THE DAILY EVENING TELEGRAPH-PHILADELPHIA, MONDAY, JANUARY 16, 1871.

as folows :--

RAILROAD LINES.

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 Rail-

road, take 7-30 a. m. 12-30 noon, and, 4 p. m. For Mt. Pleasaut and points on Colebrookdale

Railroad take 7:20 a. m. and 4:00 p. m. N. Y. EXPRESS FOR PITTSBURG AND WEST.

N. Y. EXPRESS FOR PITTSBURG AND WEST. Trains leave New york at 900 a. m. and 500 p. m., passing Heading at 155 and 1005 p. m., connect-ing at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baitmoore, Williamsport, etc. Sleeping cars accompany these trains through be tween larges City and Pittsburg without observe

Trains for New York leave Harrisburg at 810, 810, and 1145 a.m., and 250 p.m. Additional train leaves New York for Harrisburg at 12 o'clock noon.

at 12 o'clock hoon. For particulars see Guide Books, which can be ob-tained at No. 511 Chesnut street, and at all stations,

Race and Vine streets, connecting with other lines, run close to the Depot. Baggage collected and delivered by Dungan's Bag-gage Express. Orders left at Depot, or at No. 225 S.

Fourth street. GERMANTOWN AND NORRISTOWN BRANCH.

CHESNUT HILL RAILROAD .- Leave at 6, 8, 10, 12

CHESNUT HILL KALLROAD, --Leave at 6, 5, 10, 12 a. m.; 230, 345, 545, 7, 9 and 11 p. m. Leave Ches-nut Hill at 710, 8, 910, 1140 a. m.; 140, 340, 540, 640, 840, 1040 p. m. On Sundays, leave 945 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 750 a. m.; 1240, 540, 925 p. m. = For CONSIDERCEEN AND NORRISTOWN, --Leave at 750, 0, 1100 a. m.; 120, 3, 4, 5, 5, 50, 645, 51

FOR CONSIDENCENEN AND NORRISTOWN.—Leave **A**t 6, 7:80, 9, 11:05 a. m.; 1:30, 3, 4, 5, 5:30, 6:15, 8:05, 1; 11:45 p. m. Leave Norristown at 5:30, 6:25, 7, 7:45, 5:50, 11 a. m.; 1:30, 3, 4:30, 6:15, 8, 9:30 p. m. On Sun-days, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Nor-ristown at 7 a. m.; 1, 5:30, 9 p. m. • FOR MANAYUNK.—Leave at 6, 7:30, 9, 11:05 a. m.; 1:30, 3, 4, 5, 6:30, 6:15, 8:05, 10, 11:45 p. m. Leave Manayunk at 6, 6:55, 7:30, 8:10, 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 Manayunk at 7:30 a. m.; 1:30, 6:15, 9:30 p. m.

130, 615, 936 p. m. FOR PLYMOUTH.-Leave at 6 a. m. and 5 p. m.

Leave Plymouth at 620 a. m. and 230 p. M. The 7'45 a. m. train from Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane. Passengers taking the 7'12, 905 a. m., and 6'30 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.

section Station.

TRAGEDY IN BALTIMORE.

Singular Death of a Police Officer-Supposed Unse of Accidental Shooting.

The Baltimore American of Friday says :-One of the most remarkable and mysterions tragedies that has ever been chronicled in Baltimore was enacted in the western section of the city early yesterday morning, the victim being Officer Charles J. Walsh, of the Western Police Perce, who met with a sudden death from a pistol-shot, supposed to have been the result of an Under the recent order of the Police accident. Board, the night force of the city police, as is generally known, are divided into two squads, the first of which are relieved at 3 o'clock by the men who remain on duty until 6 in the morning. With the latter department Mr. Walsh was connected, and, in accordance with the usual instructions, entered the Western station-house about 1 o'elock, and a few minutes later proceeded, in company with the squad to which he was attached, to the corner of Baltimore and Pearl streets, where he was last seen alive by his brother officers. few moments after the latter had taken their departure the sudden report of a pistol shot was heard, and several persons at once has-tened to the spot from whence the sound proceeded, and were horrified on discovering Officer Walsh lying upon his face, a pistol ball having entered his forehead and passed entirely through the head horizontally, penetrating the brain, and causing a profuse hemorrhage. When taken up his face and head were covered with blood, a pool of which was on the sidewalk. He was wholly unconscious, and in that condition was removed to the Western Station House, where his condition was made as comfortable as possible by Lleu-tenant Moore, the officer in charge, who instantly despatched the messengers for physicians. Professor Butler was in the room in a few minutes after being summoned, and at once applied every known remedy, but expressed his conviction that the injury was mortal, the truth of which prediction was painfully illus-trated by the death of the victim at fifteen minutes past three o'clock, exactly one and three-quarter hours after receiving the fatal shot. It was at first the general impression, created by the peculiar surroundings of the distressing affair, that the deceased had voluntarily taken his life; but this theory seems to have been thoroughly dispelled by the evidence offered before the jury of inquest, summoned before Dr. Spicer, Coroner, to investigate the circumstances attending his death.

