The Forest Republican

R. J. M'QUILLEN,.....EDITOR.

TUESDAY MORNING, OCT. 11.

Apology.

We have delayed the publication of our paper in order to give, as far as possible, the result of the elections held in this and other States on Tuesday.

Forest County.

We feel a just pride in being able to record that our county has gone Republican by an increased majority. Forest can now safely be set down among the Republican counties of the old Keystone State. Every Republican candidate save one was elected by a good round majority.

The Elections.

The result of the elections held on Tuesday is most gratifying to Republicans. So far as can be learned up to the hour of going to press, every State where elections were held has gone Republican by an increased majority. Instead of losing any members of Congress, we have actually gained some, and we think it safe to say that of the sixty-one members to the next National house of representatives chosen in the different States which held their elections on Tuesday, at least forty-five are Republicans. We have every reason to be satisfied with the glorious victories won on Tuesday.

Cuba's Reply to Spain.

When the Spanish authorities proposed to the New York Cuban Junta to assure unconditional peace to the island, on condition that the revolutionists *ask* for an antonomy, "which shall be granted," similar to that of Canada. the patriots replied, that nothing short of entire freedom from Spain can secure any liberty for Cuba, and that there is no possibility of any agreement, the basis of which shall not be the independence of the island; that such a proposition is a sarcasm, since the Spanish government cannot recognize any right to the Cubans, as long as it preserves in the island its ruinous system, and it knows that when the Cubans shall have the management of their own affairs under the Spanish flag, it could not carry to its exchequer the millions it has been drawing annually, nor to continue to overflow the island with officials without conscience, who only come over to Cuba to get rich upon the ruin and degradation of the natives, and to perpetuate the odious regime of their scandalous abuses; that the Spanish government knows the Cubans are abolitionists, while the negro traders and the great majority of the slave-holders are Spaniards, and although the Ministry at Madrid, forced by the American administration, would promulgate the emancipation of the slaves, those men, who now represent Spain in Cuba, would deadly oppose the enforcement of such a measure, and would resist, as they have already resisted, to obey it; that even the submission of the volunteers to the laws proceeding from the peninsula and the apparent good faith of all the Spaniards with respect to their promises of liberalism, would not form the basis on which reasons could be founded to induce the Cubans to lay down their arms, since they have been always deceived by the Spanish Government; that the patriots cannot draw a curtain over luxury of horror, with which the Spaniards have made war upon the Cubans, nor over the numberless murders committed in cold blood on peaceful citizens, in the solitude of the fields as well as in the center of the town; in the dead of night as well as in full daylight; that the Cubans cannot forget the transportation of untried men by hundreds to Fernando Po, nor the women violated right before the eyes of their tied husbands, fathers, brothers and sons, nor the infants run through with the points of the byonets.

The Midnight Raid.

A STORY OF PARKER'S LANDING.

It was a still hour of midnight. Not a star shone without the black and ominous sky. The rippling of the waters of the Allegheny, the puff of an engine, the croak of a disconsolate tree toad, or the howl of some unfortunate benzinist were all the sounds that disturbed the night. In that hour of gloom, two mysterious figures might have been seen stealing cautiously down the steps leading to Ferry landing, their feet were muffled, and not a word escaped their lips, as they rapidly approached the margin of the river. In the thick darkness the clanking of a chain was heard, then the grating of a skiff on the gravel as it was pushed into the water, and one of the two unknown put his foot into the boat, followed closely by his companion, when suddenly a murderous yell saluted their ears and made them start as if struck by a bolt of forked lightning.

They *were* struck!

It was a fist that did it.

They retreated a few steps to gather wind and reconnitre—but the unknown yellist followed closely and with muscle raised he plunged into the bread-baskets of the intruders, and they staggered apart. He stood beteen them like the Colossus of Rhodes, breathing heavily and defiantly, his giant arms striking from the shoulder and yelling to them to come up and be slaugtered.

One of them came.

His right fist struck the eye of the pugilist,—and the pugilist was compelled to go one eye only on them both.

