## THE LATE MR. WALTER.

Story of a Lamentable Accident-The Death of the Eldest Mon of the Proprietor of the "London Times." From the London Times, Dec. 26.

An accident occurred on Saturday afternoon last at Bearwood, Berkshire, the seat of Mr. Walter, M. P., which caused the loss of a very valuable life. There is a fine lake in front of the house, extending over tany acres, and in parts of considerable depth.

It affords in winter a splendid skating field, and it had been completely frozen over by the severe weather of last week. The family were assembled in the house to spend Christmas together, and in the afternoon a large party were enjoying themselves on the ice. Mr. John Walter, the eldest son, who had just returned from a lengthened tour, was skating with his brothers, Arthur and Henry. Another brother, Thomas, was pushing his cousin Richard before him on a chair. Mr. Walter himself, with some of his counger children, was upon another portion of the lake. On a sudden an alarm was raised, and on looking round nothing could be seen of Thomas and his cousin but their heads. They had fallen into the water at one of the deepest parts of the lake, where the water-fowl had kept the water open as long as possible, and where the ice consequently was weakest. John Walter and his two brothers skated as rapidly as possible to the spot and found Thomas clinging to the broken ice with one hand, and supporting his cousin with his disengaged arm.

Mr. John Walter instantly threw himself on his face upon the ice, and stretched out his arm. but he had scarcely reached his brother's hand when the ice gave way beneath him, and he, too, was immersed. On seeing this, Henry promptly followed his brother's example, and stretched himself along the ice to rescue his two brothers and his cousin. But just as his elder brother had grasped his hand, the ice gave way under him also, and four them were thus in the water together. Both Mr. John Walter and his brother Henry were excellent swimmers, and had perfect confidence in themselves; but their position was evidently perilous. Meanwhile Arthur, with great presence of mind, had skated as fast as he could towards the home farm, calling out as he went for assistance and for a rope. Happily his cries were heard, and a rope was at hand. It was brought to the spot, but too late to save a very precious life. Mr. John Walter had disappeared. His brothers said he sank almost immediately after Henry's effort had failed. It is evident he had suffered one of those seizures by which the strongest and most experienced swimmers are from time to time overpowered. Such seizures are generally ascribed to cram, but they are probably due to some sudden determination of the blood to the head, and in the present instance this was rendered the more probable by the extreme cold of the water. other two brothers were much exhausted, and Thomas, who was the longest immersed, says he believes he was only kept from sinking by the sense that his cousin was depending on him. The rope, however, was in time to save the other lives which were thus imperilled. The weaker ice had been broken away, and it was possible to approach the edge of the water. Thomas and his cousin were rescued by means of the rope, and Henry was extricated by a boatman. John Walter seems never to have risen to the surface after he first disappeared, and his body was only recovered after four hours' search It is one of those dispensations of Providence

## CARELESS BLASTING.

of which we can see nothing but the mystery,

and which it needs the strongest faith to sup-

port with resignation. For a private calamity

it is hard to conceive a greater.

Terrific Hombardment in N. w York-Large Pieces of Rock Throwa Into Dwelling-Houses-Narrow Escapes.

About 5 o'clock yesterday afternoon, a gang of workmen employed in blasting the rocks on the raised lots in Third avenue, between One Hundred and Third and One Hundred and Fourth streets, prepared a huge blast for the purpose of dislodging a mass of rock which impeded their work. When the charge was ignited the explosion was a terrific one, sending an immense cloud of fragments flying in every direction, causing considerable damage to the surrounding buildings. A large piece of the shattered rock, weighing over twenty pounds, fell on a house occupied as a liquor store and dwelling, a few yards from the scene of the blast, and went crashing through the roof of an extension, and finally lodged on a bed in which was calmly sleeping a little child, who fortunately escaped injury. Another large rock descended into the liquor store, where it burst a barrel of ale, shattered a large lookingglass, smashed several bottles of wine, and sent the shattered glass into the hall-way. fragment of the rock entered the hall-way of the adjoining building, but did no material damage except breaking the ceiling. A brick house on the opposite side of the street was also damaged by the blast, as several pieces of rock struck its front, smashing the door, windows, and projections. The new four-story brick building on the southwest corner of Third avenue and One Hundred and Third street was likewise much shaken by the force of the explosion, and eight or nine chimneys were thrown down. The foreman, Robert Cremmins, who had charge of the work, was arrested by the Twenty-third Precinct Police, on a charge of reckless blasting, and he was locked up to save him from maltreatment by the excited citizens, who were naturally much excited over the event, and loud in their denunciations against the foreman, who had so recklessly imperilled their lives and property .-N. Y. Times, to-day.