IMPORTANT ARREST.

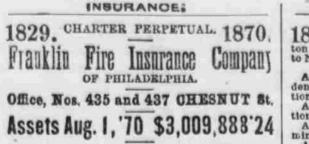
A Desperate Highwayman in Custody at Har-risburg.

Saturday's Harrisburg Patriot has the follow-

At the instance of District Atttorney Wiestling, who for good reasons considered the pub lication inadvisable until now, we have suppressed the following facts until this morning: -About ten days ago, Fillmore J. Shannon, a young man, sged about twenty-two years, and a resident of this city, was arrested and imprisoned on a *capias* on charge of hav-ing assisted in brutally assaulting Jacob Poorman on State street last April and robbing him of over \$5000. The circumstances of this outrage are perhaps yet fresh in the minds of this community. Five or six young roughs watched a favorable opportunity to waylay Poorman, who was known to have considerable money on his person, and when it presented itself they made a concerted attack on him, rifling his pockets. Several of the supposed ruffians were arrested soon after and put under

Hearing that suspicion attached to him as being one of the party, Shannon decamped, re-maining away from the city until a month or two ago, when he quietly returned. Up to the time of his arrest he kept himself secreted as much as possible, a true bill on the charge of assault and robbery having been found against him by the Grand Jury during his absence, and

of which fact he had been made acquainted. On Wednesday of last week C. F. Tunis made information against Fillmore J. Shannon, the prisoner, for having committed a brutal assault



LOSSES PAID IN 1869. INCOME FOR 1870, \$810,000, \$144,908.42. Losses paid since 1829 over \$5.500,000.

Perpetual and Temporary Policies on Libera Terms The Company also issues policies upon the Rent-of all kinds of Buildings, Ground Rents, and Mor-

The "FRANKLIN" has no DISPUTED CLAIM.

DIRECTORS. Alfred Fitter, Thomas Sparks, William S. Grant, Thomas S. Ellis, Alfred G. Baker, Samuel Grant, George W. Michards, Isaac Lea,

JAMES W. MCALLISTER, Secretary. [9] George Fales,

ASBURY LIFE INSURANCE CO. NEW YORK.

LEMUEL BANGS, President. GEORGE ELLIOTT, Vice-Pres't and Sec'y. EMORY MCCLINTOCK, Actuary.

JAMES M. LONGACRE,

MANAGER FOR PENNSYLVANIA AND DELAWARE,

Office, 302 WALNUT St., Philadelphia. H. C. WOOD, Jr., Medical Examiner.

5 23 mws1m REV. S. POWERS, Special Agent. FIRE ASSOCIATION

INCORPORATED	MARCH 17, 1890.
OFF	ICE,
No. 34 NORTH F	TRTH STREPT

INSURE BUILDINGS, HOUSEHOLD FURNITURE, AND

MERCHANDISE GENERALLY From Loss by fire (in the City of Philadelphia only)

ASSETS, JANUARY 1, 1870, \$1.572,734 TRUSTEES.

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THE	PENNSYLVAN	IA F	RE	INSURAN

CB COMPANY. Incorporated 1925—Charter Perpetual. No. 510 WALNUT Street, opposite Independence

Square.

Square, This Company, favorably known to the commu-nity for over forty years, continues to insure against loss or damage by fire on Public or Private Build-ings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms. Their Capital, together with a large Surplus Fund is invested in the most careful manner, which ena-bles them to offer to the insured an undoubted secu-rity in the case of loss.

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SAXON GREEN

NEVER FADES.

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RAILROAD LINES.

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

At 7 A. M., Mali and Accommodation, via Cam-den and Amboy, and at 8:30 P. M., Accommoda-tion, via Camden and Jorsey City. At2 and 6 P. M., for Amboy and intermediate sta-

At 7 A. M. and 3'30 P. M. for Freehold and Farmingdale

mingdale. At 7 and 10 A. M., 12 M., 2, 8:50, and 5 P. M. for Trenton. FAT 7 and 10 A. M., 12 M., 2, 8:80, 6, 6, 7, and 11:80 P. M. for Bordentown, Florence, Burilagton' Edgewater, Beverly, Belanco, Riverside, Riverton, and Palmyra. At 7 and 10 A. M., 12 M., 6, 6, 7, and 11:80 P. M.

for Fish House. The 11:30 P. M. line leaves from Market Street Ferry (upper side).

