

against the hosts led by Keller and Morrissey.

Whenever we villagers are afforded unusual occasions of enjoyment we feel like having our friends elsewhere made acquainted with the fact. On the evening of the 16th inst. Mr. Lizzie Baston Fuller favored us with select readings and recitations. The entertainment was given in the pretty little church owned by the Universalist Society. A full house welcomed Mrs. F. The programme included selections from various authors, the serious and the comic being happily blended. The versatility of elocutionary talent which the lady possesses was fully exhibited, and the delight of the audience was manifested by frequent applause.

Yesterday (Sunday) a special religious service

was held in the same church, a service commemorative of the harvest season and of the goodness of God as indicated therein. The church was most beautifully decorated, surpassing in elegance and attractiveness anything of the kind in this section of the state.—The gardens, the fields and the forests were made to contribute to the pleasing result. Evergreens, autumn leaves, trailing vines, mosses and flowers, corn, wheat, apples, pears and grapes were arranged in various forms upon the window casings, the panels, and the altar, while in the centre of the arches at either end of the church baskets of flowers were

The sermon by the pastor, Rev. I. J. Mead, treated of the great variety of the Creator's works; their mutual adaptation; the wisdom and fatherly care of God; closing with an earnest appeal to praise Him for His wonderful works unto the children of men.

The house was again filled in the evening, at which time a grand Sunday school concert was given, the leading feature being an impressive harvest piece arranged by the pastor's wife. The exercises closed with an appropriate selection finely rendered by Mrs. Fuller.

News and Other Items.

London gossips are dealing in a lively way with the fact that Disraeli lately had lilacs and forgetme nots in his buttonhole. They say that marriage is the least possible consequence.

Gen. Schenck met with a handsome reception in Ireland. The people were anxious to entertain somebody after Gladstone and "Disraeli" declined to visit the country.

So much noise is made in the English papers over the Marquis of Ripon's

The first thing that greets the eye upon entering the office of an American consul in Europe is the spitoon. They cannot all secure a picture of the eagle, so the spitoon is used as a national emblem.

It appears that the female Treasury clerk dodges the rule requiring the resignation of those who have contracted matrimony, by continuing to sign the pay rolls under their maiden names.

The Yassar girls are allowed to play football.

"Is that Nankeen?" asked the great Mencius as he carelessly examined the robe that unfolded the bosom of the fair Yau Sing. "No," replied the master, calmly, "that's Pekin." Bret Harte in Nas's Almanac for '875.

Mr. Geo. Bancroft, having concluded his "History of the United States" to the close of the Revolutionary period, will now write the history of the formation of the constitution in a series of additional volumes.

It is denied that Yala has ever given back three degrees of D. D. in over forty years; from 1868 to 1873 inclusive, the college, we are told, conferred twelve doctorates of law and nine doctorates of divinity.

The Milwaukee Sentinel fearlessly says: "The more we hear about Bismarck, the more we are inclined to believe that he is a very remarkable man."

Remarkable he certainly is, but after all what does his remarkableness amount to compared to that of Matt Carpenter?

Dr. Newman issues a bulletin, announcing his intention to write a second Oration.

has shaken the dust of the Garden of Eden from his feet, and is at this moment rapidly approaching the hither confines of Western Europe.

Bancroft Davis' receptions in Berlin are to commence next month. His opportunity to entertain on an extensive scale will be on Thanksgiving day, when it is the custom among our foreign ministers to eat, drink and be merry, but not to go to church.

Mr. Marsh, our minister to Italy, contemplates retiring at the end of the year, it is said in consequence of failing health. Mr. Marsh

The promotion of Milwaukee to be a Metropolitan See, with Mgr. Hennl as first Archbishop, has been extensively announced, but the announcement is premature. The Freeman's Journal says this and other Metropolitan creations are expected.

Dr. Magee, the British Consul who got thrashing in Central America some little time ago, is likely to become a millionaire. For every lash he has or is to receive so many thousand dollars.

Said William H. Trescott, a South Carolina Conservative, in a recent speech, "You must convince the Government at Washington that what you really want is not a 'white man's Government,' but a just and honest Government." More of that sort of thing will do the world of good. But it must be accompanied by just and honest acts.