## ON A DRUNK.

How Grant's Brother Came to Get That Drubbing. It was stated in the Times of Thursday that Mr. Grant had been assaulted by a Mr. Atwood, keeper of fa restaurant on Clark street. Mr. Atwood called at the Times office and made the following statement concerning his interview with the brother of the President: -

He came into my place about 12 o'clock on Monday night, accompanied by a young, stout-ish-looking man. They sat down at a table, ordered two drinks first, and then raw oysters. The place was crowded. Hooley's was just out. The man called Grant was taken sick. I didn't want to send a waiter to him, so I went myself and said:—"I guess you had better go out and get the air, you will feel better; you have been drinking, and the warm air has caused your sickness." He said, "I will in a minute, as quick as I eat these." When the little fellow accompanying Grant came up with his check of 65 cents, he gave me 30 cents. I said, "I want 85 cents more." He said, "I'll get it," and started to go down stairs. He then spoke to Grant, and Grant came up and threw down a \$5 bill, which I changed. The little fellow said "You have insulted President Grant's brother." I said, "I am sorry; I don't intend to insult anybody; I don't make my living by insulting people." Grant said, "I can buy this whole place." I said, "All right, it's for sale; I am always ready for a sale." I thought if it was Grant's brother he might be willing to pay a good price for it. I suppose Mr. Grant went out with it engraved on his skull that I had insulted him, and, when somebody hit him on the bugle, he felt sure that Atwood did it .- Chicago Times, January 7.

A party of disguised men seized Mr. J. C. Gallaber, a respected citizen, in his own house, in Sandersville, Washington county, Georgia, one night last week, took him a distance from town, shot him, and left him for dead. The Savannah Republican, a Democratic paper, mildly says:-"If the law is not able to reach them, we trust those engaged in the business will pause for a moment and reflect upon the guilt of their course and the terrible amount of inhappiness and insecurity they are bringing upon the entire community in which they live -Henry V. Horton, who died in Cincinnati on the 3d isst., was the founder of the order of the Eons of Temperance in the West.

PROPOSALS.

UNITED STATE MAILS. POST OFFICE DEPARTMENT, WASHINGTON, Sept. 59, 1879 PROPOSALS for conveying the Mails of the United States from July 1, 1871, to June 30, 1872, on the following routes in the State of Pennsylvania, will be received at the contract Office of the Department until 3 P. M. of March 1, 1871, to be decided by March 20 following:

2855 From Butler, by North Oakland, Barnhart's Mills, Ealdwin, and Bruin, to Lawrenceburg, 22 miles and back, three times a week.

Leave Butler Monday, Wednesday, and Sriday.

Leave Sutler Monday, Wednesday, and Friday, at 7:30 A. M.; Arrive at Lawrenceburg by 4 P. M.;

Arrive at Lawrenceburg by 4 P. M.;
Lesve Lawrenceburg Tuesday, Thursday, and
Saturday, at 7:30 A. M.;
Arrive at Butler by 4 P. M.
From Liberty Corners, by Storr's Mills, to New
Ara, 11 miles and back, once a week.
Lesve Liberty Corners Saturday at S A. M.;
Arrive at New Era by 12 M.; eave New Era Saturday at 1 P. M. ;

Arrive at Liberty Corners by 5 P. M. 2634 From Bedford to Downingsville (Imlertown P O.), 6 miles and back, twice a week. Leave Bedford Tuesday and Friday at 3 P. M. Arrive at Imlertown by 5 P. M.; Leave Imlertown Tuesday and Friday at 8 A.

Arrive at Bedford by 10 A. M From West Bingham, by Bingham Centre and Bingham, to Spring Muls (N. Y.), 7 miles and back, twice a week. Leave West Bingham Tuesday and Saturday at a P. M.; Arrive at Spring Mills by 5 P. M.; Leave Spring Mills Tuesday and Saturday at 12

Arrive at West Bingham by 2 P. M. rom Pottstown to Cedarville (no office), 2 miles and back, three times a week by a schedule satisfactory to the postmaster at

2627 From Oxford, by Mount Vernon, Colerain, Kirkwood, Forestdale, and Bartville, to Christiana, 18 miles and back, three times a week. Leave Oxford Tuesday, Thursday, and Saturday at 1 P. M.; Arrive at Christiana by 6 P. M.; Leave Christiana Tuesday, Thursday, and Saturday at 7 A. M.;

Arrive at Oxford by 12 M. This route is supposed to be covered by existing service, and, if so, will not be let.
Frem Horton's, by Rochester's Mills (no office),
to Brady, 12 miles and back, once a week.
Leave Horton's Saturday at 8 A. M.;
Arrive at Brady by 11 A. M.;
Leave Brady Saturday at 11 M.;

Arrive at Horton's by 4 P. M. Proposals for more frequent service invited, rom Osceola Mills, by Houtzdale and Madera, to Smith's Mills, 15 miles and back, twice a

Leave Osceola Mills Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills by 12 M.; Leave Smith's Mills Tuesday and Saturday at 1 Arrive at Osceola Mills by 6 P. M. 2640 From Hanlin Station, by Eldersville (no office) and Independence, to Bethany (W. Va.), 16 miles and back, once a week.

Leave Hanlin Station Saturday at 8 A. M.; Arrive at Bethany by 12 M.; Leave Bethany Saturday at 1 P. M. Arrive at Hanlin Station by 5 P. M. Proposals for more frequent service invited. From Troy Centre (no office) to Tryonville, 6 miles and back, once a week.

Leave Troy Centre Saturday at 10 A. M. ; Arrive at Tryonville by 12 M.; Leave Tryonville Saturday at 1 P. M.; Arrive at Troy Centre by 3 P. M. Proposals invited for service twice a week, on 2642 From Flicksville (no office) to Penargil (no

Bidders will state distance and proposed schedule of arrivals and departure.