Ferry (upper side). FROM WEST PHILADELPHIA DEPOT. At 7:30 and 9:45 A. M., 1:20, 3:10, 5:30, 6:48 and 12 P. M., New York Express Lines, and at 11:50 P. M.,

Line, via Jersey City. At7-30 and 9.45 A. M., 1.20, 3.10, 5.33, 6.45, and 12

At 7-80 and 9-45 A. M., 1-20, 5-10, 5-33, 6-46, and 12 P. 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, fullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesbury, and Frankford. Sunday Lines leave at 9-46 A. M., 6 45 P. M., and 13 night.

BROM KENSINGTON DEPOT. 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

Bristol.

Bristol. 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, 5:16, and 7:30 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 and 9:30 A. M., 12:30, 2:80, 5:16, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

Frankford.

Frankford. VIA BELVIDERE DELAWARE RAILROAD. At 730 A. M. for Niagara Falls, Builaio, Dun-kirk, Eimira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc. At 730 A. M. and 330 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. At 6 P. M. for Lambertville and intermediate

Stations. FROM MARKET STREET FERRY (UPPER SIDE),

VIA NEW JERSEY SOUTHERN BAILROAD. At 11 A. M. for New York, Long Branch, and

intermediate places. VIA CAMDEN AND BURLINGTON COUNTY BAILBOAD. At 646 and 11 A. M., 1, 230, 330, 5, and 630 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantaville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 646 A. M., 230 and 630 P. M. for Lumberton

and Medfor At6 45 and 11 A.M., 8 30, 5, and 6 30 P.M. for Smith-

ville, Ewansville, Vincentown, Birmingham, and Pemberten. At 645 A. M., 1 and 8.30 P. M. for Lewistown,

Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hightstown. Dec. 12, 1870. WM. H. GATZMER, Agent.

PHELABELPHIA, WILMINGTON. AND BAL-TIMORE 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. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrne Branch Railroad Line, at Clayton with Smyrne Branch Railroad and Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-road, at Delimar with Eastern Shore Railroad, and

road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-Express Train at 11:45 A. M. (Sundays excepted)

for Baltimere and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmingto z with train for New Castle.

Beets at whiming to 2 with train for New Castle. Express Train at 4 P. M. (Cindays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Eikton, North East, Charlestown, Perryville, Havro-de-Grace, Abor-deen, Perryman's, Edgewood, Magnolia, Chase's and Stemport's Run. temmor's Run.

ht Express at 11:30 P. M. (Dally), for Baltiand Washington, stopping at Chester, Lin-, Claymont, Wilmington, Newark, Elkton, h East, Perryville, Havre-de-Grace, Perry-s, and Magnolia. RAILROAD LINES,

THUADELPHIA AND READING RAILROAD NORTH PENNSYLVANIA RAILROAD-N ORTH PENNSYLVANIA BAILROAD-N THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTEERN AND IN-TERIOR NEW YORK, BUFFALO. OORRY. ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. WINTY & ARRANGEMENT. Takes effect December 19, 1670. Fifteen Dally Trains leave Passenfor Depot. corner of Berks and American streets (Sundays excepted), as follows:-TOA. M. (Accommodation) for Fort Washing-ton. Depot, THIRTEENTH and CALLOWHILL Streets, Until further notice trains will Leave and Arrive

At 735 A.M. (Express), for Bethlehem, Easton, Al-lentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahaney City, Hanleton, Pittston, Towanda, Waverley, Elmira, and in connection with the ERIE EALLWAY for Buffalo, Niagara-Falis, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West 8 25 A. M. (Accommodation) for Doylestown, 945 A. M. (Accommodation) for Doylestown, 945 A. M. (Accommodation) for Doylestown, 945 A. M. (Accommodation) for Bothlehem, Easton, Al-lentown, Masuen Chunk, Williamsport, Mahanoy City, Wilkesbarre, Pittston, Scranton, Hacketta-town, Schooley's Mountain, and N. J. Central and Morris and Esseg Railroads.

12 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, Al-lentown, Mauch Chunk, Mahanoy City, Wilkes-barre, Pittston, and Hazleton.

barre, Pittston, and Hazleton.
2:30 P. M. (Accommodation) for Doylestown.
At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton. Allentown, and Coplay.
4:15 P. M. (Mail) for Doylestown.
5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
6:20 P. M. (Accommodation) for Lansdale.
1:30 P. M. (Accommodation) for Lansdale.

11:30 P. M. (Accommodation) for Fort Washing-

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. Nicolia, General Superintendent, Reading. STREET CARS.—The Thirteenth and Fifteenth, and The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the

RAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10'35 A. M.; 2'15, 5'05, and 25 P. M.

Doylestown at 8.25 A. M., 4.40 and 6.35 P. M.