The remarks offered in evidence in the case means business." There's nothing gushing or romantic about that, is there?—*Commercial Advertiser.*

The monument to the author of "The Star Spangled Banner," at San Francisco, provided for in the gift of James Lick, is to be placed on the hill in the northeast corner of Golden Gate Park, the top of which has been hitherto designated as "Plateau," but is hereafter to be called "Mount Lick."

A second Austrian Exploring Expedition is being prepared to start next summer. One-half of the expedition will be composed of

the north under Lieut. Payer, by way of East Greenland, and the other half, under Count Wrangel, will proceed via Siberia. The object of the expedition is to ascertain if the newly discovered Franz Joseph Land is a continent or an island.

Dr. Talmage is lenient to reporters and printers. He says, "Faults are often charged on reporters and printers which belong really to the speaker or writer. If people realize how many inarticulate utterances comes from pulpit, platform and forum, the reporter would be excused for occasional mistakes. If people

A well known shorthand reporter, Mr. Geo. Snell, died at Brighton, England, on Sept. 23. He was considered the father of his profession, and had followed it for upwards of fifty years. He was employed by the government, often at much risk to his life, to report the speeches made by various agitators at public meetings during the Irish rebellion of 1831, and he was known at that time as "The Recording Angel of the Marquis of Anglesey," a *soubriquet* first

Ex-Mayor Medill of Chicago, writing from Switzerland to the Tribune that city, says that he has seen hundreds of English ladies tramping over the mountains, Alpengstock in hand, and evidently quite able to take care of themselves. They care nothing about a walk of fifteen or twenty miles a day up a steep activity or along a narrow mule path skirting the edge of a precipice. "But," he says, "Whenever I meet a woman carried on a sedan chair

by four Switzers up a mountain, to see a glacier, an avalanche, or a cascade, it is not necessary to look at her prodigious mass of back hair to know that she is not English, but American."

may be obtained at the Periodicals Deposits of Fennell Bros., Marquis, Branch & Co., Andrews, Wetmore, Jones, N. H. & Co., and Oldham Bros., on all trains that run out of the city.

At Biddeford, at the depot.
At Waterville, at the depot.
At Bangor, at the depot.
At Lewiston, at the depot.
At Bath, at the depot.
At Lewiston, at the depot.

CITY AND VICINITY.

New Advertisements To-Day.

SPECIAL NOTICES.
Teacher of Music—Miss Emma L. Eaton.
Furniture—J. H. Roberts.
Black Silks—Vickery & Leighton.
Maine General Hospital.

MISCELLANEOUS NOTICES.
Benefit of Life Insurance—W. D. Little.
P. B. Bates—Hair Dresser.
Steamer Companies.
Maine General Hospital.
Maine General Hospital.

WANTED—SITUATION AS NURSE.
To Let—House.
Portland—Widow's Cook Society.
To Let—House.
Wanted—Situation as Cook.
Maine General Hospital.

ENTERTAINMENT COLUMN.
First Saturday—F. O. Bailey & Co.
Supreme Judicial Court.
Auction Column.
First Saturday—F. O. Bailey & Co.

Supreme Judicial Court.
JAMES M. PIERCE, Plaintiff.
MORSE, Defendant.
MORSE—Nathaniel C. Rice, appellant vs Boston & Maine Railroad. On trial.
Haskell for plaintiff. Putnam for defendant.

Municipal Court.
JAMES M. PIERCE, Plaintiff.
MORSE, Defendant.
MORSE—Nathaniel C. Rice, appellant vs Boston & Maine Railroad. On trial.
Haskell for plaintiff. Putnam for defendant.

