



Louisa Muhlbach's Historical Novels. D. APPLETON & CO., 443 and 445 BROADWAY, New York, HAVE JUST PUBLISHED THE EMPRESS JOSEPHINE. An Historical Sketch of the Days of Napoleon. 1 vol., 8vo. Paper covers, \$1.50; Cloth, \$2. NAPOLEON AND THE QUEEN OF PRUSSIA. 1 vol., 8vo. Paper covers, \$1.50; Cloth, \$2. THE DAUGHTER OF AN EMPRESS. 1 vol., 8vo. Illustrated. Paper covers, \$1.50; Cloth, \$2. MARIE ANTOINETTE AND HER SON. 1 vol., 8vo. Paper covers, \$1.50; Cloth, \$2. JOSEPH II. AND HIS COURT. Translated from the German by Adelaide de V. Chaudron. 1 vol., 8vo. Cloth, \$2. FREDERICK THE GREAT AND HIS COURT. Translated from the German by Mrs. Chapman Coleman and her Daughters. 1 vol., 12mo. 434 pages. Cloth, \$2. BERLIN AND BANS SOUG; OR, FREDERICK THE GREAT AND HIS FRIENDS. 1 vol., 12mo. Cloth, \$2. THE MERCHANT OF BERLIN. Translated from the German by Amory Collins, M. D. 1 vol., 12mo. Cloth, \$2. FREDERICK THE GREAT AND HIS FAMILY. 1 vol., 8vo. Illustrated. Paper covers, \$1.50; Cloth, \$2. LA USA OF PRUSSIA AND HER TIMES. 1 vol., 8vo. Illustrated. Paper covers, \$1.50; Cloth, \$2. HENRY VIII AND CATHARINE PARR. An Historical Novel. By L. Muhlbach. 1 vol., 12mo. Cloth, \$2.

French novels, and English works are complained of as dull. Miss Muhlbach precisely supplies the public want. The novels of Clara Mundt are being read by every one.—Times. "Muhlbach's novels have a world-wide reputation, and are read with avidity, as fast as issued from the press.—Springfield Republican. "They are winning a wide and deserved popularity in this country."—State Journal. Either of the Novels sent free by mail to any address on receipt of the price. **QUICK SALES, QUICK SALES, QUICK SALES. AND SMALL PROFITS, AND SMALL PROFITS, AND SMALL PROFITS. GURLEY'S NEW CHEAP STORE, GURLEY'S NEW CHEAP STORE, GURLEY'S NEW CHEAP STORE, EBENSBURG, PA. EBENSBURG, PA. EBENSBURG, PA. The Largest Stock of Goods. The Best Selected and the Greatest Variety ever brought to Town. LARGEST, CHEAPEST AND BEST, LARGEST, CHEAPEST AND BEST, LARGEST, CHEAPEST AND BEST. GO AND SEE. GO AND SEE. GO AND SEE.**

Original Poetry.
AGNES BY THE RIVER.
[The following simple and plaintive lines more than sustain the reputation of our friend "Linnet." We commend them to the admirers of the pure and chaste in poetry.—Editor.]
Oh! my little bird, my Agnes, with your silver sounding notes,
And your song that tells a story sad and sweet;
Now your voice is rising softly, and I listen as it floats
With the wind that stirs the ripples at your feet.
There is something in the cadence that the words have never told,
When by other lips and other voices sung;
And the strain is new in power, though the song itself is old,
When it gathers life and sweetness from your tongue.
Ah! the sadness and the tenderness find echo in your heart,
And I've heard that hidden sorrow speak in song.
Making voices sympathetic, in the unison with art
That is tender while it teaches to be strong.
Oh! I long to draw your forehead closer, closer, for the cloud
That is resting there, and brush away the waves
That in brown profusion merge it, like a floating lily bud,
'Til excretingly the limpid water laves.
All its snowy petals, Agnes, bend you lily forehead low:
Let the snowy tresses o'er the temples drift;
Then my hands will part them softly, as the gentle zephyrs blow
All the waters back, the lily cups to lift.
For I too have tasted sorrow, and in silence
And have learned the art of comforting thereby;
I have sympathy for others, having misused its gentle touch
When my heart was weak and faint enough to die.
That is past! But I am talking as if Agnes heard me now;
Yet I've spoken what I meant her not to hear:
And she only needs the singing of the thrushes on the bough
That is dipping in the sunlit water near.
They have taken up the ballad where she left it off, I think,
But her thrushes have no need of earthly words.
Oh! I think our God has given, as a last connecting link,
'Tis the earth and sky, the voices of the birds.
Oh! my little bird, my Agnes, you are nearer sky than earth:
Since you lead me off to turn from earth to sky:
And your voice's mournful sweetness may be better than its mirth.
If my heart is raised to better things thereby.
LINETT.