Doylestown at 8'26 A. M., 4'40 and 0'36 F. M. Lansdale at 7'30 A. M. Fort Washington at 9'20 and 11'20 A. M., 8'10 P. M. Abington at 2'35, 6 65, and 9 35'F. M. ON SUNDAYS. Philadelphia for Bethlehem at 9'30 A. M. Philadelphia for Doylestown at 2'00 P. M. Doylestown for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 4'00 P. M. Tickets sold and bargage checked through to principal points at Mann's North Pennsylvania Bargage Express Office, No. 105 S. Fifth street. Dec. 19, 1870. ELLIS CLARK, Agent.

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, 230, 315, 3.45, 4.05, 4.35, 5.05, 5.45, 6, 6.30, 7, 8, 9, 10.05, 11, 12 p. m. Leave Ger-mantown, 6, 6.55, 7.30, 8, 8.20, 9, 9%, 10, 11, 12 a. M.; 1, 2, 3, 350, 4, 445, 5, 5.20, 6, 6.30, 7, 8, 9, 16, 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. Cn Sundays, leave at 9.15 a. m.; 2, 4.05, 7, 10.45 p. m. Leave Germantown, 8.15 a. m.; 1, 3, 6, 9.45 p. m. Passengers taking the 6.55, 9 a. m., and 6.30 p. m. trains from Germantown, will make close connection with the trains for New York at Inter-section Station. THE PHILADELPHIA AND BALTIMORE CEN-

TRAL RAILROAD. CHANGE OF HOURS. On and after MONDAY, October 3, 1870, trains

For Port Deposit at 7 A. M. and 4.30 P. M

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. Satur-days 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. coznect at Chadd's Ford Junction with the Wilmington and Reading Railroad. Trains for Philadelphis:-

Trains for Philadelphia:-Leave Port Deposit at 9.25 A. M. and 4.25 P. M.,

on arrival of trains from Baltimore. Oxford at 6 05 and 10 35 A. M. and 5 33.P. M. Sundays at 5:30 P. M. only. Chadd's Ford at 7:26 A. M. 11:58 A. M., 3:55 P. M., and 6:49 P. M. Sundsys at 6:49 P. M. only. HENRY WOOD, General Superintendent.

LUMBER. SPRUCE JOIST. SPRUCE JOIST. ARMLOCK HEMLOCK. 1871 1871

1 SEASONED CLEAR PINE. 1 SEASONED CLEAR PINE. 1 CHOICE PATTERN PINE. BPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1871 1871

HENRY W. & B. SCOTT, JR. AUCTIONEERS AND COMMISSION, MERCHANTS,

AUD FION BALES.

T

No. 1125 CHESNUT Street.

(Until negotiations for a permanent and eligible location, Low pending, are consumm sted, sales on the premises receive prompt and personal atten-

M 139 and 141 S. FOURTH Street.

SALE OF REAL ESTATE AND STICKS, Jan. 17, at 12 o'clock, noon, at the Exchange,

CATHABINE, Nos. 22, 24, and 26-Gen cel Dwell-

SEVENTEENTH AND ARCH, N. W. corner-Store and

Dwelling. THIRD AND CANAL, S. E. corter-Tavern and

THIRD AND GIRARD Avenue, S. W. Corner-Busi

Thirds AND GIRARD AVEAUC, G. W. CHUR-BUAL Dess Stand. GEREN, NO. 1506-Modern Residence. CROWN, NO. 248-Genteel Dwelling. RICEMOND AND YORK, N. E. COTLET-Business Lo-

STATE, East of Howard, Camden-Desirable Lot.

60 shares Girard Fire and Marine Insurance Co. 6 shares Bank of North America.

b) shares b ational Bank of the Republic.
b) shares United Firemen's Insurance Co.
c) shares American Sewing Machine Co.
g) solution of the sewing Machine Co.
g) shares Philadelphia Trust, SafejDeposit, and Lasurance Co.; par \$100 (\$50 paid).
g) solution of the sewing Machine Co.
g) solution of the sewing Machine Co.
g) solution of the sewing Machine Co.; par \$50.
g) shares Enterprise Insurance Co.; par \$50.
g) shares Bethlehem Iron Co.; par \$50.
g) shares Bethlehem Iron Co.; par \$50.
g) shares Bethlehem Iron Co.; par \$50.
g) shares Deline of the sewing Southern Mail S. S. Co.
g) s) shares Empire Transportation Co.

THOMAS BIRCH & SON, AUCTIO BERS AND COMMISSION MERCHANTS, N 1110 Ches-NUT Street; rear entrance No. 1107 Sala 3m street.

Sale at No. 1220 Spruce street. ELEGANT PARLOH AND CHAMBER FURNI-TURE, Splendid Mechanical Piapo-Forte, Mason & Hanslin Melodeon, Bronze Vases, Large Mantel Mirrora, Jeweiry Chest, Paintings, Engravings, Etc.