Wanted—Situations.
Hon. Eugene Hale has arrived home from his Western tour.
The Allan mail steamer Polytechnia, from Quebec, arrived at Liverpool, Monday.
A parent complains that singing has been discontinued in the public schools.
Yesterday was a reminder that winter is near at hand.
The frame work of the Boston & Maine bridge over High street is up.
Mrs. Conners, who was thrown down stairs by her husband Sunday night, was quite comfortable yesterday, and it is thought that she escaped internal injury.
There are fifty names on the petition at the Merchants' Exchange for the protection of moose.
Mr. Foley, who was injured at the store of Hodgdon & Soule, is able to be out.
The Falmonth folks propel their boats by kites.
A young man who has been stopping at the "States," registering his name as C. W. Brady, left Saturday with quite a number of unpaid bills.
Nelson Leighton did not miss the opportunity offered at Auburn jail Sunday to get his name into the newspapers.
C. O. Bailey & Co. are erecting a large wooden building on Elm street, to be used as a horse barn for the sale of horses.
Bernard Hackett, a sailor, laid three of his fingers broken yesterday while sailing, his hand being caught between the tiller and the side of the boat.
Mrs. B. F. Chadbourne and sister were thrown from a carriage, Saturday, and slightly bruised.

THE MUSKIE.—One of the best houses yet seen at the Museum witnessed the first presentation of "Caste" in this city last night. The mere announcement of the play was a drawing card.
Considering the adverse circumstances under which the comedy was presented and the awkwardness incidental to a first night it passed off with marked success—a success which must have been due to the management as it was to the audience. The leading part of course was that of Enoch, the tipsy and formidable paterfamilias who is strongly suggested by the Irish Captain in Pendergast. To praise Mr. Ryan for his impersonation of Enoch is quite superfluous, as he has been even enthusiastic praise from dramatic critics all over the country. As a finished piece of character acting it will favorably compare with the masterpieces of our most eminent comedians. The role is a repulsive one from its very nature, but Mr. Ryan makes it so thoroughly ludicrous, and gives so natural a rendition that we are ready to forgive the intrusion of the wretched advocate of communism upon the scene.

Miss Campbell is a careful and painstaking actress and did as well as could be expected with a character which is so evidently unsuited to her as Enoch.
Mrs. Grant was the stately Marquise de St. Maw very acceptably. She is one of the best "old women on the circuit, and is a careful and finished actress.
Miss Chippendale won great favor with the audience as Polly, giving a spirited and vivacious rendition of the part.
Mr. Bartlett favored the audience with one of his usual finished impersonations, and as George D'Alroy left nothing to be desired. His decided merit is fast making itself felt, and his appearance on the stage is always the signal for warm applause.

Mr. Calder as Sam Gertrude was worthy of all praise. His make-up was good, and he showed an appreciation of the requirements of his part which commanded the hearty approval of his audience.
Mr. Lonsdale did better as Capt. Hatteras than in any role he has previously undertaken; yet there is something wanting in his impersonation of the English swell—one of those wretched dandies of whom Wellington said that they made the best officers of his army.
As a whole the play was pronounced a success, and it is safe to predict for it a long and gratifying run.

The farce of "The Two Poles," in which Messrs. Ryan and Calder took the leading parts, concluded the entertainment. It was very amusing and was hugely enjoyed by the audience.

MAINE GENERAL HOSPITAL.—Although the programme of the dedication is not yet completed, we understand that a brief address will be made by Hon. J. B. Brown, president of the Association, followed by a prayer by Rev. Dr. Hill. Then the dedicatory ode composed for the occasion, words by Samuel Longfellow Esq., music by Kotschmann, will be sung by a quartette. Then Governor Dingley will deliver the address. Revs. Messrs. Gibbs, Pean, Jones, and other clergymen of this city have been invited to speak, as well as others from out of the city. The exercises commence at 3 p. m., Thursday, and all physicians in the state and friends of the institution are cordially invited by the directors to be present.

ARRIVED—OCTOBER.—Mr. Chas. H. Littlefield has just completed and shipped the stern piece of the mammoth ship "Ocean King." It will be remembered we noticed the figure head for the same vessel some time since. This last carving stretches across the entire width of the ship and represents Neptune seated on his throne driving a pair of sea horses through a raging sea. The extreme ends and border of this immense carving are beautifully decorated with gold and painting. Truly Portland can boast of a ship carver of the first water.

FISHWAYS.—As we have already published, the Fish Commissioners have located fishways at the dams on the Presumpscot river. The owners of the dams have refused to build them, saying that the location and shape of the way would prove of great expense and injury to them. They have applied to the County Commissioners and the Commissioners, Messrs. Webb and Putnam, appeared for the petitioners, and Messrs. Butler and Libby for the Fish Commissioners.