The mysterious ones suddenly closed on the single warror, and with a sudden dash—they left him like Moses, floating upon the bosom of the oily deep.

Fleet were the steps of the unknown—but loud were the threats of the desperate man who lay sprawling in the bed of the Allegueny, with nary a kiver to keep out the cold. Mad and furious at his discomfiture, he sprang dripping to his feet, and rushed after the fleeing forms of his antagonists. But they were gone; and shaking himself like some great New-Foundlander, returned to his lair in the boat, and tried a perspective view into the dim future—going only one eye on the effort.

Thus endeth the midnight raid.—[East Brady Independent.

THE WAR IN EUROPE.

LONDON, Oct. 10.—the following details collected from various sources are published here to-day:

The Italian Government has formally repudiated any design looking to the re-annexation of Nice and Savoy. The result of Plebiscitum in the Roman States officialy published as follows; for Italian Unity, 13,865, against 1,507, majority, 11,850.

A dispatch from Epinal, dated last evening, reports sharp fighting in the department Vesges. The Prussian force consisted of about 9,000 men the French force was not so large and had less artillery than the Germans. The fighting lasted all day, when night put an end to the conflict. The contest was undecided. The French retained their position which the Germans had attempted to carry a number of times. General Dupree, the French commander, was slightly wounded in this engagement. The Prussians have arrived near Breistadt, and skirmishing has already comended.

George Saunters writes from Paris, that the city is good for a six months siege. The Pall Mall Gazette has a correspondent who writes in a similar strain. Another dispatch however, says; Paris is now at the mercy of the Prussian guns on the hights of Villa Juif. The Prussians in the Department of Aube. The Prussians again threaten Giessors, where they were repulsed by the National Garde five days ago. The redoubt of Pierrefetti, near St. Deui, has been abandoned by the French, the position being untenable. Two Frenchmen who were caught cutting the telegraph wires, were immediately shot by Prussians.

TOURS, Oct. 10.—The government announces cheering intelligence from every quarter of France. Peasants are prepared to rise to crush the invadears. The army organization proceeds rapidly. It is reported Gambetta recently left Paris in a balloon, and landed safely outside the Prussian lines. It is said he is now on his way to Tours. The following dispatch is just made puble by the government:

BELLEGARDE, Oct. 10.—There have been no serious engagements since those at Thoury. Pithivers is now occupied by the French.

TOURS, Oct. 10.—The enthusiasm is increasing. Volunteers are rapidly swelling the ranks of the two armies now forming. The Prussians seem to be determined to advance into Normandy. The people in that province are sending their grain and catsle further south, and placed every obstacle possible in the way of the Prussians. Papal troops and Garibaldians make a force of six thousand, from the neuclus of one of the new armies.

LONDON, Oct. 10.—The Journal de Brussels is responsible for the story that negotiations are now pending between the German Government, backed by Russia, and Napoleon, the object being to prevent the establishment of a French Republic.

ST. QUENTIN, Oct. 10.—The enemy now seems to be abandening the position at this point. The entire German force which has been operating in this direction, is now reported moving upon Soissons, which is able to make an enegetic resistence.

LONDON, Oct. 10.—It is said that the Prussians will not take any action to oppose the convention of the French Constituent Assembly.

Railroad trains now run day and night on railroads to the eastward of Paris. They are used by the Prussians, who are bringing up their heavy siege guns. One of the trains was thrown from the track last night near Vitry, and four Frenchmen in that neighborhood were arrested on suspicon of havwilfully loosened the rails.

ROUEN, Oct. 10.—Several French speculators were lately caught selling suplies to the invaders. They were all arrested.

TOURS, Oct. 10.—The Prefect of the Department of Aisne sends the following dispatch to the Government, dated St. Quentin, midnight, October 7th: The Prussians have arrived within three leagues of us and we expect them to attack at daylight. We shall defend the place with the Garde Nationale and firemen.

BERLIN, Oct. 10.—The Auzenger, official journal, denies the existence of any correspondence between King William and the Pope since the 30th of July.