2643 From Coopersburg, by Lanark, Limeport,
Stinesburg, and Zion Hill (no office), to
Coopersburg, 18 miles, three times a week,
equal to 9 miles and back, three times a

Leave Coopersburg Tuesday, Thursday, and Saturday at 12 M. Arrive at Coopersburg by 6 P. M.
2644 From Dixon, by East Lemon (no office), to
Pierceville, 6 miles and back, three times a

week. Leave Dixon Tuesday Thursday, and Saturday at 7 A. M. Arrive at Pierceville by 9 A. M. Leave Pierceville Tuesday, Thursday, and Saturday at 10 A. M.

Arrive at Dixon by 12 M. 2645 From Milroy to Siglerville (no office), 3 miles and back, three times a week, by a schedule satisfactory to the postmaster at Sigler-

2646 From Sandy Lake, by North Sandy and French Creek, to Utica, 11 miles and back, twice a Leave Sandy Lake Tuesday and Saturday at 3 Airive at Utica by 6 P. M. ;

Leave Utica Tuesday and Saturday at 7 A. M.; Arrive at Saudy Lake by 10 A. M. Proposals for an additional weekly trip on Thursday invited. 2647 From Hillertown, by Coffman's (no office), Uhi's Store (no office), Barnes' Hotel (no office), and Miller's Store (no office), to Mo-Kee's Half Falls, 18 miles and back, once a

week. Leave Millerstown Saturday at 6 A. M.: Arrive at McKee's Half Falls by 12 M.; Leave McKee's Half Falls Saturday at 1 A. M.; Arrive at Millerstown by 7 P. M. From Edge Hill Station (no onice), by Fitzwa-

tertown. Jarrettown, and Three Tons, to Prospectville, 8 miles and back, six times a week, by a schedule making close connections Edge Hill Station with regular mail

2649 From Newport, by Acker's Store (ac office) and Montgomery's Ferry, to Liverpool, 15 miles— only that part of the route from Newport to Montgomery's Ferry will be let, 10 miles and back, once a week. Leave Newport Saturday at 3 P. M.; Arrive at Montgomery's Ferry by 6 P. M.;

Leave Montgomery's Ferry Sy 6 P. M.;
Leave Montgomery's Ferry Saturday at 7:30
A. M.;
Arrive at Newport by 10:30 A. M.
From Tobyhanna Mills to South Sterling, 8
miles and back, once a week,
Leave Tobyhanna Mills Saturday at 1 P. M.;
Arrive at South Sterling by 4 P. M.;
Leave South Sterling Saturday at 7 A. M.;

Leave South Sterling by 4 P. M.;
Leave South Sterling Saturday at 7 A. M.;
Arrive at Tobyhanna Mills by 10 A. M.
2051 From North East, by Greenfield, to Wattsburg,
16 miles and back, once a week.
Leave North East Saturday at 2 P. M.;
Arrive at Wattsburg by 6 P. M.;
Leave Wattsburg Saturday at 6 A. M.; Leave Wattsburg Saturday at 6 A. M.; Arrive at North East by 10 A. M. Proposals for an additional trip on Tuesday in-vited.

2652 From Herrickville, by James Mittens (no office), and William Nesbits (no office), to Rummer-field Creek, 5 miles and back, three times a week, in close connection with railroad mali trains, by a schedule satisfactory to the postmasters.

From Wyalusing, by Lime Hill, Ballebay (no office), and Camp School-house, to Herrick, 10 miles and back, three times a week.

Leave Wyalusing Tuesday, Thursday, and Saturday, at 11-30 A. M.—or after arrival of mail train. Arrive at Herrick by 2:30 P. M.;

Leave Herrick Tuesday, Thursday, and Saturday, at 7 A. M.;

day, at 7 A. M.;
Arrive at Wyalusing by 10 A. M.
2654 From Russeli Hill to Kelserville (no ôffice), 2½
miles and back, once a week, by a schedule
satisfactory to the postmaster.
2655 From Phenixville, by Pickering and West
Pikeland, to Chester Springs, 7 miles and
back, three times a week.
Leave Phenixville Therday, Thursday, and Leave Phoenixville Tuesday, Thursday, and Saturday at 12 M.; Arrive at Chester Springs by 2 P. M.; Leave Chester Springs Tuesday, Thursday, and Saturday at 620 A. M.; Arrive at Phoenixvilla by 820 A. M.

Arrive at Phoentsville by \$20 A. M.
2656 From Cochransville to Londonderry, 2% miles and back, three times a week, by a schedule satisfactory to the Postmaster at London-

derry. 2657 From Lanark to Alientown, 4 miles and back, 265; From Langrk to Allentown, 4 lines and Oack, three times a week, by a schedule satisfactory to the Postmaster at Lanark.
2658 From Trunkeyville to Fagundus Forest (no office), 1 mile and back, three times a week, by a schedule satisfactory to the Postmaster.
2659 From Carrolltown, by Nicktown and Kimmell's, to Pine Flats, 13 miles and back, once a week.