one sufficient for that purpose, they were not bound to give notice that it was not sufficient for that purpose.
Fourth, That if they are satisfied there was negligence on the part of the defendant, the question of concurring negligence on the part of David Gillis is entirely for the jury; and that there is no evidence of concurring negligence on his part before them.
We refuse to answer this point as a proposition bearing on this case.
Fifth, That it is the duty of the defendant to know the capacity and condition of its own structures, and its ignorance upon this subject would not relieve it from liability to a party injured upon the grounds of negligence.
We say to that, gentlemen, that if the party is liable for negligence, their ignorance would not excuse them where there is liability.
Sixth, That the duty of the defendants to provide safe and sufficient platforms is not limited to the ordinary business of the road, but must be equal to any occasions that may occur.
We refuse to answer that point as requested.
Seventh, That if the Company gave either an express or implied invitation to the public to meet the President at their Station at Johnstown, it was their duty to make the platform sufficiently strong to support and protect them from any accident over which they had control, whilst on its platform at said Station.
We refuse, gentlemen, to answer this point as requested. There is no evidence that there was an express invitation, and to speak of an implied invitation has put the question just where we have dealt with it already.
Eighth, That if large crowds of people were permitted for several years to assemble on that platform, and it was suffered to remain exposed to the weather for over six years without repairs, although the Chief Engineer of the Company had been notified as far back as the year 1862 of its insecure and unsafe condition at that time, it was gross negligence to permit a multitude of people to assemble on it afterwards, and especially on the occasion of the President's visit.
We refuse to answer this point as requested, as the controlling propositions in the disposition of the case.
Ninth, That if evidence satisfies the jury that an unexperienced and incompetent carpenter was instructed with the duty of examining this platform as to the repairs required, and that this examination was made carelessly and negligently, it was gross negligence if the Company had notice of the purpose for which the President stopped at Johnstown.
We refuse, also, to answer this point as requested, as a proposition bearing in the case.
Tenth, That if the jury believe that the carpenter entrusted with the repairs of the platform, could, by careful examinations of the structure of such platform, have had knowledge of its insecure, rotten and unsafe condition, notwithstanding, in place of endeavoring to strengthen it by replacing the old and rotten timbers with new ones, he had new two inch plank over the rotten timber, thereby weakening it, and making it as if it were a trap or pitfall for the public, by leading them to believe it had a strength that no multitude of people could break down, the defendant is guilty of gross negligence.
We refuse, gentlemen, to answer this point as requested, as a proposition applicable to the present inquiry at issue.
Eleventh, That if the jury believe that the running of the train as far Eastward was calculated to bring the crowd on that part of the rotten structure that covered the class or vacuum over the bed of the old canal, it was gross negligence if they believe that portion of the platform was rotten and dangerous.
We refuse, also, to affirm this point.
Twelfth, That if the jury believe the defendant was a party to the arrangement for the President and suite to stop at Johnstown, to see and converse with the people at that place, and that they had reason to anticipate a large multitude of people to meet him there on that occasion, it was their duty to stop their train at the most secure and safe place adjacent to said Station for such purpose, and if they did not do so they were guilty of gross negligence.
We refuse to affirm this point as a proposition applicable to this case, or controlling its result.
Thirteenth, The Court is requested to instruct the jury that negligence on the part of the defendant is purely matter of fact, and exclusively for them.
What is negligence may often be, and most generally is, a question of law. Whether the facts in any given case prove negligence is generally, but not always, a question of fact for the jury. When the facts are admitted, or so clearly proven that there is no conflict upon the subject, then there is no question of fact to be submitted to the jury upon the question of negligence, any more than any other question. We refuse, therefore, to affirm this proposition.
Fourteenth, That if they believe the injuries complained of by the plaintiff were the result of the negligence of the defendant, to which the plaintiff did not contribute, then they should find for the plaintiff.
We refuse, gentlemen, to affirm this point.

