### LITERARY JOT FINGS.

-The English magazine Temple Bar has been sold to Mr. Bentley for the sum of £2500.

-Whittier's new poem, entitled "Snow Bound, a Winter Idyl," will be published this week by Ticknor & Fields. -A new quarterly threepenny illustrated maga

zine is to appear in London this month, under the tirle of *Mussion Lafe*. It is to be a journal of the Universities Mission to Centra, Africa.

- "Women's Rights" are to have an organ in Paris A new journal is announced under the title of the Commune, the editor of which is Mad'lle Suzanne Lagter, with Madame de Caa-brillan as sub-editor. The paper is to advocate the equality of the sexes.

-The London Review calls Mr. Gladstone "the Tennyson of finance;" for, it adds, he "brings to his public expositions not only the powers of his reason, but also the resources of his imagination, and clothes them with a beauty of diction and richness of illustration which men delight to hear."

-The Boston Ir anscript says:-"Mrs. Agassiz has a paper in the forthcoming Atlantic Monthly describing an Amazonian picnic party which she and the Professor lately attended in Brazil. It is the first series of naticles by this accompliched lady describing her South American experience."

-Charles Knight is about to reissue, in London, in cheap weekly numbers, his excellent "English Cyclopædia." It is to begin with the division of "Art. and Science," and will be tol lowed immediately by "Biography," "Geogra-phy," and "Natural History," all increased in value by means of supplements now preparing.

-It is calculated that thirty-one periodicals have transferred their seat of publication from Turin to Florence, where at the present moment sixty-four serials exist, giving employment to about fifteen hundred persons in the printing houses only, without counting the undividuals indirectly contributing their part to the production of the smallest leaf of printing paper.

-A London publishing firm has recently been trying to prevail on the Poet Laureate to permit the introduction into England of the American editions of his works, alleging as a reason that they are quite as well if not better printed, and that they are much cheaper than the English editions. Another reason adduced was the de-sirability of circulating Mr. Tennyson's writings amongst the working classes. Notwithstanding these representations, the Laureate declines.

-The Pall Mall Gazette says:-"It was pro-poved last year to establish a hierary club in Paris under the title of Le Cercle des Lettres, to correspond in a certain degree to the Athenaeum, or still more so, perhaps, to the Garrick. Not only were the members of the Societe des Gens des Lettres and of the Societe des Auteurs Dramatiques invited to join it, but also the editors of newspapers and the directors of thea-tres. A provisional committee was appointed to collect subscriptions, and everything promised well for the prompt realization of such a very natural idea. But in France a special authorization is required for every assembly exceeding twenty in number, and this authorization the Prefect of Police has refused to grant."

-The following bits of gossip concerning popular novel-writers appear in an Irish jour-nal:--It is a curious circumstance that at this time nearly all the serial stories in the leading magazines are written by Irish authors, or by authors of Irish extraction. Thus, that of the cornhill, "Armadaie," is by Mr. Wilkie Collins, whose father, the painter, was an Irishman; that of Blackwood, "Sir Brooke Fosbroke," is by Mr. Lever; that in Macmillan is by the Honorable Mrs. Norton, the daughter of "Tom Sheridan; that in All the Year Round, "The Second Mrs Tillotson," is by Mr. Perel Fitzgerald; that in the Dublin University, by Mr. J. S. Le Fanu; that in Once-a-Week, by Mrs. Trafford. author of "George Gerta;" that in the Shilling Magazine, by the same; that of Temple Bar, by Mr. Wills (Irish also), and by Miss Braddon, wno, it is rumored, is of Irish extraction.