We understand that the Commissioners reserved their decision.

SABRATH BREAKING.—A correspondent complains that the officers of the law arrest small boys for playing ball on the Sabbath, but allow them to go down to Back Bay and catch smelts all day Sunday. Last Sabbath there were two hundred persons so engaged, and no one to molest or make them afraid.

THE NEW EASTERN ROUTE.

From Worcester to Portland Direct.

The work on the new line which is to connect this city with Portland, and for all distances, through trains are expected to run regularly by the end of the November. The route will be made up of the Worcester and Nashua Railroad, the Nashua and Rochester Railroad now being built, and leased by the former, making practically a direct line from Worcester to Portland. The iron on the Nashua road will be laid to-day, the bridge over the Merrimack at Concord will be completed this morning, and the ballasting of the road will then be in progress. The route will be made up of the Worcester and Nashua Railroad, the Nashua and Rochester Railroad now being built, and leased by the former, making practically a direct line from Worcester to Portland. The iron on the Nashua road will be laid to-day, the bridge over the Merrimack at Concord will be completed this morning, and the ballasting of the road will then be in progress. The route will be made up of the Worcester and Nashua Railroad, the Nashua and Rochester Railroad now being built, and leased by the former, making practically a direct line from Worcester to Portland. The iron on the Nashua road will be laid to-day, the bridge over the Merrimack at Concord will be completed this morning, and the ballasting of the road will then be in progress.

The Nashua and Rochester road is leased by the Worcester and Nashua road for fifty years, and the latter also a business contract with the Worcester and Portland road which ensures a prompt and efficient through line from here to Portland. The 8 a. m. express, which has been run from here to White Mountain, will be continued as a through train to Portland. It will passengers by either route from New York will add a comfortable breakfast here, go through to Portland and beyond, without the tedious delay necessitated by crossing the city of Boston or Cambridge.

The new line will also be a through train from here at 4.15 p. m. will also be a through train to Portland. Arrangements have been completed by which passengers for Bangor and other points east of Portland can take the Maine Central road to Bangor, and thence to Portland, without loss of time.

The new line will also communicate at Portland with the Grand Central and its connections by the Marginal way, which has been leased by the city, and will give an extension of the Boston and Portland road. This new line and its connections at Portland promise to bring an additional business and travel through this city, and will bring the two cities into a near relation to each other. It would be well if the operation of the road could be the occasion of a mutual interchange of courtesies and acquaintanceship by the two municipalities.

CHIMINAL NOTES.—Sunday afternoon the junk store of Paine & Co., near the foot of Union street, was entered by a burglar, who climbed on the roof of the cooper shop adjoining and entered through the window. He then went into the counting room and carried off a money bag. He was seen by a watchman, who took a basket of old copper and three coats and departed. It appears that his movements were watched by one who yesterday morning was against him, by means of which he paid off a \$600 under protest. Judgment for plaintiff for \$60 and costs. Appellate.

WILLIAMS.—Joseph W. Williams, et al. vs. Marshall B. Williams et al. Action on account of money for baby carriage and suit, \$10; interest \$2; \$12.10. Deduct defendant's share, which he paid off a \$600 under protest. Judgment for plaintiff for \$18 and costs. Appellate.

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Business Notes.

Recently George W. T. & Co. ground at their mill at Harwell, one hundred bushels of the family meal with one run of stone in fifty-six minutes.
Advices from Fort Kent are to the effect that the lumber business looks dull and unprosperous. Only one party has at present made any move towards cutting lumber, Caniff & Stevens. The rivers have been very dry this season. Many small parties spoil the whole thing by the way they manage the cutting of spruce and making short lumber. Many go on the river in the fall, and the river does not sell, and then they have to come home and have nothing to live on during the long summer.
Mr. T. Richardson of Mayville has purchased this year for the western market, 2200 sheep, and is still buying. The last drove he sent off averaged in price \$2.22 each. Sheep are one of the specialties of Aroostook.
Recent severe storms in Virginia and the South West have greatly damaged the sugar-cane crops, and this together with early frosts tend to greatly enhance the value of the raw material. Prices of manufactured tobacco therefore continue to advance and must be a good deal higher, or manufacturers will lose money.