ber of persons to assemble on the platform of said Company at the said Station as to break it down and injure the plaintiff, that is such negligence as to entitle the plaintiff to recover.
We answer that point in the negative.
Twenty-fifth, That so far as the duties and liabilities of Railroad Companies are concerned, there is no such distinction on ordinary or extraordinary occasions, and if you find that the Company were an essential element in the cause without which the injury complained of could not have been inflicted, and that the plaintiff did not negligently contribute thereto, then your verdict must be for the plaintiff.
We refuse to affirm that point also.
Twenty-sixth, The Court are requested to instruct the jury that the fact of the serving of a subpoena duces tecum upon Mr. Given, agent of the defendant at the place of accident, to produce the timbers taken away by the Company, after the break down, and not having done so, is their right to infer from such nonproduction its unconscionable.
Gentlemen, we do not know anything about the subpoena in the case. The proper course for the party to have taken, if a subpoena duces tecum had been served upon a witness, and he did not appear and bring what he was bound to do, was to apply to the Court for an attachment. There was no such application made here, and we heard nothing of this subpoena until after the plaintiff closed his case. If he had applied for an attachment, I do not believe we would have awarded it, requiring any person to bring a car load of lumber into this Court. We refuse to answer this point as requested.
Twenty-seventh, If the jury believe from all the evidence that the Pennsylvania R. Co., the defendants in this case, knew, or might have known, the purpose or purposes for which the President stopped at Johnstown on September 14th, 1866, and that from such knowledge, or what they might have known by reasonable foresight and diligence, there was reason to anticipate a large multitude of people to meet, see and hear the President, at said place and on said occasion, then the said defendant was guilty of gross negligence, unless they used ordinary care, such as prudent men would use under similar circumstances, to provide against any accident, and especially the accident which did occur at said place; and that is a question for a jury.
We answer this part, also, in the negative. It will be perceived, gentlemen, that many of these points, as abstract propositions, are correct, but as we do not regard them, singly or on the aggregate, as controlling this case, we virtually negative them all, with the qualifying remarks made as we have read and answered them separately. We are pleased to know that all the questions are raised which can possibly be made in this case, and that when it goes to the Supreme Court the parties will have an opportunity of having it finally settled. We instruct you, now, gentlemen, to return a verdict for the defendant.
From the Illinois Staats Zeitung.
Pedestrianism.—The Most Remarkable Feat on Record.
In the report of the arrival of Weston, the pedestrian, in this city, our local editor, in an excess of Chicago patriotism, for which our readers will forgive him, made the remark: "At all events, Weston has performed a greater pedestrian feat than has ever been accomplished by any mortal before." As a local puff, these words need not be too carefully weighed; the report may be allowed to pass. But, in reality, what Weston has performed is the merest child's play and cannot be mentioned in comparison with that which was done by a man whose name many of our readers will remember, for, thirty years ago, he was as well known in Europe as more recently here been Fanny Ellsler, the majestic Bosco, Catalin, or, ten years later, Lizzy or Jenny Lind. We mean the Norwegian Menden Ernest. This man, born at Bergen, in Norway, 1799, first a sailor, then a pilot, began his career as a pedestrian in England at the age of twenty, walked from London to Portsmouth, a distance of seventy-two English miles, in nine hours, at the rate of 100 miles in 13 hours. The distance from London to Liverpool, 150 miles, he walked in 82 hours, or at the rate of 100 miles in 24 hours and forty minutes. But these remarkable performances were only an earnest of his future pedestrian feats. According to the terms of a bet of 100,000 francs—\$20,000, of which, in case of success, he was only to receive 4,000 francs—\$800—he agreed to walk, in fifteen days, from Paris to Moscow. At noon on the 11th of June, 1822, he started from Place Vendome, Paris, and on the morning of the 26th of June stood before the Kremlin, in Moscow, accomplishing the distance of 452 German miles, or 1,600 English miles, in thirteen and a half instead of fifteen days, or at an average of 107 miles a day. And he did this without being accompanied by a carriage and trainers, and his food and drink were not prepared for him beforehand at every hotel on the route. On his road lay Rokinod Hodriak, which gave him untold difficulty, while, between Smolensk and Borodino, he had a pack of wolves for companions, who howled around him, though happily at a safe distance. But