Gen. von Fackenztive have revoked his prohibition against social Democrat meetings. He exacts police supervision of any meetings tending to embolden France to decline reasonable terms of peace.

The neighberhood of Paris, and especially on the road to Roeue, is infested with robbers, and night patrols have been organized to repress lawlessness.

TOURS, Oct. 10.—Alexander Glais Bizain, one of the members of the National Defense Committee, has issued an address to his contituents, declining re-election. He expresses confidence in the situation of the armies now forming, which he thinks will expel the enemy from France.

ST. PETERSBURG, Oct. 10.—The population of the Diel of Schagreissiah, having rebelled against Essier, the Russians have subjected the region again to his authority. The Russians were obliged to storm Kinab, where the rebels entrenched themselves. In this encounter the Russians suffered a loss of ore officer killed and eight wounded, and eighteen men killed and two wounded. The rebel loss is not given, but was heavy. At last accounts the country was quiet.

TOURS, Oct. 10.—The Prussians have attacked New Breisach. The cononnade is sharp, and the besieged are answering vigorously.

The Constitutional to-day announces that the arrondissment of Mayence has chosen the Count of Paris, Gens. Trochu and Bazaine as their condidate to the Constituent Assembly.

Gen. Ulrich will receive the grand cross of the Legion of Honor.

It is again reported to-day the government will be oblige to quit Tours after election, as there is no place large enough for the sittings of a Constituent Assembly. Bordeaux is likely to be chosen as the capital.

It is announced by some journals that electors are likely to be again defeated.

LONDON, Oct. 10.—The Manchester Guardian, to-day, has a special telegram which announces that the bombardment of Paris will begin early next week. The cannonade will be preceded by a formal summons to surrender the city.

A dispatch from Frieburg, dated today, has the following: New Bristach having refused to surrender, the Prussians opened a cannonade at several points with eight guns, and fires broke out in the town in consequence.

The Prefect of the Rhine threatens severe penalties against insubordination.

TOURS, Oct. 10.—The journals here beleive that Napoleon was the author of the Wilhelmshohe Manifesto, notwithstanding the denial by M. Pietrie, and that the denial was made only because the document was not well received.

TRAVELERS LIFE AND ACCIDENT INSURANCE COMPANY, of Hartford, Conn. Cash Assets, $1,500,000. Grants LIFE and ENDOWMENT Policies of all approved forms. Ample security, low rates. Also insures against ACCIDENTS causing death or total disability. Policies written by the year or month. Has paid $700 per day for Six Years in benefits to policy-holders. 17-4t

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We are prepared to furnish profitable employment to Men and Women at their homes. One person in each locality throughout the United States, can engage in this business at great wages. We send, FREE, full particulars and a valuable sample, which will do to commence work on. Any person seeing this notice, who wants profitable, permanet work, should send us their address, without delay. E. C. ALLEN & Co., Augusta, Maine. 27-4t

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Cleveland to New York.....625 Miles
Dunkirk to New York.....460 Miles
Buffalo to New York.....423 Miles
Rochester to New York.....385 Miles

And is from 22 to 27 miles the shortest route.

New and improved coaches are run from Cincinnati, Dayton, Urbana, Marion, Galion, Mansfield, Ashland, Akron, Cleveland, Warren, Meadville, Dunkirk, Buffalo and Rochester to New York, without change, only one change to Boston.

On and after Monday, June 13th, 1870, Trains will leave CORRY at the following hours, viz:

GOING WEST

1

12.59 A. M. Day Express, daily, Mondays excepted, for Cleveland Cincinnati, and the west and south; connects at Meadville for Franklin and Oil City; at Clarksville for Sharon, New Castle and Pittsburg; at Leavittsburg, Sundays excepted, for Youngstown; Cleveland with Lake Shore R.R. for west and northwest; at Ravenna with Cleveland & Pittsburgh for Alliance and Pittsburgh; at Akron for Orrville and Millersburg; at Urbana with Pittsburgh, Cincinnati and St. Louis Railway for Indianapolis, and at Cincinnati with the Ohio & Mississippi Railway for the south and southwest. A sleeping car is attached to this train at Hornellsville, running through to Cleveland.