Cotton goods are dull, with a downward tendency. The destruction of the cotton mill at Fall River has had but little effect on the trade generally, which shows that more goods are produced than the market requires. The Androscoggin mill, the Lewiston mill, and the Bates mill, Lewiston, are running. These three mills run full time each day of the season. The wheel of the Androscoggin plant in several years ago, is being repaired, and a smaller wheel substituted for the present one, a small production for the time being. The Lewiston mills are producing as largely as ever. The Continental and Lincoln mills are running on half time. Their working hours are from 7.15 a. m. to 4.54 p. m. four days in the week—not running Friday or Saturday. It is said that the length of time during which the present arrangements will continue is not settled, but all the mills are likely to be shut down for full production at any time. The Androscoggin mill is being repaired, and a smaller wheel substituted for the present one, a small production for the time being. The Lewiston mills are producing as largely as ever. The Continental and Lincoln mills are running on half time. Their working hours are from 7.15 a. m. to 4.54 p. m. four days in the week—not running Friday or Saturday. It is said that the length of time during which the present arrangements will continue is not settled, but all the mills are likely to be shut down for full production at any time.

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ern Railroad.
AL NOTICE.
On and after July 22, 1874, and until
further Notice, the
Yellow Tickets
FROM BOSTON.
— OF THE —
AND MAINE RAILROAD.
Will be taken on the
RN RAILROAD.
RILES F. HATCH, Gen. Manager.
LINCOLN RAILROAD.
Direct route to Wisconsin. New

Central Depot, at 7.0 A. M., until 1.00 P. M.

for Camden, Lincoln, S. North Thompson and St. George, daily for Union, Appleton and Washington, Thursdays and Saturdays.

for St. George, daily.

for Union, daily.

for Jefferson, Winfield, Mondays and Fridays.

for North Wadsworth, Washington, daily.

for Bristol and Pomquet, daily.

medially and freight taken at low rates C. A. COOMBS, Sup't.

WAGON & NINE RAILROAD.

on Monday, Sept. 25, 1874.

Passenger trains will have **Pomquet** for **Wadsworth**, at 6.15, 9.10 A. M., 1.15, 5.00 P. M., and 7.00 P. M.

at 6.00, 9.00 A. M., 2.00, 5.00 and 10.00 P. M.

Wadsworth at 8.15 A. M., 2.30, 3.35, arriving at Pomquet at 12.45, 5.20, 12.

Portland and Manchester (via New
London) 6:15, m. 9:15, p. m., (via Law-
rence) 6:15, m. 9:15, p. m., (via Law-
rence) 6:15, 9:15 a. m., 3:15*, 6:00
p. m.
South (via Dover) at 6:15 a. m.,
6:15 p. m., (via Dover) 6:15 p. m.,
Harbor (via Dover & Win-
chester) 6:15 p. m., (via Dover, Win-
chester, and Steamer "Mt. Washington") at
6:15 p. m.
Also leave **Portland** for Kenne-
bec Bay Station at 6:20 a. m. and 6:20
p. m. at 3:45 p. m. Returning, leave Ken-
nebec Bay, arriving at Portland at 8:35
a. m. and 8:35 p. m.
Trains leave **Portland** 9:10 a. m.,
9:10 a. m., 8:15 a. m., 8:15 p. m.,
at Scarborough, Blue Point or Old Or-
ange at Blue Point or Scarborough except to
those taken West of Biddeford.
T. T. FURBER, Gen. Superintendent,
I. S. Gen. Agent, Portland. tf

On and after Monday, September 21st, 1914, trains will run as follows:

7:06 a. m. for Montreal and Quebec, Lewiston.

Train for Auburn and Lewiston at 9:30

1:20 p. m. for Auburn and Lewiston
and, (stopping at all stations to Island
during with night mail train for Quebec,
and the West.

Train for Auburn and Lewiston 5:55 p. m.
Train for South Paris at 5:55 p. m.

