The Globe.

CONDITION OF THE BREADSTUFFS MARKET.—The Pittsburg *Chronicle* condenses an article from the *Financial Chronicle*, starting out with the proposition that our crops were unusually abundant, addresses itself to the question whether, in view of the moderate average result of the European harvests and the depleted condition of stocks both at home and abroad, the now supply would be more than adequate to bring up the stocks to the average standard to supply the current consumption. The negative view having been taken, breadstuffs have been held at high prices since harvest. The *Financial Chronicle* is strongly inclined to the opinion, although it will not commit itself, that high prices will not keep up. It presents a table showing that at Chicago, the chief grain entrepot, the present stocks are largely in excess of those at the same time in '67. There is an increase in the stock of wheat of 249,224 bushels; in corn, of 1,302,288 bushels, and in oats, of 174,371 bushels; while in flour, barley and rye there is an immaterial decrease.—The entire stock of grain at Chicago is 55 per cent. above that of February, 1867. At the beginning of this month there were 925,148 bushels of wheat in store at Milwaukie, which is largely in excess of the stock at the same date last year. It is estimated that the stocks of wheat at the various points between New York and Milwaukie inclusive, aggregate 5,200,000 bushels, against 3,500,000 bushels at the same period last year; an increase of nearly fifty per cent.

In the West, too, the farmers still have a large balance of their crop on hand—the reserve being estimated from thirty to forty per cent.

HIGH AND LOW BARNS.—A writer in the *Rural New Yorker* advocates the building of higher barns than those of the old style, which were built low on account of the difficulty of pitching to the top of a mow with a hand-fork.—Fourteen to sixteen feet was the usual height of posts for a hay and grain barn, and with this height it required a tall and stout man with a long-handled fork to "pitch over the beam," and great scrambling of the boy on the mow to stow away so as to fill up under the roof. With the power-fork the product may be carried to any height, with a trifling effort.

One of the chief advantages of building high barns lies in the relative amount of material required to build one of a given capacity. The foundation and roof, with the same ground size, costs no more for a building forty feet than for one ten feet high; and the writer says that hay and grain will keep better packed deep than if put in shallow mows, though we think he does not make this quite clear. If the crop is well cured, perhaps the greater exclusion from the air may be an advantage to both hay and grain. However this may be, it is obvious by increasing the height, a good range of stabling may be secured on both sides of the barn, with any desired amount of storage room above them, with no additional expense for either foundation or roof. Sometimes the introduction of a new contrivance, apparently insignificant in itself, will revolutionize other arrangements upon an extensive scale, and if the horse-fork proves to be a decidedly desirable thing, it will force its way into general use and may revolutionize the model of barns over the country, and those about to build should investigate this new horse pitch-fork, before deciding upon a plan.

CHURNING IN WINTER.—You can not get butter out of milk, if there is none in it. Feed the cows well, and thus secure good milk, and there is not much trouble in churning, even in winter.—Keep the cream in a warm room, till it turns somewhat sour. Let the churn be scalded before putting in the cream, so that it will be well heated through and not cool the cream. Let the cream be at a temperature of 65° to 70°, and there will not be much difficulty in making the butter come. We see it stated that if a little rennet is added to the cream just before churning, it will help materially. We think this quite likely, as it would help to generate lactic acid. Do not put in too much.

HAYTI is one of those lively places which is not happy unless it is constantly having revolution. Salnave had hardly got himself fixed in the place from which Geffrard was compelled to fly, when a new revolution broke out which was only quelled by measures as "vigorous" as steel and lead could make them. Now again another revolution is spreading like wildfire, and the fighting has become general, Solomon having been proclaimed President. Hayti is now enjoying the place formerly held by Mexico.

J. P. THOMAS, a barber, and Antoinette Rudger, both colored, were married in St. Vincent's church, Saint Louis, on Wednesday. The ceremony occupied three hours and a half, and was imposing. The bride has $400,000. The husband has nearly the same am't. He presented the bride a check for $10,000 as a wedding gift. The bridal veil cost $750, and the bride wore car rings costing $5,000.