3

12.35 p. m. Night Express, daily for Cleveland, Cincinnati and the west and southwest; connects at Meadville, Sundays excepted, for Franklin and Oil City; at Leavittsburg, Sunday excepted for Youngstown; at Cleveland with Lake Shore Railway for the west and northwest, and at Cincinnati with the Ohio & Mississippi Railway for the south and southwest. A sleeping car is attached to this train at N. York running through to Cincinnatti.

2

7.05 A.M. Express Mail, Mondays excepted, for Cleveland and the West; connects at Meadville, for Franklin and Oil City; at Clarksville with Erie & Pittsburgh Railroad, for Sharon, New Castle and Pittsburgh, and at Cleveland with Lake Shore Railroad for the West and north-west. A sleeping car is attached to this train at New York running through to Meadville.

5

6.33 P. M. Freight and Accommodation, daily.

6

9.37 P. M. Freight and Accommadition daily sundays excepted.

4

1.50 P. M. Way Freight, Sundays excepted

GOING EAST:

1

4.17 A. M. New York Day Express, daily Sundays excepted; connects at Great Bend with Delaware, Lackawanna & Western Railway, for Scranton, and at N. York with midnight express train of New Jersey Railroad for Philadelphia.

A sleeping car it attached to this train at Cleveland running through to Hornellsville connecting with train having new and improved Drawing Room Coaches attached, running through to New York.

4

1.00 P. M. Lightning Express, connecting daily at Elmira with Northern Central Railway, for Williamsport, Harrisburg, Philadelphia and Baltimore, and at New York for Boston and New England cities. A sleeping coach is attached to this train at Cincinnati running through to N. York.

6

9.37, P. M. Cincinnati, Express daily, Sundays excepted, connecting at Binghamton for Albany and the celebrated summer resort Sharon Springs, and at New York for Boston and all New England cities. A sleeping car is attached to this train at Meadville running through to New York.

2

4.17 a. m. Stock freight and Accommodation Sundays excepted.

5

5.45 p. m. Fright and Accommodation, Sundays excepted.

3

10.25 a. m, Way Freight, Sundays excepted.

Boston and New England passengers, with their Baggage are transferred free of charge in New York,

The best ventilated and most luxurious Sleeping coaches are in the World accompany all night trains on this railway.

The Erie Railway Company has opened a new Ferry from their Jersey City Depot to the foot of 23d Street, thus enabling Passengers to reach the upper portion of the city without the expense and annoyance of a street car or omnibus transfer.

The scenery along the entire route of the Erie Railway is of the most picturesque and beautiful character. Admirers of nature's beauties, in a daylight journey over this Line, will find in its ever changing landscapes subjects of continual admiration and interest.

BAGGAGE CHECKED THROUGH,

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ASK FOR TICKETS VIA ERIE R'Y.

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Are prepared to furnish to order all kinds of manufactured lumber such as

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Dealers will find it to their advantage to

CONSULT OUR PRICES,

Before purchasing elsewhere, as our location in the heart of the lumber region gives us superior advantages in the purchase of lumber that will enable us to undersell those less favorably situated.

Address JACOB SHRIVER, Mar. 4, tf. Tionesta, Pa.

Why

Is it that Dr. Roback's Stomach Bitters increase in sale every year?

Because

They are the best combination ever made.

Why

Do the Druggists recommend Dr. Roback's Bitters to their customers?

Because

After years of experience and trial they have been proven to be a sure cure for Dyspepsia and Indigestion.

Why

Is it that Physicians use and recommend Dr. Roback's Sugar-coated Blood Pills?

Because

They know the ingredients of which they are made.

Why

Are Dr. Roback's Blood Purifier and Blood Pills the best remedies taken together for the cure of all diseases of the blood?

Because

The Blood Purifier is the only article in the market which contains the celebrated costly Drugs imported expressly from Sweden for its manufacture, and the Pills contain the active principle of Podophyllum (Mandrake Root,) and is a substitute for Mercury.