Etc., Etc. On Wednesday Morning, Jan. 13, at 10 o'clock, at No. 1220 Spruce street, will be sold the furniture of a suit of rooms, includ-ing one splendid rosewood plano-forte, made by De Bale, of Paris, cost \$1500, gold, in Paris, can be played by hand and has 48 pleces of opera music to be played by mechadism; 1 Mason & Hamlin melo-deon, cost \$450; elegant sait of chamber furniture, made by Henkels; large wardrobe, with mirror front; fine tapestry carpets; parlor suit in green plash; large French plate mantel mirror, walnut trame: reclining chair, bronze mantel clock; lace window curtains; oil paintings and framed engrav-ings; simil fire-proof safe; Washington grate; writing desk, silver-plated ware, etc. Catalogues can be had at the auction store on Monday.

The furniture can be examined early on the morn-

ing of sale. N. B.-Owing to the sale being confined to two

rooms, tickets of admission will be required, which are to be had on application at the auction store. 116 2t

MARTIN BROTHERS, AUCTIONEERS, -

Positive Sale. ONE HUNDRED AND THIRTY FINE MODERN OIL PAINTINGS IN HANDSOME FRAMES. On Wednesday and Thursday, January 1s and 19, at 11 o'clock each day, by cata-logue, one hundred and thirty fine modern oil paintings, embracing every variety of subject, by well known artists.

BY MAGILL, FARREL & CO. AUCTIONEERS, No. 318 MARKET Street.

On Wednesday Morning, January 18, commencing at 10 o'clock, SALE OF MANUFACTURED FURS, ROBES, ETO.

100 LOTS READY, MADE CLOTHING.

A GENERAL ASSORTMENT OF DRY GOODS.

1 16 8t

well-known artists. On exhibition on Tuesday.

shares National Bank of the Republic.

53 shs. Empire Transportation Co. \$500 Union Passenger Railway. Catalogues now ready.

Dwelling.

Etc., Etc.

Monday.

on his son, Edward J. Tunis, on Saturday, December 17, and robbed him of lifty or sixty dol-lars in money and a gold watch. On Saturday last the accused had a hearing before Alderman Kepner, District Attorney Wiestling represent-ing the Commonwealth and B. F. Etter, Esq., the defendant After a theorem his wastigation the defendant. After a thorough investigation, in which the evidence strongly pointed to the guilt of Shannon, he was committed for court.

"PATCHING" AND "DARNING."

A Goodly Exhibition of Patchwork-Garments for the Destitute-A Pair of Stockings with a Hundred Darned Holes.

An entirely nevel mode for supplying the poor with warm garments has been brought into existence by Messrs. Orange Judd & Co., pub-lishers of American Agriculturist and Hearth and Home, who have opened a patching and darning exhibition at their rooms, No. 245 Broadway.

They have issued an appeal to the wives and daughters of the country to contribute patched cast-off clothes for the destitute of the city and have offered premiums to those who excel in the art of putting a patch on. More than 1300 garments have been sent in for competition, and they represent the value of about \$1300. Nearly all the garments are of woollen fabric and comprise a great variety of clothes for male and female wear.

Eighteen ladies have been appointed to award the prizes, which were fifteen dollars, ten dollars, five dollars, and subscriptions to certain weekly journals. These were awarded to girls of any age under sixteen years. A second set of the same preniums were given to ladies of any age over sixteen years. The contributors number 453, and are from twenty-eight different States and Territories.

Several interesting specimens have been received, such as a pair of long stockings, with one hundred holes darned, and a very good cloak marked as follows: - "This cloak is made of four pairs of old pants, one old vest, and two old coat linings ... It is composed of sixty-eight pieces. I made it in two days, and it was worn for three years to public school, and I hope it will keep some other darling warm three years more. Mrs. McParker, Washington, Ind." It was awarded the first prize. The exhibition will be open to the public for three days, after which all the garments will be turned over to the Five Points Mission for distribution .- N. Y. Herald.

SHOCKING ACCIDENT.

A Man Falls Against a Olycular Saw.

An accident of a peculiarly shocking character occurred this morning at the Point Saw Mill of Messrs. Richey, Finkbine & Co., located on Smoky Island, First ward, Allegheny. It appears that shortly after the mill started this morning John Douglass was engaged in working about a large circular saw.

While removing a slab which had been cut from a log, his foot slipped, and he was thrown with great violence against the saw, which was revolving at the time with fearful rapidity. In falling, his hip struck the saw, and in a moment the bone was literally sawed through, the saw an oblique and downward character, leaving the limb hanging by a mere shred of flesh. The machinery was stopped in a few seconds, but not in time to avert the fearful ac cident.