Dr. Stone, the eminent New Orleans physician, and who had a larger practice in fevers than perhaps any other physician, declared that plenty of peach orchards are worth a thousand quarantines for the public health. "No more scurvy," said the Doctor; eat stewed peaches, if you would keep off indigestion."

"I can not" is often a gentleman, while "I'll see" is generally a sneak.—Very few who promise to "see" ever mean what they promise. It is a way the heartless have of evading duty.—But it is cowardly and cruel. If you do not intend to oblige a friend, say so. "Hope deferred maketh the heart sick."

THE trial, at Greensburg, Westmorland county, of Samuel Hull, for the murder of Charles H. Parker, a Pennsylvania railroad conductor, was concluded on Tuesday evening. The jury rendered a verdict of guilty of murder in the second degree.

MANY of the hotels built in Pithole during her palmy days have been pulled down and removed. The Bonta House, built at an expense of $80,000, was recently sold for $500.

READING RAIL ROAD.

WINTER ARRANGEMENT,

NOVEMBER 25, 1867.

GREAT TRUNK LINE FROM THE North and North-West for PHILADELPHIA, NEW YORK, READING, POTTSVILLE, TAMAQUA, ASHLAND, LEBANON, ALLENTOWN, EASTON, EPHRATA, LITIZ, LANCASTER, COLUMBIA, &c., &c.

Trains leave Harrisburg for New York, as follows: At 3 00, 5 25 and 8,10 A. M., and 2 05 and 9,35 P. M., connecting with similar trains on the Pennsylvania R.R, arriving at New York 5,10, 10 15 and 11 50 A. M., and 3,40, and 9 30 P. M. Sleeping cars accompany the 3 00 a m and 9 35 p. m. trains without change.

Leave Harrisburg for Reading, Pottsville, Tamaqua, Minersville, Ashland, Pine Grove, Allentown and Philadelphia at 8 10 A. M., and 2 05 and 4 10 P. M., stopping at Lebanon and principal way stations; the 4 10 p. m. train making connections for Philadelphia and Columbia only. For Pottsville, Schuylkill Haven and Auburn, via Schuylkill and Susquehanna R.R., leave Harrisburg at 3 55 P M.

Returning, leave New-York at 9 A. M., 12 Noon, 5 & 8 P. M.; Philadelphia at 8,15 A. M., and 3 30 P. M.; Way Passenger train leaves Philadelphia at 7 30 A. M. returning from Reading at 6 30 P. M., stops at all stations Pottsville at 8,45 A. M. and 2 45 P. M.; Ashland 9 00 and 12,19 a m, and 2,00 P M; Tamaqua at 8,30 A M., and 1 and 8,45 P M.

Leave Pottsville for Harrisburg, via Schuylkill and Susquehanna Railroad at 7,10 a m. and 12 noon.

An Accommodation Passenger Train leaves READING at 7.30 A. M., and returns from PHILADELPHIA at 4,00 P. M

Pottstown Accommodation Train: Leaves Pottstown at 6,45 a. m, returning leaves Philadelphia at 5,00 p.m.

Columbia Railroad Trains leave Reading at 7 00 A M., and 6 15 P. M., for Ephrata, Litiz, Lancaster, Columbia, &c.

On Sundays, leave New York at 8 00 P. M., Philadelphia, 8 a m and 3 15 P. M., the 8 a m train running only to Reading; Pottsville 8 A. M., Harrisburg, 5 25 a m, and 4 10 and 9 35 p m, and Reading 1 00, and 7 15 a. m, for Harrisburg, and 7 00 a. m., and 11 40 p.m., for New York, and 4.25 p.m. for Philadelphia.

COMMUTATION, MILEAGE, SEASON, SCHOOL, and EXCURSION TICKETS to and from all points at reduced rates.

Baggage checked through: 100 pounds Baggage allowed each Passenger.

G. A. NICOLLS,

Reading, Nov. 25, 1867. *General Superintendent.*

PENNSYLVANIA RAIL ROAD.

TIME OF LEAVING OF TRAINS

WINTER ARRANGEMENT.