-A recent French statement is thus summed up by an English journal:--"Thorny are the paths trod by gentlemen of the press in France under Napoleon III. During the year which has just terminated there have been twenty-one warnings, sixteen trials followed by condemnations, two seizures, four suppressions, and two 'interductions of territory,' to say nothing of the capricious confiscations to which foreign journals are daily exposed. The judicial con-demnations of 1865 represent in fines 10,175f. (not including law costs), and in imprisonment eight years four months and twenty-one days. Editors have had to pay 6125f., and to undergo eight months of prison; printers, 1250f, and three months and fifteen days of prison; and writers, 2800f, and seven years five months and six days of prison. The chief result of this severity has been to confer importance on individuals who would otherwise have been insignificant, and to give a wide circulation to writings which other wise would have been little read. -Seventeen autograph letters of Lord Byron are advertised for sale at auction in London. They are mostly addressed to Mr. J. Hodgson, and contain numerous passages which have not yet been published. One, for instance, contains this rather plain contession: "I hope you will find me an altered personage. I do not mean in body, but in manner, for I begin to find out that nothing but virtue will do in this — world. I am tolerably sick of vice, which I have tried in its agreeable varieties, and mean, on my return, to cut off all my dissolute acquaintance, leave off wine and carnal company, and betake myself to politics and decorum." In another letter, dated Athens, he says: "I am living alone in the Franciscan Monastery, with a Capuchin friar, a bandy-legged Turkish cook, two Albanian savages, a Tartar, and a drugoman." Respect-ing his speech in the House of Lords he re-marks: "I have had many marvellous eulogies repeated to me since, in person and by proxy; of these I shall only mention Sir F. Burdetta, He says: "It is the best speech by a lord since the Lord knows when!"

A New Billiard-room Opened-Exhibition to the Guests of the Metropolitan Hotel-The Billiard "Lights" in Attendance-French Carom Game Between Phelan and Deery, Won by the Former -Game of 500 Points Between Eaton and McDevill-The Latter Wins by 150 Points-Champion Match to Come Off Between Deery and McDevilt and McDevitt.

**BILLIARDS IN NEW YORK.** 

The new billiard-room of Messrs. Leland & Co. was opened last evening. The saloon is a very commodious and elegant one, being the same size as the dining room of the Hotel, im-mediately under which it is situated, is handsomely appointed, furnished with fourteen of Phelan & Collender's standard tables, and will probably be one of the most popular resorts of the kind in New York.

The "guests" of the hotel were generally in vited last evening to visit the saloon for the purpose of witnersing a number of our billiard celebrities in performing upon the new tables, The attendance was quite large, including a number of lady "guests," who appeared to be much interested. The great hall was bril-liantly illuminated, and the whole affair was of an uncau lly agreeable character. Measurs, Phelan, Deery, McDevitt, Eaton, and other skilful billiard playars were present, though Mr. Pierre Carme, probably the firest player in America, was absent on account of sickness.

The first match was between Messrs. Phelan and Decry, in the three-ball French carom game. Phelan was the victor by 11 points, in 16 mm/ngs -making one run of nine points. Much beauti-ful playing was displayed by both contestants-Phelan, especially, playing with even more than his usual skill.

The next match was a four ball American carom game of 500 points, between Mr. McDevitt and Mr. Eaton, the Superintendent of the rooms; won by the former in less than an hour-remarkably fast olaying the taily at the conclu-sion showing McDevitt, 501; Eaton, 350, Mc-Devitt made one "run" of 101, and several others, showing great ingenuity and delicacy of touch in the art of "nursing" the balls; while his opponent, also, displayed considerable "bril-

Mr. Deery concluded the exercises of the evening by exhibiting his varied knowledge of the game or a fine carom table, making several remarkable "shots," which elicited applause. It is said that a champion billiard match, between Deery and McDevitt, for the possession of the "golden cue" will shortly transpire in this bil-liard hall, and the affair is looked forward to with much interest. -N. Y. Tribune, 14th.