The workmen in the mill immediately removed the injured man to the residence of his parents, at No. 73 Belmont street. In the Fifth ward, and the services of Drs. Husselton and Mabon secured. The limb was amoutated and the injuries dressed, but the physicians, we are informed, have but faint hopes that the unfortunate man will recover. Douglass is about twenty years of age and unmarried .- Pittsburg Chronicle, 18th.

-It is a Republican claim in New Hampshire that they have as their candidate for Governor "a soldier without arrogance, a clergyman without clerical ignorance of business, an advo-cate of temperance without tyranuy, and a poli-

ticlan without trickery." —The Democrats of Wayne county, Ohio, celebrated the anniversary of the battle of New Orieans. Pendleton sent a letter and Vallandigham made a speach.

seengers for Fortress Monroe and Norfolk will the 1145 A. M. train. WILMINGTON TRAINS. wilmington. ave Philadelphia at 11.60 A. M., 2.30, 5.00, ant P. M. The 5.00 P. M. train connects with Dela-the Railroad for Harrington and intermediate we Wilmington 6:46 and 8:10 A. M., 2:00, 4:00,

7.15 P. M. The 5.10 A. M. train will not stop een Chester and Fulladelphia. The 7.15 P. M. from Wilmington runs Dally; all other ac-nodation trains Sundays excepted. ains leaving Wilmington at 645 A. M. and 400 , will connect at Lamokin Junction with the S. M. and 630 P. M. trains for Haltimore Oca-

om Baltimore to Philadelphia .- Leave Balti-

om Baltimore to Philadelphia.-Leave Balti-e 7:25 A. M., Way Mali; 9:35 A. M., Express; P. M., Express; 7:25 P. M., Express; SUNDAY TRAIN FROM BALTIMORE. aves Baltimore at 7:25 P. M., stopping at Mag-a, Perryman's, Aberdeen, Havre-do-Grace, Per-ilie, Charlestown, North East, Elkton, Newark, aton, Newport, Wilmington, Claymont, Lin-d. and Cheater. and Chester.

d, and Chester. n Sundays, leave Philadelphin for West Grove Intermediate stations at 8 00 A. M.; returning, West Grove at 8 55 P. M. hrough tickets to all points West, South, and thwest may be procured at ticket office, No. 538 snut street, under Continental Hotel, where State Rooms and Berths in Sleeping Cars can secured during the day. Persons purchasing ets at this office can have baggage checked at r residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

HILADRLPHIA AND ERIE RAILROAD. WINTER TIME TABLE. and after December 4, 1870, the trains on the adelphia and Erie Railroad will run at follows Fennsylvania Railroad Depot, West Phila-arrives at Erie 740 P. M. IE EXFRESS leaves Philadelphia 12 20 A. M. " Williamsport 8:50 P. M. " arrives at Erie 740 A. M. MIR4. E AIL leaves Philadelphia 9:39 A. M. " Williamsport 8:35 P. M. " arrives at Lock Haven 7:50 P. M. arrives at Lock Haven 7:50 P. M. BABTWARD.
ILL TRAIN leaves Erle . . 9 CO A. M.
"Williamsport . 10 06 P. M.
arrives at Palladelphia 6:50 A. M.
EEXPRESS leaves Erle . . . 9 00 P. M.
"Williamsport 8:26 A. M.
"Williamsport 8:26 A. M.
"Williamsport 0:25 A. M.
"arrives at Philadelphia 5:30 P. M.
"Williamsport 0:25 A. M.
"arrives at Philadelphia 5:30 P. M.
"UFFALO EXP. leaves Williamsport 12:35 A. M.
"arrives at Philadelphia 5:30 P. M. press, Mail, and Accommodation, east and west, nect at Corry, and all west bound trains and I and Accommodation east at Irvineton with Oreck and Allegheny River Railroad. WM. A. BALDWIN, General Superintendent.

HE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD.—CHANGE OF HOURS. a and after MONDAY, October 3, 1870, trains run as follows:—Leave Philadelphia from depot W. & B. R. R., corner Broad street and Washr Port Deposit at 7 A. M. and 4.30 P. M. r Oxford at 7 A. M., 4.30 P. M., and 7 P. M. r Oxford Wednesdays and Saturdays only at

P. M. or Chadd's Ford and Chester Creek Railroad at M., 10 A. M., 4'30 P. M., and 7 P. M. Wednes s and Saturdays only 2'30 P. M. rain leaving Philadelphia at 7 A. M. connects at t Deposit with train for Baltimore. t Deposit with train for Baltimore. A. connect at Chadd's Ford Junction with the mington and Reading Railroad. rains for Philadelphia leave Port Deposit at 9'25 M. and 4'25 P. M., on arrival of trains from Balti-re.