Leave Carrolltown Saturday at S A. M.;

Arrive at Pine Flats by 12 M.; Leave Pine Flats Saturday at 1 P. M.; Arrive at Carrolltown by 5 P. M. 2066 From Central office, in Philadelphia, to the fol-2066 From Central office, in Philadelphia, to the following named sub-offices, from October 1, 1871, to June 20, 1872, viz.: Somerton, Byberry, Holmesburg, Olney, Tacony, Bustleton, Fox Chase, Milestown, Oxford Church, Torresdale, Verree's Mill, and Wheat Sheaf, twice daily, except Sunday, in each direction, or oftener if required, by a schedule satisfactory to the postmaster at Philadelphia, and the whole service and means of transportation to be under his direction.

Rate per annum to be stated in bids, Steam Valley (no office), to Trout Run, 15 | miles and back, once a week.

Leave Liberty Saturday at T A. M.;

Arrive at Trout Run by 19 M.; Leave Trout Run Saturday at 1 P. M. :

Arrive at Trout Run by 6 P. M.
Proposals invited for more frequent service.
NOTES. Proposals must be to carry the mall with "celerity, certainty, and security," using the terms of the law, and they must be guaranteed by two responsible persons, certified to as such by a postmaster or judge of a court of record.

No pay will be made for trips not performed, and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to

deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth the compensation for the trip is subject to forfeiture. Fines will be imposed, unless the delinquency be satisfactorily explained, for neglecting to take the mail from or into a post-office; for suffering it to be injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, vehicles on tractor runs, or is concerned in running, vehicles on the route. The Postmaster-General may annul the contract for disobeying the post-office laws or the instructions of the Department. He may alter the schedule of departures and arrivals, and also order an increase of service by allowing therefor a provata increase on the contract pay. He may also curtail or discontinue the service in whole or in part at a proportionate decrease of pay, allowing as full indemnity to the contractor one month's extra compensation on the amount of service dispensed with, and a provata compensation for the service retained and continued. Bids should be addressed to the 'Second Assistant Postmaster-General,' scribed "Proposals, State of Pennsylvania," and

For forms of proposals, etc., and other informa-tion, see advertisement of October 31, 1867, and of this date, in pamphlet form, at the principal post offices.

JOHN A. J. CRESWELL, 19 eod tM1 Postmaster-Genera'.

## RAILROAD LINES

NORTH PENNSYLVANIA RAILROAD-THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALO, CORRY, ROUHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.

Takes effect December 19, 1870. Fifteen 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, Williams-port, Mahancy City, Hazleton, Pittston, Towanda, Waverley, Elmira, and in connection with the ERIE RAIL 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 Bethiehem, Easton, Allentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesbarre, Pittston, Scrancon, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essez Railreads.

Morris and Essex Railreads.

1) A. M. (Accommodation) for Fort Washington
1-16 and 5-20 and 8-15 P. M., for Abington
1-45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Haziston.
2-30 P. M. (Accommodation) for Doylestown.
At 3-20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, and Copiay.
4-15 P. M. (Mail) for Doylestown.
5-06 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale.

11'80 P. M. (Accommodation) for Fort Washing-The Fifth and Sixth streets, Second and Third streets, and Union Lines Uity Cars run to the Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2.15, 5.05, and Doylestown at 8-25 A. M., 4-40 and 6 35 P. M.

Lansdale at 7:30 A. M. Fort Washington at 9:20 and 11:20 A. M., 8:10 P.M. Abington at 236, 6 55, and 9 35 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Loylestown at 200 P. M.

Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 4 00 P. M.
Tickets sold and baggage checked through to
principal points at Mann's North Pennsylvania
Baggage Express Office, No. 105 S. Fifth street. Dec. 19, 1870. ELLIS CLARK, Agent.

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

At 7 A. M., Mail and Accommodation, via Camden and Amboy, and at 3:30 P. M., Accommodation, via Camden. via Camden. via Camden. via Camden and Jersey City.

At 2 and 6 P. M., for Ambey and intermediate stations. At 7 A. M. and 3.30 P. M. for Freehold and Far-At 7 and 10 A. M., 12 M., 2, 3.30, and 8 P. M. for #At 7 and 10 A. M., 12 M., 2, 3-30, 8, 8, 7, and 11-30 P. M. for Bordentown, Florence, Burlington Edgewater, Beverly, Delanco, Riverside, Riverton, and Palmyra.
At 7 and 10 A. M., 12 M., 5, 6, 7, and 11 80 P. M.

The 11'80 P. M. line leaves from Market Street Ferry (upper side). PROW WEST PHILADELPHIA DEPOT.

At 7:30 and 9:45 A. M., 1:20, 3:10, 5:30, 6:45 and 12
P. M., New York Express Lines, and at 11:30 P. M.,
Line, via Jersey City.

At 7:30 and 9:45 A. M., 1:20, 3:10, 5:39, 6:45, and 12

M. for Trenton. At 9.45 A. M. 1.20, 6.45 and 13 P. M. for Bristol. At 12 P. M. (night) for Morrisville, Cullytown, Schenck's, Eddington, Cornwells, Torrosdete, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. Sunday Lines leave at 9.45 A. M., 6 45 P. M., and

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 9:30 A. M. and 6 P. M. for Excited At 7.80 A. M., 2.80, and 5 P. M. for Morrisville At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.