### Across the Atlantic in Four Days. PRESENT CONDITION OF THE "CIGAR SHIP."

The present condition of the Winans "Cigar ship," now building in London, and of which accounts were published a long time ago, is thus described by the London Morning Herald :--

"The general form of the cigar-ship has been, as her name shows, compared with that of a cigar pointed off at both ends instead of one. A more homely, but, perhaps, more effective illus-tration is that of the unpleasant but favorite plaything of the street boys, the 'tipcat.' Most of our landsmen readers will be more or less familiar with this simple but ingenious instru-ment of annoyance, and if they will fancy a Brobdignag 'cat' of slender make and tapering to an absolute deedle-point at either end, they will have before their eyes the exact representation of the hull of the cigar-ship. This hull, which is, of course, hollow, and is formed of iron, presenting a pertectly smooth and even surface, supports upon the upper side a small deck, occupying about ball, or sometimes less, of the extreme length, the tapering extremities pro-jecting beyond it at either end. Unlike the hull itself, this deck is not exactly the same at each end, presenting a wedge-shaped front towards the bow, while at the stern it is rounded off American clipper fashion. About the deck are to be seen the funnels, companion-houses, etc., but neither mast nor rigging of any kind what-

ever, the only means of locomotion possessed by the eigar ship being her engines, for which she can, according to estimate, carry coal enough tor five days' consumption. Her extreme length is about two hundred and fifty feet, and greatest diameter about sixteen feet, tapering gradually, as we have said, to a point almost as tine as that ot a needle. The amount of accommodation is therefore extremely limited; and we believe it is not proposed to make any attempt at carrying any description ut to confine th VPRsel strictly to the passenger trade. Even then it is difficult to imagine, after due allowance for saloon and sleeping apartments, stores, berths for crew, etc., what space can be lett for engines estimated to work up to two thousand horse power. "The means of propulsion employed are two large screws, one at either end of the vessel, and placed within a very short distance of the ex-t eme points, or at a distance of about one bundred and twenty leet from the machinery. These propellers are to be of great diameter and sharp pitch—the one pushing, the other pulling the vessel, and each showing half of its sur ace above the water. The estimated extreme speed is about twenty-seven miles per hour. A short distance from the propeller, and nearer to the centre of the vessel, is the rudder—one at each end—a broad iron plate like the rudder, or rather steering paddle, of the ancient galleys. These are also rather more than one hundred feet f. om are also rather more than one hundred feet from the steering apparatus. "Such is the general external appearance of this remarkable vessel, now almost ready for launching. In the water her line of flotation, according to the model of which we have before spoken, is exactly parallel with her longitudinal axis, the sharp point at either end being just level with the surface. Allowing sixteen feet as her extreme diameter, she will thus be raised in the centre eight feet above the water's edge; or with two feet more of bulkwark ten feet in all. with two feet more of bulwark, ten feet in all. We are free to confess that, with every possible desire to believe in the good qualities of a vessel which promises to bring us our American news in some three or four days, and to limit that dreadful channel business to within the hour, we are at a loss to understand how, under these conditions, the cigar ship purposes to keep afoat. In perfectly smooth water we can imagine that she might, if successfully ballasted against the chance of rolling over and over, as would be of course her natural tendency, make something very like the estimated speed, though with what degree of comfort to the passengers deprived by the construction of the vessel of all light or ventilation except such as can be ob-tained from the deck by means of skylights and tained from the deck by means of skyinghts and windsails, and with two enormous propellers of severe pitch lashing the water at either end, is another question. The advantages, too, of being cooped up in such extremely close quar-ters, with an engine of this enormous power, may also be open to question, even under the most feverable circumstances. most favorable circumstances. "But the real difficulties of the cigar-ship, as of most others, must commence with the first symptoms of a breeze. Imagine a vessel of this construction traveiling at the rate of five-and twenty miles an hour-the minimum rate, be it remembered, for the New York passage, on account of the consumption of coal-meeting in mid-ocean one of the westerty gales now careering across the Atlantic. In front of her is a wall of water twenty feet high, travelling at the rate of a dozen miles an hour. Between them they meet at a speed of forty miles. There is no 'bow' to lift her over the obstacle. Right into it she plunges, like a harpoon into a whale's back, the whole force of the blow being met by the pro-peller, which, however severe may be its pitch, cannot present anything very much better than an almost flat surface to the shock. What chance the blades would have of surviving any very long succession of such shocks is a matter of simple calculation, and one into which the engineers have no doubt fully entered."