Why

Are Dr. C. W. Roback's Stomach Bitters, Blood Purifier and Blood Pills the three greatest remedies the world has ever known?

Because

After eleven years' experience and trial the sales have increased each and every year, and thousands of letters (unsolicited) of the remarkable cures they have performed bear witness. Read the letters in Local Column of cures by these medicines.

VENTURE HOTEL.

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PENNSYLVANIA CENTRAL RAILROAD

ON AND AFTER 11 P. P. Sunday May 1, 1870, Trains arrive at and leave the Union Depot, corner of Washinton and Liberty street, as follows:

ARRIVE.

Mail Train, 1.30 a m; Fast Line, 12.12 a m; Well's accommodation No. 1, 6.20 a m; Brinton accommodation No 1, 7.50 a m; Wall's accommodation No 2, 8.55 a m; Cincinnati express 9.20 a m; Johnstown accommodation 10.50 a m; Braddock's accommodation No 1, 7.00 p m; Pittsburgh express 1.30 p m; Pacific express 1.50 p m; Wall's accommodation No 3, 2.35 p m; Homewood accommodation No 1, 9.55 pm; Wall's accommodation No 4, 5.50 p m; Brinton accommodation No 2, 1.10 p m; Way Passenger 10.20 p m.

DEPART.

Southern express 5.20 a m; Pacific express 2.40 a m; Wall's accommodation No 1, 6.30 a m; Mail Train 8.10 a m; Brinton's accommodation 10.20 a m; Braddock's accommodation No 1, 5.10 p m; Cincinnati express 12.35 p m; Wall's accommodation N 3, 11.51 a m; Johnstown accommodation 4.05 p m; Homewood accommodation No 1, 8.50 p m; Philadelphia express 3.50 p m; Wall accommodation No 3, 3.03 p m; Wall's accommodation No 4, 6.05 p m; Fast Line 7.40 p m; Wall's No 5, 11.00 p m.

The Church Trains leave Wall's Station every Sunday at 9.05 a. m., reaching Pittsburgh at 10.05 a. m. Returning leave Pittsburgh at 12.50 p. m., and arrive at Wall's Station at 2.10 p. m.

Cincinnati express leaves daily. Southern express daily except Monday. All other Trains daily, except Sunday.

For further information apply to

W. H. BECKWITH, Agent.

The Pennsylvania Railroad Company will not assume any Risk for Baggage except for Wearing Apparel, and limit their responsibility to One Hundred Dollars value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

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Inventors who wish to take out Letters Patent are advised to counsel with Munn and Company, editors of the Scientific American, who have prosecuted claims before the Patent Office for over Twenty Years. Their American and European Patent agency is the most extensive in the world. Charges less than any other reliable agency. A pamphlet containing full instructions to inventors is sent gratis.

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IS Prepared to deliver the best quality of Coal at the old Everhart Bank, two miles from Newmanville for 7 cents per or at Tionesta and vicinity for

25 CENTS PER BUSHEL.

He always has a large supply on hand,

Now is the time to lay in a large supply

Orders promptly attended to 29

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Having purchased my stock since the great decline in Gold, I can sell goods cheaper than any Dry Goods House in the Oil Regions. Persons purchasing goods of me will save 25 per cent. M. P. GETCHELL.

Tidioute, April 11, 1870. 4-6m

JOB WORK neatly executed at this office at reasonable rates.

A CHANCE seldom offered! I own interest in one of the best Silver Mines of the day, developing, etc., near Georgetown, Col. Can satify you of its undoubted value as a good investment and a paying one. Best of references given. I wish to sell one-half of it very cheap for cash. Address my att'ys, Townsend Bros, 134 South Third street, Phila. Pa. 24 4t.

Oil Creek & Allegheny River Ry

WARREN & FRANKLIN, FARMERS & OIL CREEK RAILROADS CONSOLIDATED

New and Most Direct Route to the Oil Regions.

WINTER ARRANGEMENT.