in face of all these difficulties Ernest never for a moment lost his temper, and distinguished himself as a great soul, as did Weston, or fancied that he was some wonderful personage on whom the rudeness of throwing out of the window a dog presented to him in the greatest of kindness must be overlooked and considered as an interesting piece of pleasantry. In Ernest a suitable sense of propriety and common sense kept in check the admiration which his great physical feat naturally excited. It never occurred to any one to bring their children to the road that he might name them, or to offer him an escort of police, or to give him such a reception as is customary to given generals and statesmen who are deserving of their country, thus degrading all such ceremonies of honor. For what dignity there can be in receptions to Grant or Sheridan, if they must be shared by one of the genus humbug? In short, Menden Ernest walked 117 miles a day for 180 days without making complete fools of sundry hundred thousand Europeans, while Weston has made America crazy because in 26 days (with three days for rest, which Ernest did not have), he has walked from Portland to Chicago at the rate of 49½ miles a day. In 1833 Ernest accomplished a pedestrian journey which, if the remarkable difficulties of the route are considered, must be pronounced still more wonderful. On the 6th of June he left Munich with letters from the Queen of Bavaria to her son, Otto, the then King of Greece, and on July 1, delivered these letters at Naulia. It was a daring undertaking—for without a guide he made his way over lofty mountains, through the deep ravines of the Hlythian Alps and the Balkan, to find his path through trackless forests, and swim and ford rivers, with only a compass and his seaman's knowledge to guide him. Sometimes he was obliged to swim across rivers two or three times in a few hours, so that he was obliged to go the whole day in wet clothes; entirely ignorant of the Slavonic, Magyar or Turkish dialects, he was unable to make inquiries about the road. In Montenegro he was attacked by robbers, and saved only his letters; at another time he only escaped death by the use of his limbs. On Turkish territory he was detained three days by the Pasha of Jannina. Making allowance for these three days, he accomplished the journey in twenty-one days, that is an average of eighty-five miles a day, which in consideration of the extraordinary difficulties of the route is a greater feat than the walk from Paris to Moscow. But the mighty undertaking with which Weston's feat is as a molehill to a mountain, he accomplished in 1836. On the 18th of July he started from Constantinople at 5 o'clock in the morning for Calcutta, with letters to a banker there, which he delivered in Calcutta on the 27th of August. After a rest of only three days he commenced the return journey, and arrived in Constantinople October 2d.—In sixty days—making due allowance for the stop in Calcutta—he traversed the mountain wilderness of Asia Minor, the deserts of Syria, the plains of Persia, the mountains and gorges of Afghanistan, the Himalayas—where he sometimes had to use snow-shoes—a distance of 1,170 miles, on an average of eighty-two miles a day. These are all facts which have received the most perfect confirmation and to which thousands of living witnesses in Europe will testify. The last trial of his strength it is very easy to bring proof from files of English papers of that year. It seems to us that with such facts in view as the above, we can well spare our breath and ink in speaking of such a feat as Weston's as "unprecedented" or "unparalleled." In comparison with Menden Ernest, Weston is a "poor stick."