Arrive at follows:

Quebec, Montreal and West at 8:40

Lewiston and Auburn at 8:50 a. m.
Quebec, Montreal and West, Lewiston
at 2:35 p. m.
Lewiston and Auburn at 5:45 p. m.
Train from South Paris at 8:15 p. m.

Passenger Offices
EXCHANGE ST.

— AND —

Sold at Reduced Rates!
to Detroit, Chicago, Milwaukee,
St. Paul, Salt Lake City,
Denver, St. Louis, St. Paul,
 and all points to the
West and Southwest.
J. C. FURNIVAL, Agt.

THE TRUNK RAILWAY is in splendid
 condition and equipped with the latest
 making the best connections and quickest
 route from Portland to the West.
 The PORTLAND PALACE DINING ROOM
 CARS are attached to the trains
 at 7:30 a. m. and 1:30 p. m.
 Ticket from Portland to Detroit and
 back subject to Custom House examina-
 tion.

There are no penalties for baggage
 over 50 pounds (and that persons
 are given, and not paid for at the rate
 of every 6000 additional value.

HICKS, Treasurer.
J. SPICKER, Superintendent.

RANGE OF TIME.

On and after Monday, Sept. 14th, trains will run as follows until further notice:

For all stations at 7.15 a. m., 1.30 p. m.

For Portland at 11.15 a. m.

Bartlett for Portland at 5.25 a. m.

Conway for Portland at 5.55 a. m.

CONNECTIONS.

Staples, Bridgton and Harrison connects at station on arrival of 1.20 p. m. train for Lewiston.

For Portland at 7.15 a. m. for Cornish, Porter, and Portland.

For Portland at 1.30 p. m. for Denmark and Portland.

For Portland at 1.30 p. m. for Lovell, and Portland.

For Portland at 1.15 a. m. and 1.30 p. m. for Portland and White Center.

For Portland at 1.15 a. m. for Portland and Upper Bartlett connects at Portland at 5.45 a. m. for Portland, arriving at all routes south and west.

J. HAMILTON, SURT.
Oct. 12, 1874.

—
leave Portland daily for all stations
returning leave Upper Barretts at 6.30
A. M.

**ROCHESTER RAILROAD,
TER ARRANGEMENT.**

Passenger trains leave Portland for
Rochester and intermediate stations at
5.30 A. M., 1.30 and 4.15 P. M., making
at 6.30 A. M. and 1.30 P. M. the
Maine and Eastern Railroad, also
leave with Dover and Winnepesaukee
at 6.30 A. M. and 1.30 P. M. the
Great Northern Railroad for Conway.
Trains for Portland and way stations at
5.30 and 5 P. M.
leave train making direct connection at
Boston, leaving Boston
Maine, and Eastern Railroads.
and do not stop at Portland.
leave for Portland at 5.30 A. M.

Centre for West Duxton, Bonny Eagle daily.

Portboro for Ross Corner and Dam's Waterboro for Limerick, Parsonsfield and H. M. TURNER, Superintendent.

PORTLAND & MAINE CENTRAL RAILROAD.

ENDING AUG. 3, 1874.

Passenger trains leave Portland daily for Portsmouth and Boston, (Sundays excepted) at 7:00 A. M., 10:10 A. M., 1:15 and 4:45 P. M. For Portsmouth and Dover, daily, at 5:10 a. m. and 3:15 p. m. For Portland, Portsmouth and Dover, at 7:45 P. M. For Portsmouth and Portland, 7:30 to 12:30, 6:20 P. M. For Portsmouth, Portland, Bangor, and St. John, 12:30 P. M.

[illegible]

and 3.15 P. M. trains from Portland
by Junction with the Great Falls and
train from Boston arrives in Port-
land passengers to take the cars of the
train from Boston connects with
the Railway for Montreal, Quebec and
St. East.
are sold in Portland and Baggage
to Houlton, Calais, St. John, Hal-
lock, Keweenaw, and
will leave Portsmouth for Dover,
Rumout, daily.
ing car express train N. B. This
Morning, does not run Monday
trains

CHARLES F. KATCH,
General Manager.
KELDER,
Main Railroad, Portland, Me.
dtf