At 7:30 and 9:30 A. M., 2:30, 5, and 5 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 9:30 A. M., 12:30, 2:30, 5:15, 0, and 7:30 P. M. for Tacony, Wissingming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE BAILBOAD. At 7:30 A. M. for Niagara Falls, Bullato, Dun-kirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. At 5 P. M. for Lambertville and intermediate

FROM MARKET STREET PERRY (UPPER SIDE), VIA NEW JERSEY SOUTHERN RAILEOAD.
At 11 A. M. for New York, Long Branch, and intermediate places. VIA CAMDEN AND BUBLINGTON COUNTY RAILBOAD At 6.46 and 11 A. M., 1, 2.80, 8.30, 6, and 6.80 P. M., and on Thursday and Saturday nights at 11.30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 6.46 A. M., 2.30 and 6.80 P. M. for Lumberton and Madford.

At 6 45 and 11 A.M., 8 30, 5, and 6 30 P.M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 646 A. M., 1 and 3-30 P. M. for Lewistown, Wrightstown, Cockstown, New Egypt, Hornorstown, Oream Ridge, Imlaystown, Sharon, and Hightstown.

Dec. 12, 1870. WM. H. GATZMER, Agent. PHILADELPHIA AND ERIS RAILROAD.
WINTER TIME TABLE.
On and after December 4, 1870, the trains on the
Philadelphia and Eric Railroad will run as follows from I ennsylvania Railroad Depot, West Philapelphia:-

MAIL TRAIN leaves Philadelphia ... Williamsport . ERIE EXPRESS leaves Philadelphia 12-20 A. M.
Williamsport 8-50 P. M.
T-40 A. M. arrives at Eric . 7.40 A. M.
ELMIRA MAIL leaves Philadelphia . 9.39 A. M.
Williamsport 8.35 P. M.
arrives at Lock Haven 7.50 P. M. BASTWARD.

ERIE EXPRESS leaves Eric Williamsport Williamsport arrives at Philadelphia ELM IRA MAIL leaves Look Haven Williamsport " Williamsport arrives at Philadelphia BUFFALO EXP. leaves Williamspert 12 35 A. M.

"Sunbury - 2 30 A. M.

"Sunbury - 2 30 A. M.

"Arrives at Philadelphia 9 40 A. 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, RAILROAD LINES.

THILADELPHIA AND READING RAILROAD Depot, THIRTHENTH and CALLOWHILL Streets, Until further notice trains will Leave and Arrive TRAINS LEAVE. A. M. TRAINS ARRIVE. A. M. Read & Allent'n Way 7:30 Pottstown Accom.... 9:15
Harrisb'g& Potts'c Ex 8:15 Read'g & Pottsv'c Ac.10:20

From Reading ... The Sunday trains connect with similar trains on he Perkiomen and Colebrookdale Railroads. For Downingtown and points on Chester Valley Railroad, take 7:30 a.m., 12:30 noon, and 4 p. m. For Schwenksville and points on Per-kiomen Railroad, take 7:30 a. m. 12:30 noon, and 4 p. m.
For Mt. Pleasant and points on Colebrookdale
Railroad take 7:30 a. m. and 4:00 p. m.
N. Y. EXPRESS FOR PITTSBURG AND WEST.
Trains leave New York at 9:00 a. m. and 5:00 p. passing Reading at 1:55 and 10:05 p. m., counc in., passing rearing at 1750 and 1055 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sieeping cars accompany these trains through be-

tween Jersey City and Pittsburg without change. Trains for New York leave Harrisburg at \$40 840, and 1145 a. m., and 250 p. m. Additional train leaves New York for Harrisburg 12 o'clock noon. For particulars see Guide Books, which can be ob-

ed at No. 811 Chesnut street, and at all stations, without charge.

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. GERMANTOWN AND NORRISTOWN BRANCH.

Depot. Ninth and Green.

Trains leave for Germantown at 6, 7, 8, 8%, 9-05, 10, 11, 12 A. M.; 1, 2, 2-30, 5-15, 3-45, 4-05, 4-30, 5-05, 5-45, 6, 6-20, 7, 8, 9, 10-05, 11, 12 p. m. Leave Germantown, 6, 6-55, 7-30, 8, 8-20, 9-3%, 10, 11, 12 a. M.; 1, 2, 3, 3-50, 4, 4-45, 5, 5-30, 6, 6-30, 7, 8, 9, 10, 11, p. m. The 8-20 and 9-30 down trains, 2-30, 3-45, and 5-45 up trains, will not stop on the Germantown branch. On Sundays, leave at 9-15 a, m.; 2, 4-05, 7, 10-45 p. m. On Sundays, leave at 9:15 a. m.; 2, 4:05 7, 10:45 p. m. Leave Germantown, 8:15 a. m.; 1, 8, 6, 9:45 p. m. Passengers taking the 6:55, 9 a. m., and 6:20 p. m. trains from Germantown, will make close connection with the trains for New York at Intersection Station.

section Station.