A. M. and 250 Fr al, 62 M. 10 35 A. M. and 5:30 P. M. Oxford at 6:05 A. M., 10:35 A. M. and 5:30 P. M. Sundays at 5:30 P. M. only. Chadd's Fordfat 7:26 A. M., 11:58 A. M., 3:55 P. M., and 6:49 F. 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, 10:3

at the Ticket Office, N. W. corner Ninth and Ches-nubstreets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders last at No. 901 Chesnut street, or No. 118 Market street, will result attention.

will receive attention. TRAINS LEAVE DEPOT. Fittsburg Express . . . 12.11 A. M 6.00 A ML Mail Train 5.00 A Lock Haven and Elmira Express 9.40 A. Paoll Accommodation, 10.10 A.M.& 1.10 and 7.10P. Mail Train 12.40 P. Harrisburg Accommodation . . Lancaster Accommodation . . . Parkesburg Train Cincinnati Express 4.10 F 8.00 P 9.50 I Pacific Express . 10.10 P. M. Pacific Express . 10.10 P. M. Pacific Express . 11.10 P. M. Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sun 1ay night pas-rengers 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 pro-cured and baggage delivered by 5 P. M. at No. 115 Market street. Market street. Sunday Train No. 1 leaves Philadelphia at 846 A. M.; arrives at Paoli at 946 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; ar-rives at Paoli at 740 P. M. Sunday Train No. 1 leaves Paoli at 650 A. M.; arrives at Philadelphia at 810 A. M. Sunday Train No. 2 leaves Paoli at 450 P. M.; arrives at Philadelphia at 620. Philadelphia at 6.20. 8 10 A. M. 7 00 A. M. 7 00 A. M. 50 & 6 40 P. M. 9 00 A. M. 9 50 A. M. 6 45 P. M. 3 25 P. M. 5 45 P. M. 9 40 P. M. owner, unless taken by special contract. A. J. CASSATT, 429 General Superintendent, Altoona, Pa. WEST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY. ON AND AFTER MONDAY, October 17, 1870, ON AND AFTER MONDAY, October 17, 1879, Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:-FROM PHILADELPHIA For West Chester at 745 and 1120 A. M, 230, 645, 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). (Greenwood excepted). For B. C. Junction at 4-10 P. M. Stops at all stations. FOR PHILADELPHIA From West Chester at 6:80 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 S'40 A. M. Stops at all tations ON SUNDAY-Leave Philadelphia at 8'50 A. M. and 2 P. M. Leave West Chester at 7'55 A. M. and 4 P. M. 1014 W. C. WHEELER, Superintendent. WEST JERSEY RAILROADS. WEST JERSEY RAILROADS, FALL AND WINTER ARRANGEMENT. COMMENCING MONDAY, SEPTEMBER 19, 1870. Trains will leave Philadelphia as follows:--From foot of Market street (appor ferry). S15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations. It 46 A. M., Woodbury Accommodation. S16 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations. 330 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations. 530 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations. 530 P. M., Accommodation for Woodbury, Glass-boro, Clayton, and intermediate stations Freight Train leaves Camden daily, at 13 M. WILLIAM J. SEWELI, Superintendent.

AFTER 8 P. M., SUNDAY, JANUARY 1, 1870. 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 one square of the FLORIDA FLOORING. FLORIDA FLOORING. 1871 1871 CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. Depot. Sleeping-car tickets can be had on application ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1871 WALNUT BOARDS AND PLANK. 1871 WALNUT BOARDS AND PLANK. 1871 WALNUT BOARDS. WALNUT FLANK. 1871 UNDERTAKERS' LUMBER. 1871 RED CEDAR. 1871 WALNUT AND PINE. SEASONED POPLAR. SEASONED CHERRY. 1871 1871 ASH, WHITE OAK PLANK AND BOARDS, HICKORY. CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, 187 1871 FOR SALE LOW. CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1871 1871 CEDAR SHINGLES. 187 CYPRESS SHINGLES. 187 MAULE, BROTHER & CO., No. 2500 SOUTH Street. 1871 1871 115 NEL PLANK, ALL THICKNESSES. COMMON PLANK, ALL THICKNESSES. 1 COMMON BOARDS. DANEL. 1 and 2 SIDE FENCE BOARDS WHITE FINE FLOORING BOARDS. WHITE FINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS, 14 and 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 6m No. 1715 RIDGE Avenue, north of Poplar St. ENGINES, MACHINERY, ETO. PENN STEAM ENGINERY, ETC. PENN STEAM ENGINERY, ETC. WORKS.--NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MA-CHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been h successfdi operation, and been exclusively engags in building and repairing Marine and River Engin = high and low pressure, Iron Bollers, Water Tan's Propellers, etc. etc., respectfully offer their service to the public as being fully prepared to contract for engines of all sizess, Marine, River, and Station ary having sets of patterns of different sizes, are pre-pared to execute orders with quick despatch. Every 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 Charson' fron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turaing, screw Cutting, and all other work connected with the above business. Drawings and specifications for all work do is the establishment free of charge, and work gua ranteed. ranteed. The subscribers have ample wharf dock-toom for The subscribers have ample wharf dock-toom 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. NEAFIR, JOHN P. LEVY, BEACH and PALMER Streets. 8 150 GIRARD TUBE WORKS AND IRON CO., PHILADELPHIA, PA., Manufacture Piain and Gaivanized WROUGHT-1RON PIPE and Sundries for Gas and Steam Fitters, Plumbers, Machinists, Raijing Makers, Oil Befiners, etc. WORKS, TWENTY-THIRD AND FILBERT STREETS. OFFICE AND WAREHOUSE, 81 No. 42 N. FIFTH STREET. FASTON & MCMAHON,