ANCIENT CHINA.—A resurrection of some Oriental literature is very humiliating to our Western and nineteenth century pride, in showing how far the Chinese had gone in point of civilization when Europe was barbarian and America unknown. They were burning coal before the Christian era; they were printing A. D. 551, with black and lithographing three centuries later. Yet another century and they were using movable types of terra cotta, porcelain, water-tight compartments, ships portraits for catching criminals—all these were known to them in those days. And it even appears that 919 years before Christ these Celestials used leather greenbacks. The Chinese had also the tradition of the Madonnas and child. This symbol was the Tien-How, the Queen of Heaven, represented as nursing her infant son, who holds a lotus-bud in his hand, as a symbol of the new birth. There is a model of this group, in porcelain, in the Ethnological Museum of Copenhagen.—The Optimist.

Prominent Characteristics.
I.—THEY ARE INSTRUCTIVE.
"As purely literary works, these historical romances possess a high degree of merit. They read like genuine histories.—Catholic World.
"They are correct descriptions of the countries and the people described.—Herald.
II.—THEY ARE ENTERTAINING.
"We regard these books as among the best and most entertaining novels of the day."—Springfield Republican.
"The reader is at once fascinated and held spell-bound until the volume is completed."—Free Press.
"There is no dull chapter in it."—Utica Herald.
III.—THEY ARE MIRRORS OF THE TIMES.
"No one can peruse them without conceding the author's great skill in grasping and delineating the characters which figure conspicuously in them.
"The study which enables the author to delineate so accurately the emotions and incentives to action which moved men and women of a past age must be close and untiring, and Louisa Muhlbach shows in all of her works a perfection which carries the reader into the very presence of the characters represented."—Syracuse Journal.
IV.—THEY ARE HISTORICALLY CORRECT.
"Historically correct, and as entertaining many of the volumes of Sir Walter Scott."—Providence Herald.
"Louisa Muhlbach must have carefully and diligently studied the secret histories of the times and countries of which she writes, and her task is done well and effectively."—Worcester Spy.
"No Historical Novelist has labored so faithfully to reproduce a complete picture of past times and events."—Utica Herald.
V.—THEY ARE ORIGINAL.
"It has already surprised readers to find a new writer with such constructive genius and knowledge of character as Louisa Muhlbach possesses."—Public Ledger.
"Each succeeding novel adds to Mrs. Mundt's reputation as a writer of historical fiction."—New York Times.
VI.—THEY ARE FULL OF IMAGINATION.
"She is not only the skilful painter, but a most-handed artist."—Christian Witness.
"There is seldom any straining after effect, but it is really wonderful how Madame Mundt manages to sustain and increase the interest to the end."
"The work-painting of the authoress is much more effective than the best efforts of the engraver."—Illinois State Register.
VII.—THEY CONTAIN ANECDOTES OF COURTES.
"Scottish history offered no fresher and more romantic material to the magic working hand of Sir Walter Scott than she finds in the annals of the German courts."—Evening Gazette.
"There are not to be found anywhere in human annals, unless such magnificent, such superabundant materials for romance, as eleg the chronicles of the Prussian and Austrian courts of the 18th century. By their dress, their manners, their modes of thought, their language, they are almost as much separated from us as if they had lived one thousand years ago."—Observer.
VIII.—THEY TELL ABOUT EMPERORS, KINGS, AND QUEENS.
"We learn from her not only how Frederick William and Frederick the Great, Joseph the Second, for example, and upon the background of facts which the chronicles of the periods afford, she embroiders the bright and sombre colors, the light and shade of her fiction, with the skill of a consummate artist."—The Eagle.
IX.—THEY ARE INTERESTING.
"The style of this writer for purity, perspicuity and elegance, is something greatly to be commended. It is free from invasions, mannerisms, and tricks of every kind."—The Argus.
"The translations do justice to the vivid, elegant style of the original; and the story is full of movement and crowded with entertaining and instructive incident."—The Chicago Post.
"The interest of the book does not depend upon its characters nor its incidents, nor yet on its charming style, but in its harmony of composition."—Day Book.
X.—EVERYBODY IS READING THEM.
"Our people seem to have stopped reading