CHESNUT HILL RAILBOAD.—Leave at 5, 8, 10, 12
a.m.; 250, 345, 545, 7, 9 and 11 p.m. Leave Chesnut Hill at 740, 8, 940, 1140 a.m.; 140, 340, 540, 640, 840, 1940 p.m. On Sundays, leave 9-15
a.m.; 2 and 7 p.m. Leave Chesnut Hill at 750 a. m.; 1240, 540, 925 p. m. For Conshonocken and Norrisrown.—Leave at

FOR-CONSHOROCKEN AND NORRISTOWN.—Leave at 6. 7'80, 9, 11'05 a. m.; 1'30, 3, 4, 5, 5'20, 6'15 8'05, 10, 11'45 p. m. Leave Norristown at 5'30, 0'25, 7, 7'45, 5'50, 11 a. m.; 1'30, 3, 4'30, 6'15, 8, 9'30 p. m. On Sandays, leave at 9 a. m.; 2'30, 4, 7'30 p. m. Leave Norristown at 7 a. m.; 1, 5'30, 9 p. m.

FOR MANAYUNE.—Leave at 6, 7'30, 9, 11'05 a. m; 1'30, 3, 4, 5, 5'30, 6'15, 8'05, 10, 11'45 p. m. Leave Manayuns at 6, 6'55, 7'30, S'10, 9'20, 11'30 a. m.; 2, 3'30, 5, 6'45, 8'30, 10 p. m. On Sundays, leave at 9 a. m.; 2'30, 4, 7'30 p. m. Leave Manayuns at 7'30 a. m.; 1'30, 6'15, 9'30 p. m. 80, 615, 930 p. m. For Plymouth —Leave at 6 a. m. and 5 p. m.

Leave Plymouth at 620 a. m. and 230 p. M.

The 745 a. m. train rom. Norristown will not stop
at Magee's, Potts' Landing, Domino, or Schur's Lane.
Passengers taking the 742, 905 a. m., and 630
p. m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station. The 8:30 a. m., 12:30 and 5 p. m. trains from New York stop at Intersection Station.

DENNSYLVANIA CENTRAL RAILROAD, AFTER 8 P. M., SUNDAY, JANUARY 1, 1970. The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving. Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within ene square of the

Depot.
Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and 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. 115 Market street, at the street attention.

will receive attention. Pittsburg Express . 12-11 A. M. Maii Train . 8-06 A. M. Leek Haven and Elmira Express . 9-40 A. M. Paoli Accommodation, 10-10 A. M. & 1-10 and 7-10 P. M. East Line . 12-40 P. M. TRAINS LEAVE DEPOT. Eric Express . 1240 P. M.
Harrisburg Accommodation . 230 P. M.
Lancaster Accommodation . 410 P. M.
Parkesburg Train . 6-30 P. M.
Cincinnati Express . 8-00 P. M.
Eric Mail and Buttalo Express . 9-50 P. M.
Pacific Express . 1240 P. M. Eric Mail leaves daily, running on Saturday night to Williamsport only. On Sun lay night passengers will leave Philadelphia at 10 10 P. M. Cincinnati and Pacific Express leaves daily. All

other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be prooured and baggage delivered by 5 P. M. at No. 116 Market street. Sunday Train No. 1 leaves Philadelphia at 8:48 A. M.; arrives at Paoli at 949 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; arrives at Paoli at 7:40 P. M.
Sunday Train No. 1 leaves Paoli at 8:50 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 20. Parkesburg Train . . . 9 00 A. M. Fast Line and Buffalo Express . . 9 50 A. M. ancaster Train . . . . 6.46 P. M

Erie Express Lock Haven and Elmira Express 5.45 P Harrisburg Accommodation Paoli Accommodation, No. 4 9.40 P. M . 10 50 P. M. For jurther information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 118 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Hallroad 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

owner, unless taken by special contract.
A. J. CASSATT, 4 29 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAIL-ON AND AFTER MONDAY, October 17, 1870. Trains will leave and arrive at the Depot, THIRTY-FERST and CHESNUT Streets, as follows:— FROM PHILADELPHIA

Fro West Chester at 745 and 1120 A. M., 230, 6-15, and 1120 P. M. Stops at all stations.

For West Chester at 440 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted). For B. C. Junction at 4:10 P. M. Stops at all stations.

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 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,

WEST JERSEY BAILROADS, FALL AND WINTER ARRANGEMENT: COMMENCING MONDAY, SEPTEMBER 19, 1879, Trains will leave Philadelphia as follows:—From Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry).
8-15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations.
11 45 A. M., Woodbury Accommodation.
8-15 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.
2-20 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.
5-20 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.
Freight Train leaves Camden daily, at 12 M.
WILLIAM J. SEWELL, Superintendent. RAILROAD LINES.

PHILABELPHIA, WILMINGTON. AND BALTIMORE RAILROAD.—
TIME TABLE.

COMMENCING MONDAY. NOVEMBER 21, 1870
Trains will leave Depot, corner of Broad street
and Washington avenue, as fellows:—
Way Mail Train at 8:30 A. M. (Sundaysexcepted),
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 Salisbury with Wicomico and Pocomoke Railroad.

road.

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

Express Train at 4 P. M. (Sundays excepted), for Bautmore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newpert, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's doen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11'30 P. M. (Daily), for Balti-more and Washington, stopping at Choster, Lin-wood, Claymont, Wilmington, Newark, Elliton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnelia.

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, and 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 4-90 P. M. will connect at Lamokin Junction with the '00 A. M. and 4 30 P. M. trains for Baltimore Genral Railroad

ral Raifroad.