GLORIOUS RESULTS.

AND

and the trace of a local sector of the DR. M. J GALLOWAY, Flectrical Physician, formerly the partner of PROFESSOR C. H. BOL ES after an absence of a year and a hair from the city, during which time he has been engaged with PROFESSOR BOLLES, his father-in-law, in investigaling more fully the sublime subject of Electricity as the GREAT CURATIVE AGENT, has resumed his successful practice at No. 142 South EIGHTH Street, where he is curing, with unparalleled success, the worst forms of acute and chronic diseases. In our many scientific experiments with the Electric, Galvanic, Electro-Magnetic, and pure Magnetic Cur rents and their numerons inciditations on the bodies of various animals for the purpose of as-certaining with minute accuracy the direct and indirect influence of each on the organization, we have demonstrated that Electricity is the vi al element-that it can be directed to any organ or part of the body, and even after the vital functions seem paralyzed, consenses the power of arousing the dormant energies,

equalizing the circulation, and restoring the system to a self-sustaining healthy condition. The most satisfactory results follow our treatment. In some instances the disease of years' standing yields readily at the first rouch of the electric element, while

le others it requires a more protracted treatment. One very imperiant fealure of our treatment is that no time is lost in experimenting with disease. By means

of an electrical test, an accurate diagnosis is given at once, determining the locality and character of the disease, and indicating the treatment to be pursued.

DR. P SHEDD, OF NEW YORK CITY, a scientific sentleman of ability, is associated with Dr. Galloway in the practice. TO LADIES.-Our treatment is eminently successful

in female diseases. Mrs. C. H. BOLLES gives her valu-able services to all lady patients. Having cured during the last twelve years FIVE THOUSAND females suffering with every form of disease peculiar to their sex, her

ability to cure is well established. Her creat experience recommends her to the suffering of her sex. REFERENCE -- We refer the diseased and others in-

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nut airect

George H. Earle, Attorney at-Law, Sixth and Chesnut

Strees.
Fmanuel Rey, Attorney-at-Law, No. 707 Sansom st. Dr. George W. Freed. Lancaster Cly, Pa. Dr. Wm. B. Brown, Girrid House.
Rev. Mr. Mallory, Norristown, Pa.
Albert H. Nicolay. No. 552 William st., New York clip.
C. Cummings Mutyresant street. New York clip.
H. C. Shurt eff No. 3722 Market street.
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than by our old system. CONSULTATION FREE. An interesting circular mailed by addressing

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Paipitation of the Heart, Lockjaw, etc.

 Organs and Tissues connected with the Diges-tive system—Sore i broat, Dyspepsia, Diarrhoa, Dysenery, Obstinate Constipation, Hemorrhoides or Files, Bihous, Faitalent and Fainter's Colic, and all effectives of the Lives and Solars.

or Files, Bilous, Fintuent, and Fainter's Cone, and all affections of the Liver and Spleen. S. Respiratory Organs.-Caterrh, Cough, Isffu-erza, Asthma (when not caused by organic disease of the heart', Bronchins, Pleuray, Pleurodynia or Rheumatism of the Chest, Consumption in the early stages.

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Gont, Lumongo, Sim Arces, Jumors. 5. Urinary and Genital Organs.—Gravel, Diabetes and Kidney Complaints. Impotence and Seminal Weakness. The latter complaints never fail to yield rapidly to this treatment

rapidly to this treatment 6. *Diseases Peculiar to Females.*—Uterus Com-plaints, involving a mal-position, as Prolapsus, An invorsion, Rotroversion, Inflammation, Ulceration, and various other affections of the Womb and Ova-rics, Familul, Suppressed, Scanty, or Proluse Men-suretion Lencorphone

