylvania Steel Co.

9 shares Philadelphia and Southern Mail Steam ship Co.
\$2000 1st mortgage 7 per cent. bonds, gold, Indianapolis, Bloomington, and Western Railroad Co., April
and October, New York.
70 shares Manufacturers' National Bank.
50 shares Reliance Insurance Co.
100 shares American Life Insurance Co. \$500 bond Union Passenger Railway Co. 249 shares Daizell Oil Co. 300 shares McClintockville Petroleum Co. 1 share Academy of Fine Arts, 1 share Philadelphia Library Co.

12 shares Pennsylvania Co. for Insurance on Lives and Granting Annuities.

28 shares Commonwealth National Bank.
Catalogues now ready. THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 1110 Chesnut street.

EI EGANT RUSSIA SABLE, MINK, ERMINE,
AND SQUIRREL FURS; also, Angora, Hudson
Bay, Black and Brown Bear, Silver Badger, Fox,
Wolf, Coon, and Lynx Robes.
On Monday and Tuesday Mornings,
Nov. 14 and 15, at 11 o'clock each day, at No. 1110
Chesnut street, will be sold, a very large and elegant
essortment of fine Furs, Robes, Collars, Caps, etc.
The Furs can be examined after 8 o'clock on
morning of sale.

11 11 3t

morning of sale.

POSITIVE SALE OF
SUPERIOR ENGLISH PLATED WARE AND
TABLE CUTLERY,
From one of the Best Manufacturers in Sheffield.
On Wednesday Morning,
Nov. 16, at 11 oclock, at No. 1110 Chesnut street, will be sold without any reserve a large assortment of fine quality of plated ware, comprising—Tea sets, salvers, tureens, castors, table, dessert, and tea spoons, forks and ladles, pickle and celery stands, arns, etc.

Also, a fine assortment of pearl and tvory handle table cutiery.

The goods can be examined after 8 o'clock on the

SALE OF A PRIVATE LIBRARY OF MISCELLA-NEOUS BOOKS.
On Wednesday Afternoon, Nov. 16, at 3% o'clock, at the auction store, No. 1110 Chesnut street, will be sold, a Private Library of Miscellaneous Books, many of them London edf-Catalogues will be ready on Tuesday and the books

ready for examination. Bunting, Durborow & Co., Auctionerre Bank street. Successors to John B. Myers & Co. SALE OF 2,000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, HATS, ETC. On Tuesday Morning, 1195t November 15, at 10 o'clock, on four months' credit.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS.
On Thursday Morning. [11 11 5t
November 17, at 10 o'clock, on four months' credit.
25 BALES HEAVY BURLAPS.
Included in sale of Thursday next, Nov. 17, at 10 clock, 25 bales ourlaps, for cash, being damaged

on voyage of importation. LARGE SALE OF CARPETINGS, OIL CLOTHS, On Friday Morning,
November 18, at 11 o'clock, on four months' credit,
about 200 pieces ingrain, Venetian, list, hemp, cot-

tage, and rag carpetings; oil cloths, etc. MARTIN BROTHERS, AUCTIONEERS, (Lately Salesmen for M. Thomas & Sons.)
No. 704 Chesnut st., rear entrance from Minor. FINE COLLECTION OF ENGRAVINGS, CHRO-MOS, LITHOGRAPHS, ETC.

On Wednesday Afternoon, (11 P. Nov. 16, at 3½ o'clock, at the anction rooms. BY BARRITT & CO., AUCTIONEERS.
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street. Cash advanced on consignments without extra

REGULAR SALE OF BOOTS AND SHOES, On Thursday Morning, November 17th, at 10 o'clock.

FURS, FURS.
NINTH LARGE AND SPECIAL SALE OF AMERICAN AND IMPORTED FURS, ROBES, ETC. On Friday Morning, November 18, at 10 o'clock.

CONCERT HALL AUCTION ROOMS, No. 1918 CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.
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." B.-A superior class of furniture at private sale O S E P H P E N N E Y
AUCTIONEER,
No. 1307 CHESNUT STREET. [6 28 tf

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 pur-

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

DOYLE & NICHOLS.

R E A D Y R O O F I N G.—
can be applied to
STERP OR FLAT ROOPS
at one-half the expense of tin. It is readily put on
oid Shingle Roofs without removing the shingles,
thus avoiding the damaging of ceilings and furniture
while undergoing repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WEL.

I am always prepared to Repair and Paint Roofs
at short notice. Also, PAINT FOR SALE by the
barrel or gallon; the best and cheapest in the
market. No. 711 N. NINTH St., above Conton. market