From Baltimore to Philadelphia.—Leave Baltimore 7-25 A. M., Way Maii: 9-35 A. M., Express; 2-35 P. M., Express; 2-35 P. M., Express; SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7-25 P. M., stopping at Magnelia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Eikton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove.

wood, and Chester.
On Sundays, leave Philadelphia for West Grove and Intermediate stations at 8 00 A. M.; returning, leit West Grove at 8 55 P. M. Icht West Grove at 3-55 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 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, Superlatendent.

THE PHILADELPHIA AND BALTIMORS CENTRAL RAILROAD,—CHANGS OF HOURS.
On and after MONDAY, October 3, 1870, trains will run as Icitows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue:

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 Wednesdays and Saturdays only at For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4'80 P. M., and 7 P. M. Wednes days and 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 7 A. M. and 4 30 P. M. convect at Chadd's Ford Junction with the Wilmington and Fending 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 5:30 P. M. Sundays at 5-20 P. M. only. Chadd's Ford at 7-26 A. M., 11-56 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, General Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD CHANGE OF HOURS.
On and after MONDAY, October 3, 1870, trains will run as follows:—
Leave Philadelphia from Depot of P. W. & B. R. R., corner of BROAD Street and WASHINGTON Ave-

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 on 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, at 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

flmington and Reading Railroad. on arrival of trains from Battimore. Oxford at 6-05 and 10-35 A. M. and 5-35 P. M. Sundays at 5:30 P. M. only. Chadd's Pord at 7:26 A. M. 11:78 A. M., 3:35 P. M., and 6:49 P. M. Sundays at 6:49 P. M. only. HENRY WOOD, General Superintendent.

LUMBER. SPRUCE JOIST. HEMLOCK HEMLOCK.

1 SEASONED CLEAR PINE. 1 SEASONED CLEAR PINE. 1 CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING VIRGINIA FLOORING. DELAWARE FLOORING.
ASH FLOORING.
WALNUT FLOORING.
FLORIDA STEP BOARDS.
RAIL PLANK.

1871 WALNUT BOARDS AND PLANK. 1871 WALNUT BOARDS. WALNUT BOARDS. WALNUT PLANK.

UNDERTAKERS' LUMBER. 1871 RED CEDAR. WALNUT AND PINE.

SEASONED POPLAR. SEASONED CHERRY. 1871 WHITE OAK PLANK AND BOARDS, HICKORY.

CIGAR BOX MAKERS'
CIGAR BOX MAKERS'
SPANISH CEDAR BOX BOARDS,
FOR SALE-LOW. 1871

CAROLINA SCANTLING, CAROLINA H. T. SILLS, NORWAY SCANTLING, 1871 CEDAR SHINGLES 1871 MAULE, BROTHER & CO., No. 2500 SOUTH Street.

PANEL PLANE, ALL THICKNESSES.

1 COMMON PLANE, ALL THICKNESSES.

1 COMMON BOARDS.

1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS, 1% and 4% SPRUCE JOIST, ALL SIZES.

HEMLOCK JOIST, ALL SIZES.

PLASTERING LATH A SPECIALTY,

Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 11 80 cm No. 1715 RIDGE Avenue, north of Poplar St.

OFD OAKS CEMETERY 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 wfm 6m

AUD FION BALES,

HENRY W. & B. SCOTT. JR. AUCT ON EERS AND COMMISSION MERCHANTS,

No. 1125 CH SF NUT Street. (Until negotiations for a permanent and eligible location, now pending, are consummated, sales on the piemises receive prempt and personal attention.

M THOMAS & SONS, AUCTIONBERS, NOS SALE OF VALUABLE OIL PAINTINGS AND ENGRAVINGS.

ENGRAVINGS.
On Saturday Morning.
Jan. 14, at 11 o'clock, a collection of very valuable paintings, including some choice pieces presented to the late Dr. N. Unapman by Joseph Bonaparte (Count survilliers), among which will be found an original "La Charite," by Schidone, and a fine architectural picture by Canaleito; also, portraits of Chief Justice Marshall, by Inman, and of Br. Rush, by Saity. The catalogue also includes 1? fine specimens of C. Rrieghoff, landscapes by Doll, H. Seensch, W. Mayerheim, C. J. de Vogel, etc.; Aquarells by Verbeckhoven, Professor Schreder and Professor Guaglio; a fine marise by Lepointevin, and a number of rare engravings. on gravings.

The collection is arranged for inspection in the second-story salesroom of the auction store. 1760 THOMAS BIRCH & SON, AUCTIONERRS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 11er Sansom street.

Sale at No. 1110 Chesnut street.

BANDSOME WALNUT PARLOR, LIBRARY, CHAMBER AND DINING-ROOM FURNITURE, Elegant English Brussels and other Carpets, two Rosewood Piano-fortes, Walnut Secretaries and Bookcases, Wardrobes, Easy Chairs, Library, Centre, and Office Tables; Desks, Spring and Hair Mattresses, Feather beds, China, Glassware, Cutlery, Mirrors, Second hand Faralture, Stoyes, Etc., Etc.

On Friday Morning,
At 9 o'clock, at the auction store, No. 1110 Chesnut
street, will be sold a large and elegant assortment of
hew and second-hand furniture, carpets, micrors, mattresses, pianos, plated ware and cutlery, pic

mattresses, planos, plated ware and cullery, plotures, china, glassware, stoves, etc.