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are referred to the following named gentlemen, who tave been treated and witnessed our treatment or others at No. E20 W ALNUT Street:-A. J Picasonion, Brigadher-General, No. 918 Spince street; A. Pleasonion, Brigadher-General, St. Louis, Missouri; Jac b Vandegrift, Odessa, Dela-ware; R. A. Semple, thread manunoturer, Mount Holly, New Jersey; W. B. Smith, iron-founder, No. 1022 Hanover street, Pulladelphia; George Douglass Local Express Company, Ihila-delphia; J W Bradley, publisher, No. 68 N. Fourth street; Robert Work No 61 N Third street; Colonel f. N. Sweeney, assessor, Second District or Phila-delphia, W Binut and Eighth streets; George O. Evans, No. 418 Arch street, below Fifth; William Peicuse, type founder, Ihird and Chesnat streets; Ed McLanc, manufacturer o: colton goods, with very many others.

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HARNESS.



READING BAIL BOAP. BEAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENSENLVANIA. THE SCHUTIKILL, BUBQUFHANNA. CUMBERLAND, AND WYOMING VALLEYS. AND WYOMING VALLEYS. AND NORTH, NORTHWEST, AND THE CANADAS. WINTER AN BANGEMEENT OF PASSENGER TRAINS. Leaving the Company's Depot. st THIRTEENTS and ALLOW HILL Streets. Philadelphis, at the follow-ing hours...

Leaves Philadelphia at 320 P. M., for Reading, Pola-ville, Harrahurz, etc., connecting with Reading and Columba Railread train for Columbia, etc., and with Catawises Railread train for Milton, Williamsport Eimira, Buffalo, etc.

Catawissa Mairoad train for Millon, Williamsport, Eimira, Buffalo, etc. READING ACCOMMODATION, Leaves Reading at 639 Å. M., stooping at all way stations, arrives in Philadelphia at 430 P. M., arrives in Beading at 730 P. M. Trains for Philadelphia cave Barrisburg at 725 A. M., and Potisville at 838 A. M., arriving in Philadelphia at 1730 P. M. Alternoon trains leave Harrisburg at 745 A. delphis at 705 P. M. Estilaburg Accommodation leaves Reading at 745 A.

P. M. and Fortaville at 2:5 P. M.; arriving at Pida-delphis at 765 P. M.
 Barrisburg Accommodation leaves Reading at 7:46 A.
 M. and Harrisburg at 2:45 P. M.; arriving at Phila-delphis at 765 P. M.
 Barrisburg Accommodation leaves Reading at 7:46 A.
 M. and Harrisburg at 2:45. noon for Reading and all way stations
 P. 6. Phi adelphis at 2:45. Noon for Reading and all way stations.
 A. B. And Points and 9:46 P. M.
 Market tran with a Passer get car attached leaves phi adelphis at 2:45. noon for Reading and all way stations.
 A. B. the above trains can daily Sundays excepted.
 Bunday trains can daily Sundays excepted.
 Bunday trains care Potteville at 3:05 A. M., and Palla-delphis at 3:15 P.
 CHESTER VALLEY RAILROAD.
 Passengers to Downingtown and in crimediate poin take the 5:00 A. M. and 4:30 P. M. trains from Philadel phus, returning from Downlington at 7:05 A. M. and 2:20 Noon.
 NEW YORE EXPRESS FOR PITTBUEG AND THE WEST
 Leaves New York at 9:00 A. M. and 5:00 P. M., passing Reading st 10 A. A. and 1:48 P. M. connecting at Harrisburg with Pennsylvania and Northern Contrain halfrido 1:20 Papers Trains for Pittaburg, Chicago, Wit-liamsport Elming, Beilington, 2:45 P. M. Scheeping Car actom york at 10 A. M. and 2:45 P. M. Scheeping Car actom york at 10 A. M. and 2:45 P. M. Scheeping Car actom york at 10 A. M. and 2:45 P. M. Scheeping Car actom york at 10 A. M. and 2:45 P. M. Scheeping Car actom york there thins throng retween Jerrey City and Train for New York leaves Harrisburg at 1:44 P. M. Mail Train for Haribaburg leaves New York at 1: Noon.
 Scheyt Link Verk Ley RAILEY RAILROAD.

