

THE LATE MR. WALTER.

Story of a lamentable accident—The death of the elder son of the proprietor of the "London Times." 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.

CARELESS BLASTING.

Terrific bombardment in New York—Large pieces of rock thrown into dwelling-houses—Narrow escapes. About 5 o'clock yesterday afternoon, a gang of workmen employed in blasting the rocks on the raised lot between the corner of 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.

ON A DRUNK.

How Grant's Brother Came to Get That Drunken. It was stated in the Times of Thursday that Mr. Grant had been assaulted by a Mr. Atwood, keeper of a restaurant on Clark street.

PROPOSALS.

UNITED STATES MAILS. PENNSYLVANIA. POST OFFICE DEPARTMENT. WASHINGTON, Sept. 30, 1870. 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 5 P. M. on March 1, 1871, to be decided by March 30 following.

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD. Depot, THIRTIETH and CALLOWHILL Streets. Further notice trains will leave and arrive as follows: TRAINS LEAVE. A. M. TRAINS ARRIVE. A. M. Reading to Philadelphia 7:30 Philadelphia to Reading 7:15

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-PAENNSYLVANIA, YORK, HARRISBURG AND INTERIOR NEW YORK, BUFFALO, CORTY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION. WINTER ARRANGEMENT. Takes effect December 12, 1870. Fifteen Daily Trains Leave Passenger Depot, corner of Second and Chestnut streets (Sundays excepted), as follows: 7:00 A. M. (Accommodation) for Fort Washington.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD. AFTER 4 P. M. SUNDAY, JANUARY 1, 1871. The trains of the Pennsylvania Central Railroad leave the Depot at THIRTY-FIRST and MARKET streets, as follows: 12:11 A. M. MAI TRAIN. 12:11 A. M. MAI TRAIN. 12:11 A. M. MAI TRAIN.

RAILROAD LINES.

PHILADELPHIA AND BALTIMORE RAILROAD. PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. TIME TABLE. COMMENCING MONDAY, NOVEMBER 21, 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.

RAILROAD LINES.

PHILADELPHIA AND BALTIMORE CENTRAL 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., corner Broad street and Washington avenue, as follows: For Port Deposit at 7 A. M. and 4:30 P. M.

RAILROAD LINES.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD. ON and after MONDAY, October 5, 1870, trains will run as follows: Leave Philadelphia from depot of P. W. & B. R., corner Broad street and Washington avenue, as follows: For Port Deposit at 7 A. M. and 4:30 P. M.

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