The subscriber calls the attention of the public to the fact, that he has just received and opened out in his New Store, a large stock of goods, consisting of FLOUR, CORN MEAL, CHOP FEED, Bran-Fish, Bacon and Cheese; Sugar, Coffee, Tea, Molasses, Spices, Tobacco, Cigars, Candles, Soap, Vinegar, &c., &c. ALSO, Groceries, Drugs, Perfumery, Stationery and Earthenware. ALSO, a fine assortment of the best and latest style of Hats, he always keeps constantly on hand Bagn Salers, Sardines, Fresh and Spiced Sausages in cans, or half cans, and almost everything in the eating or drinking line. A few of which will be sold at small profit.
GEO. GURLEY,
MAIN STREET, EBENSBURG, PA.
January 31, 1867.

WHAT SUPPLIED AT LAST!
THE OLY CLOTHING STORE
EBENSBURG.

FALL, WINTER STOCK
There is need now of goods to any place dist from home to purchase
Read Made Clothing,
as the subscribers have not only in store on Main Street three doors east of Crawford Hotel, a full line of
OVERCOATS AND DRESS COATS, BUSINESS AND OTHER COATS,
Cassimeres and Jockey Pants, Pantaloons for day wear, Vests of all styles, textures, and Gen-eral FURNISHING GOODS, to suit all pur-suits, as well as Trunk-linings, Carpet-Sacks, Ladies' and Men's Traveling Bags, &c., and we prepared to sell goods at as reasonable prices as like articles purchased from any dealer in this State. Our STOCK IS AND PRICES DOWN to the times, as persons can satisfy themselves who visit our establishment.

Securely SHADOW ERE THE SUNSHINE FADES.
PICTURES FOR THE MILLION.
Having located in this city, I would respectfully inform you that I am prepared to execute PHOTOGRAPHS in every style of the art, from a smallest card picture to the largest for framing. Pictures taken in any of weather.
PHOTOGRAPHED IN OIL, INDIA INK AND WATER COLOURS.
Every attention to the taking of Children's pictures, clear weather only. Special attention given to my stock of large PICTURE FRAMES and PHOTOGRAPH ALBUMS, which I will sell cheaper than they can be bought elsewhere in town. Copying and printing done on reasonable terms. I am a patient and deft competitor.
Thankful for patronage, I solicit a continuance of the same, by on Julian street, two doors south of Hall.
T. T. SPENCER, Photographer.
Ebensburg, Nov. 26, 1867.

VALUABLE REALTY FOR SALE.
I have a tract of land for sale of about EIGHT ACRES OR MORE, adjoining the Borough of Chest Sp. Cambria county, having thereon erected good Plank House, Frame Stable, and outbuildings, with a never-failing spring and an excellent young orchard of fruit trees. The land is in a high cultivation, and the property altogether affords a most desirable home for any wishing to buy it. For further information apply to
CAMEL ALLEN,
Chest Springs, Dec. 1867-78.

JAMES C. EMERY, ATTORNEY AT LAW, Cor. 10th & Cambria Co., Pa. Collections and all business promptly attended to. Jan 21, 1867.

IF YOU WANT TO BUY on long credit and pay big prices, go to
PA. ST. GENTLEBY'S.