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

A LEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES NO. 26 NORTH WATER STREET, NO. 27 NOPTH WATER STREET, PHILADELPHIA. BLUAU CAPTE

ALREANDER G. CATTERL.

BUNTING, DURBOROW & CO., AUCTION BERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

CONCERT HALL AUCTION ROOMS, No. 1818 CHESNUT Street. T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household fur-

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

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

C IRCUS AT AUCTION. Great sale of Circus property at Raleigh, N. C., on MONDAY, January 50, 1871, consisting of the entire Stock and Fixtures of Dr. James L. Thayers New Circus, lately traveling in the South; every-thing necessary for a first-class circus:--42 first-class Horses.

8 first-class Ring Horses. 3 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

\$1500.

 \$1500.
 Advertising Wagon, Pole Wagon, Poles, Seats, and everything required for canvas.
 25 sets Double Harness, almost new.
 20 Bridles and Saddles almost new.
 20 Bridles and Saddles almost new.
 20 complete outfit of Entree Dresses, for ladies, men, and horses: Pads for horses, etc.; Instruments for brass band, and other articles too numerous to mention. rous to mention.

Allshe above property will be sold to the highest

bldder for cash. T. E. LEE, Sheriff Wake county, N. C. N. B.-Nine experienced drivers and hostlers can be employed on reasonable terms, 12 29 130

PROPOSALS.

NAVY PAYMASTER'S OFFICE, No. 437 CHESNUT Street.

PHILADELPHIA, Jan. 6, 1871. PHILADELPHIA, Jan. 6, 1871. Fealed Proposals, endorsed "Proposals, Con-struction and Repairs," will be received at this office until 1 P. M. MONDAY, the sixteenth day of January, 1871, for the following supplies, which must be of the very best quality, to be delivered at the Philadelphia Navy Yard, free of charge subject to the usual conditions of

of charge, subject to the usual conditions of inspection, approval, etc., viz.;— One (1) Planer, to plane 30 inches wide by 30 inches high and eight feet long; to be put up in complete running order, with shafting, belting, pulleys, etc.

One (1) twelve (13) inch Shaping Maching, to be put up, etc., as above. One (1) Lathe, to swing 23 inches over V

slides, and 14 inches over rest carriages, etc.

Full specifications of the requirements in the above tools can be seen on application at this Office, or to the Naval Constructor at the Navy Yard.

Bidders must state in their bids the time within which the articles can be delivered. Responsible security required for the prompt and faithful delivery of the above, in con-formity with stipulations on the blank forms for bids, to be had at this office: otherwise bids, will not be entertained.

A. W. RUSSELL, Paymaster U. S. Navy. 16 fmw3t

PROPOSALS FOR PUBLIC PRINTING AND BINDING BINDING.

A BINDING. Notice is hereby given that Sealed Proposals for the Public Printing auto Binding for the State of Pennsylvania, for the term of three years from the first day of July, 1871, will be received by the Speakers of the Senate and House of Hepresentatives from this date to the for the Transform of Langary 1871 in compliance fourth Tuesday of January, 1871, in compliance with the act of Assembly entitled "An act in relation to Public Printing," approved 9th of April, 1856; said proposals to be accompanied by bonds, with approved securities, for the faithful performance of the work, as required by the act of 25th February, 1862, entitled "A further Supplement to an Act in relation to Public Supplement to an Act in relation to Public Printing," approved the 9th day of April, 1856. F. JORDAN,

Secretary of the Commonwealth FARRISBURG, Jan. 2, 1871. 1 2 186

COTTON SAIL DUCK AND CANVAS, OF AL I Dumbers and brands, Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufac-turers' Drier Feits, from thirty to soventy-al inches, with Paulins, Beiting, Sail Twine, etc. JOHN W. EVERMAN, No. 19 CHURCH Super (Oily Storom).

e bisard alle marrier was manered if alle version and Provincie read. The farmere was actuary and an and all and the second second