On and After MONDAY MAY 30TH, '70 trains will run as follows:

LEAVE CORRY:

6.00 A. M. EXPRESS—Spartansburg 6.28; Tryonville , Hydetown 7.11; Titusville arrive 7.20, depart 7.27; Miller Farm 7.50; Pioneer 8.07; Petroleum Centre arr. 8.15, lvs. 8.17, Columbia 8.23, Tarr Farm 8.25, Rynd Farm , Rouseville 8.38; Oil City 8.55 lvs 9.00. Rockwood Walnut bend Oleopolis 9.29, connecting with train for Pithole;) Henry's Bend , Eagle Rock, Tionesta 10.04, Hickory White Oaks 10.34, arr. Tidioute arrives 10.54, lv. 10.56, Thompson's arriving at Irvington at 11.35 a. m.

11.20 A. M. MAIL—Spartansburg 11.45, Centreville, 12. 7 p. m. Tryonville Hydetown 12.30, arrives at Titusvill 12.40, lvs. 12.45, Miller Farm 1.04, Pioneer 1.17, arr. Pet. Centre 1.25, lvs 1.27, Columbia 1.33, Tarr Farm 1.36, Rynd Farm Rouseville 1.47, arr. Oil City 2.05, lvs. 2.11, Rockwood, Walnut Bend Oleopolis 2.40 (connect with train for Pithole) Henry's Bend , Eagle Rock , Tionesta 3.16, Hickory , White Oaks 3.46, arr. Tidioute 4.02, lvs. 4.07, Thompson's arrives at Irvineton 4.50 p. m.

6.05 P M ACCOMMODA'N, Spartansburg 6.36, Centreville 7.00, Tryonville at Hydetown 7.25, arr Titusville 7.35 lvs 7.45, Miller Farm 8.05, Pioneer 8.20, arr at Pet. Centre 8.28, lvs 8.35, Columbia 8.41, Tarr Farm 8.44, Rynd Farm , Rouseville 8.55 arrives at Oil City 9.10 p. m.

LEAVES IRVINETON.

11.45 A. M. MAIL—Thompson's arr. Tidioute 12.36 lvs 12.38, White Oaks 12.53 Hickory, , Tionesta 1.20, Eagle Rock , Henry's Bend Oleopolis 2.05 (connects with train for Pithole) Walnut Bend , Rockwood , arr Oil City 2.36 lvs 2.42, Rouseville 2.58, Rynd Farm Tarr Farm 3.10 arr at Pet. Centre 3.20 lvs. 3.23, Pioneer 3.30, Miller Farm 3.45, arr. Titusville 4.04, lvs 4 14 Hydetown 4.24 p. m., Tryonville Centreville 4.50, Spartansburg 5.14, arr at Corry 5.45 p. m.

5.00 P. M. EXPRESS—Thompson's at arr at Tidioute 5.50, lvs 5.52, Whiteoaks 6.07, Hickory , Tionesta 6.37, Eagle Rock , Henry's Bend Oleopolis 7.13, Walnut Bend Rockwood arr Oil City 7.40 lve 7.47, Rouseville 8.03, Rynd Farm Tarr Farm 8.15, Columbia 8.18, arr Pet. Centre 8.25 lv 8.28, Pioneer 8.35, Miller Farm 8.45, arr. Titusville 9.10, lvs 9.15, Hydetown 9.23, Tryonville Spartansburg, 10.7, arr at Corry 10.35 p. m.

LEAVE OIL CITY.

7.00 A.M. ACCOMMODATION—Rouseville 7.15, Rynd Farm , Tarr Farm 7.25 Columia 7.29, arr Pet. Centre 7.35 lve 7.36, Pioneer 7.45, Miller Farm 8.00, arr. Titusville 8.18, lvs. 8.23, Hydetown 8.31, Tryonville Centerville 8.50, Spartansburg 9.10, arr, Corry 9.35 a. m,

All trains connect at Corry with trains on Phila. & Erie Railroad and A. & G. W. East and West for New York, Philadelphia, Harrisburg, Erie & Cleveland, and with Buffalo, Corry & Pittsburgh Railway for Buffalo and all points on the N. Y. Central Railway. At Oil City with trains on Allegheny Valley Railroad, and Franklin Branch A. & G. W. At Irvineton with trains on Phila. & E. Railroad east and west.