The Johnstown Disaster.
THE GREAT RAIL ROAD CASE.
As promised last week, we submit the points presented by Plaintiff's counsel, and their negation by the Court, in the case of David Gillis vs. Pennsylvania Railroad Company. These points embrace the views taken by the counsel for Plaintiff, and are presented as part of its history:
We now, gentlemen, take up the points submitted by the counsel for the Plaintiff. The Court is requested to instruct the jury as follows:
First, That the defendant, in the exercise of its corporate franchise, is bound so to use its property as not to endanger the life or limb of third parties, and where injury results from its negligence it is liable to damages for such negligence.
As a general proposition, we affirm this point.
Second, That if defendant permitted third parties to use its road by running a special train over it, the same liability would arise from the injury to third persons as if the train had been run by its own officers.
This, gentlemen, would be true in regard to any injury that they might do. For example, had it obstructed any public crossing, and injured any one upon it, the Pennsylvania Railroad Company would be as much responsible as if they had not surrendered the train to the management of another or others; and in any instance in which they might be chargeable with negligence, resulting in injury, equally so if it occurred by a special train.
Third, That if they believed the structure was insufficient to support the platform, with the persons congregated upon it at the time of the accident, and that no notice was given to the plaintiff of that insufficiency, a case of such negligence is made out as will entitle the plaintiff to damages commensurate with the injury he has sustained.
We refuse to answer this point as requested. It seems to us that the Company was not bound to furnish a platform sufficiently strong to bear the crowd then upon it. We have instructed you that under the plainly previous facts in this case they were not bound to furnish such a one. If they were not bound to furnish

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Ebensburg, Nov. 26, 1867.

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JAMES C. EMERY, ATTORNEY AT LAW, Cor. 10th & Cambria Co., Pa. Collections and all business promptly attended to. Jan 21, 1867.

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The Johnstown Disaster.
THE GREAT RAIL ROAD CASE.
As promised last week, we submit the points presented by Plaintiff's counsel, and their negation by the Court, in the case of David Gillis vs. Pennsylvania Railroad Company. These points embrace the views taken by the counsel for Plaintiff, and are presented as part of its history:
We now, gentlemen, take up the points submitted by the counsel for the Plaintiff. The Court is requested to instruct the jury as follows:
First, That the defendant, in the exercise of its corporate franchise, is bound so to use its property as not to endanger the life or limb of third parties, and where injury results from its negligence it is liable to damages for such negligence.
As a general proposition, we affirm this point.
Second, That if defendant permitted third parties to use its road by running a special train over it, the same liability would arise from the injury to third persons as if the train had been run by its own officers.
This, gentlemen, would be true in regard to any injury that they might do. For example, had it obstructed any public crossing, and injured any one upon it, the Pennsylvania Railroad Company would be as much responsible as if they had not surrendered the train to the management of another or others; and in any instance in which they might be chargeable with negligence, resulting in injury, equally so if it occurred by a special train.
Third, That if they believed the structure was insufficient to support the platform, with the persons congregated upon it at the time of the accident, and that no notice was given to the plaintiff of that insufficiency, a case of such negligence is made out as will entitle the plaintiff to damages commensurate with the injury he has sustained.
We refuse to answer this point as requested. It seems to us that the Company was not bound to furnish a platform sufficiently strong to bear the crowd then upon it. We have instructed you that under the plainly previous facts in this case they were not bound to furnish such a one. If they were not bound to furnish

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Cassimeres and Jockey Pants, Pantaloons for day wear, Vests of all styles, textures, and Gen-eral FURNISHING GOODS, to suit all pur-suits, as well as Trunk-linings, Carpet-Sacks, Ladies' and Men's Traveling Bags, &c., and we prepared to sell goods at as reasonable prices as like articles purchased from any dealer in this State. Our STOCK IS AND PRICES DOWN to the times, as persons can satisfy themselves who visit our establishment.

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