SPECIAL SALE OF THE W'RNITURE AND FIXTURES OF A LADIES' SEMINARY, TWO
ROSEWOOD PIANOS, GYMNASIUM, ETC.
On Friday Morning,
At 10 o'clock, at the auction store, No. 1110 Chesnut street, will be sold, for account of whom it may concern, the furniture of a ladies' seminary, compri-sing two resewood 7-octave plane-fortes, made by Baines & Brothers, nearly new; 24 Uhlinger's patent school desks, blackboards, gymnasium, maps, etc.
Also tapestry and ingrain carpets, extension table, reps and haircloth parlor furniture, bureaus, bed-

steads, etc. ROSEWOOD PIANO-FORTES. On Friday Afternoon, At 1 o'cleck, will be sold 2 rosewood plane-fortes, grand plane, etc. INVOICE OF FINE WINES AND LIQUORS. To be sold at 1% o'clock, on account of whom it may concern-Six gallons of old French brandy, 6 do, old blackberry brandy, 8 do, old rye whisky, 5 do, sherry wine, 3 do. Holland gin, 1 do. Scotch whisky, 5 do cherry brandy, 3 do, Port wine, 4 do lavender brandy, 2 do, Jamaica rum, 2 do, apple brandy, LARGE STORE SHOW CASE, WITH DOORS:

OUTSIDE SHOW-CASE, SET OF HARNESS, At 2 o'clock will be sold one large store show-case with glass doors, suitable for sliver-plated ware or fancy goods; one small out-door show-case, one set OFFICE FURNITURE, -At the same time will be sold walnut office railing, desks, and counter. 1 11 20

SALE OF A LIBRARY OF VALUABLE MISCEL-LANEO S AND SCHOOL ROOKS, PHILOSO-PHICAL APPARATUS, MANIKIN, SKELE-TON, ETC. On Saturday Afternoon,

On Saturday Afternoon,
At 3 o'clock, at the auction store, No. 1110 Chesnut street, second story, will be sold, for account of
whom it may concern, the library of ladies' semitary, comprising a number of miscellaneous books;
also, a large quantity of school blocks. Also, an orrery, electrical machine, one manikin, cost \$400; one skeleton, and other apparatus. Catalogues will be ready for distribution on Thurs-

MARTIN BROTHERS, AUCTIONEERS,-No. 704 Chesnut street.

BY MAGILL, FARREL & CO. No. 318 MARKET Street. BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 282 and 284 MARKET street, corner of Bank street. Successors to John B: Myers & Co.

TONCERT HALL AUCTION ROOMS, No. 1218 CHESNUT Street, T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household fur-

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

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

O I R C U S A T A U C T I O N.— Great sale of Circus property at Raleigh, N. L, on MONDAY, January 30, 1871, consisting of the ntire Stock and Fixtures of Dr. James L. Tnayers New Circus, lately travelling in the South; everything necessary for a first-class circus:-42 first-class Horses.

8 first-class Ring Horses.

8 first-class trained Pad Horses.

2 Trick Mules, the best in the business.

12 Platform Spring Wagons, nearly new.

Ticket Wagon; Performers' Wagon, nearly new. Band Wagon, Concord built, nearly new; cost Advertising Wagon, Pole Wagon, Poles, Seats, and

Advertising Wagon, Pole Wagon, Poles, Scats, and everything required for canvas.

25 sets Double Harness, almost new.

20 Bridles and Saddles almost new.

A complete outfit of Entree Dresses, for ladies, men, and horses; Pads for horses, etc.; Instruments for brass band, and other articles too numerous to mentions. rous to mention. All the above property will be sold to the highest

bidder for cash, T. E. LEE, Sheriff Wake county, N. C. N. B.—Nine experienced drivers and hostlers can te employed on reasonable terms. 12 29tJ30

ENGINES, MACHINERY, ETO. PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MACHINISTS, 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, from 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 prepared to execute orders with quick despatch. Every pared to execute orders with quick despatch. description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal fron. 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 guaranteed.

ranteed.

The subscribers have ample wharf dock-room 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. NEAFIB, JOHN P. LEVY,

BEACH and PALMER Streets. GIRARD TUBE WORKS AND IRON CO.

PHILADELPHIA, PA., Manufacture Plain and Galvanized Manufacture Plain and Galvanized
WROUGHT-IRON PIPE
and Sundries for Gas and Steam Fitters, Plumbers,
Machinists, Railing Makers, Oil Refiners, etc.
WORKS,
TWENTY-THIRD AND FILBERT STREETS,
OFFICE AND WAREHOUSE,
8 1 No. 42 N. FIFTH STREET.

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA. Estate of MATILDA SCHOFIELD, deceased. The Auditor appointed by the Court to audit, set-tle, and adjust the account of WILLIAM R. BLACK, Executor of MATILDA SCHOFIELD, deceased, Executor of MATILDA SCHOFIELD, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purposes of his appointment, on TUESDAY, January 17, 1870, at 3 o'clock P. M., at his office, No. 518 WALNUT Street, room No. 10, in the city of Philadelphia.

15 thstuft E. C. MITCHELL, Auditor.

PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES No. ST NORTH WATER STREET, PHILADELPHIA. ALEXANDRE G. CATTERLA