WESTWARD. MAIL.	WESTWARD. PHILADELPHIA EXPRESS.	WESTWARD. EMIGRANT TRAIN.	WESTWARD. CINCINNATI EXPRESS.	STATIONS.	EASTWARD. EXPRESS.	EASTWARD. DAY EXPRESS.	EASTWARD. MAIL.	EASTWARD. PHILADA. EXPRESS.
P. M.	A. M.	P. M.	A. M.			A. M.	P. M.	P. M.
5 13	.....	12 15	.....	N. Hamilton,	.....	.....	5 01	.....
5 29	.....	12 26	.....	Mt. Union,	.....	10 09	4 55	.....
5 30	.....	12 40	.....	Mapleton,	.....	.....	4 45	.....
5 40	.....	12 50	.....	Mill Creek,	.....	#9 54	4 36	.....
5 55	7 05	1 08	3 35	Huntingdon,	.....	9 42	4 23	10 55
6 14	.....	1 30	.....	Petersburg,	.....	9 27	4 04	.....
6 21	.....	1 40	.....	Barree,	.....	#9 20	3 55	.....
6 28	.....	1 50	.....	Spruce Creek,	.....	9 13	3 48	.....
6 41	.....	2 05	.....	Birmingham,	.....	.....	3 35	.....
6 48	7 52	2 15	4 21	Tyrone,	.....	8 53	3 28	10 08
7 01	.....	2 27	.....	Tipton,	.....	#8 45	3 17	.....
7 07	.....	2 36	.....	Fostoria,	.....	.....	3 12	.....
7 12	.....	2 42	.....	Bell's Mills,	.....	8 35	3 08	.....
7 30	8 23	3 05	4 47	Altoona,	.....	8 20	2 50	9 35
P. M.	A. M.	P. M.	A. M.			A. M.	P. M.	P. M.

The FAST LINE Eastward leaves Altoona at 12 15 A. M., and arrives at Huntingdon at 1 29 A. M.

The CINCINNATI EXPRESS Eastward leaves Altoona at 4 25 P. M. and arrives at Huntingdon at 5 40 P M.

The FAST LINE Westward, leaves Huntingdon at 7 46 P. M. and arrives at Altoona at 9 00 P. M.

Nov. 24, 1867.

HUNTINGDON & BROAD TOP RAILROAD.

On and after MONDAY, OCT. 16TH, 1867, Passenger Trains will arrive and depart as follows:

UP TRAINS. ACCOMM.	UP TRAINS. MAIL	STATIONS AND SIDINGS.	DOWN TRAINS. ACCOMM.	DOWN TRAINS. MAIL
P. M.	A. M.		A. M.	P. M.
LE 4 40	LE 7 50	Huntingdon,	AR 9 30	AR 4 17
5 02	8 10	McConnellstown,	9 08	3 57
5 14	8 22	Pleasant Grove,	8 58	3 49
5 31	8 38	Marklesburg,	8 38	3 30
5 50	8 53	Coffee Run,	8 23	3 15
6 00	9 01	Rough & Ready,	8 13	3 08
6 10	9 12	Cove,	7 53	2 54
6 20	9 16	Fisher's Summit,	7 53	2 50
AR 6 35	AR 9 33	Saxton,	AR 7 35	LE 2 35
	LE 9 40			AR 2 20
	10 00	Riddlesburg,		2 08
	10 08	Hopewell,		2 00
	10 24	Piper's Run,		1 44
	10 42	Entaville,		1 19
	10 55	Bloody Run,		1 07
	AR 11 05	Mount Dallas,		LE 1 00
		SHOUP'S RUN BRANCH.		
LE 6 40	LE 9 55	Saxton,	AR 7 30	AR 2 30
6 55	10 05	Coalmont,	7 15	2 15
7 00	10 10	Crawford,	7 10	2 10
AR 7 15	AR 10 20	Dudley,	LE 7 05	LE 2 05
		Broad Top City,		

Huntingdon Oct. 23, 1867. JOHN M'KILLIPS, Supt.