C. J. HEPBURN Superintendent. JNO. PITCAIRN, Gen'l Manager.

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Trains make direct connection with all Roads centering at Oil City, and leave as follows:

Day Express leave Oil City at....10.30 a m
Arrives at Pittsburgh..... 5.30 p m
Night Express Leave Oil City.... 9.30 p m
Arrives at Pittsburgh..... 7.00 a m
Kittanning Acc. leave Emlenton 6.10 p m
" " arr. Kittanning 9.00 p m
Mixed way Leaves Oil City..... 7.00 a m
Arr at West Penn Junction..... 7.05 p m
Day Express Leaves Pittsburgh at 7.15 a m
Arrrives at Oil City at..... 1.55 p m
Night Express Leaves Pittsburgh 6.00 pm
Arrives at Oil City..... 6.00 a m
Parker Acc. leaves Kittanning at 7.20 a m
" " Arrives at Parker at 9.55 a m
Mixed way lvs West Penn Junc. 7.00 a m
Arrives at Oil City at..... 6.00 p m

Passengers travelling by this Route will find better accommodations and make better time than by any other road from the Oil Regions to Pittsburgh.

J. J. LAWRENCE, Gen. Supt.

ERIE & PITTSBURGH R. R

On and after Monday, Nov. 15, 1869 trains will run on this road as follows:

LEAVE ERIE—SOUTHWARD.

11:55 A. M. ACCOMMODATION—Leaves Newcastle at 7:05 and arrives at Pittsburgh 10:00 a. m.

10:25 A. M., PITTSBURGH EX., stops at all stations, and arrives at A. & G. W. R. R. Transfer at 1:50 p. m., at Newcastle at 3:15 p. m., and at Pittsburgh at 6:00 p. m.

5:05 A. M., ACCOMMODATION, from Jamestown, arrives at A. & G. W. R. R. Transfer at 5:40 a. m., at Newcastle at 7:05 a. m., and Pittsburgh at 10:00 a. m.

5:00 P. M., Mixed Train leaves Erie for Sharon, stopping at all intermediate points and arriving at 10:15 a. m.

LEAVE PITTSBURGH—NORTWARD.

7:15 A. M., ERIE EXPRESS, leaves Newcastle at 10:00 a. m., A. & G. W. R. R. Transfer at 11:20 a. m., and arrives at Erie at 2:30 p. m., making close connection for Buffalo and Niagara Falls.

3:35 P. M. ACCOMMODATION, leaves Newcastle at 6:30 p. m, A. & G. W. R. R. Transfer at 7:55 p. m., and Jamestown at 8:30 a. m., connects with mixed trains that arrives in Erie at 1:55 a. m.

6:30 P. M., Mixed Train leave Sharon for Erie, and arriving at Girard at 12:30 a. m., and Erie at 6:55 a. m.

Trains connect at Rochester with train for Wheeling and all points in West Virginia, and at Pittsburgh connections for Philadelphia, Harrisburgh, Baltimore and Washington via Pennsylvania Central Railroad.

Erie Express North, connects at Girard with Cleveland and Erie trains Westward for Cleveland, Chicago, and all points in the West; at Erie with Philadelphia & Erie Railroad for Corry, Warren, Irvington, Tidioute, &c., and with Buffalo & Erie Railroad for Buffalo, Dunkirk, Niagara Falls and New York City.

F. N. FINNEY, General Sup't

WANTED AGENTS—To sell the HOME SHUTTLE SEWING Machine Price $25 It makes the "Lock Stitch," [alike on both sides] and is the only licensed [illegible] feed Shuttle Machine sold for less than $60. Licensed by Wheeler & Wilson, Grover & Baker and Singer & Co All other under feed Shuttle Machines sold for less than $60 are infringements, and the seller and us reliable to prosecution Address JOHNSON, Clark & Co., Boston, Mass., Pittsburgh, Pa., Chicago, Ill., or St. Louis, Mo. 26 3m