SCHUYLKILL VALLEY BAILBOAD.

Trains leave Pottsvile at 645 and 1149 A. M., and 74 P. M., returning from Tamaquaat 735 A. M. and 140 an 415 P. M.

P. M., re turning from Tamaquaat 7 35 A. M. and 140 an 4 15 P. M. St. HULKILE AND SUSQUEHANNA RAILBOAD Trains leave Auburn at 7 35 A. M. for Pisegrove and Hartisburg, and at 150 P. M. for Pinegrove and Tree-mont at 7 60 A. M. and 640 P. M., and from Tre-mont at 7 60 A. M. and 640 P. M. Through first class to kees and emigrant tickets is al-the principal points in the North and West and Canadas . The tollowing tickets are contained only at the Offlos of S. Bratzerd, Treasurer, No. 227 S. Fourth street, Phila-delphia, or of G. A. Micolis, General Superintensiont Reading.

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Take EXCUBSION TI' KETS, From Phi adephis to principal stations, good for faturiny Sunday and Monday at reduced fare, to be had only a the Ticket Office at Thirteenth and Callew-hill streets.

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R OR NEW YORK .-- THE CAMDEN AND An boy and Philadeiphia and Trenton Ratiroad

An boy and Philadelphia and Trenton Railroad Company's lines FROM PHILADELPHIA TO NEW YORK and way paces, from Walnut street whar, will leave as follows viz.:- PARE At 5 A. M., v.a Camden (and An)boy Accommoda-

et. 150 L. M., 3 and 5 P. M., for Mount Holly, Pemberion and Vincentown; at 6 A. M., for Freehold. M., 12 M., 330, 5 6 and 11:30 P M., for Pal-Back Structure Edecayator Bur-Back Structure Education Structure Educati M. 12 M. 336, 6 6 and 136 F M. 107 Fai-on, Delanco, Boverly, Edgewator Bur-ence Bordentown etc. The ls A. M. and run direct through to Trenton. KENSINGTON DEPOT WILL LEAVE AS FOLLOWS:-430 and 645 P. M. via Kensington ity Express. 83.06 ity Express ght) via Kensington and Jersey City 2-25 Line will run dally. All others Sundays

 

 Minil Trail:
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 Paol Accommodation, No. 1
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 10.00

 Farkesburg
 10.00 F. M.

 Parkesburg
 10.00 F. M.

 Harrisburg Accommodation.
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 10.00 F. M.

 Lancaster Accommodation.
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 10.00 F. M.

 Paoli Train. No 2.
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 5.30 \*\*

 Philadelphia Express.
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 11.10 \*\*

 Cincinnati Express.
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 11.20 \*\*

 Philadelphia Express.
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 11.20 \*\*

 Paoli Accommodation. No. 1
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 8.20 \*\*

 Fast Line.
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 11.20 \*\*

 Lancaster Train.
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 12.00 \*\*

 Paoli Accommodation.
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 4.40 \*\*

 Paoli Accommodation.
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## **RAILROAD LINES.**

7

PHILADELPHIA, WILMINGTON, AND BAL TIN ORE RAILROAD, TIME TABLE -- Commencing MONDAY, January 8, 1866. - Trains will leave Den.a, conserver BEOAD Street and WARHINGTON Avenue, as failows :-E. Agrees Train at 406 A M (Bonday excepted), for Balimore and Warhington, suppling at Wilmington, Perryvice, Bayro-de-Grace Abardeon, Perryman's, Baencha, and Streinner & Bun Deaware Bellroad Train at 8:15 A. 4 (Sunday ar-copted), for Ballabury, Milford, and Intermediate stations.

Desware Bellyoad Train at 815 A. 4. (Sunday ex-cepted), for Ballabury, Milford, and intermediate tations. Way Mall Train at 915 A. M. (Sunday sexcepted), for Baltimore scoping at Chester, Thurrow, Linwood, Claymont, and all regular stations between Wilmington and Baltimore. Express Train at 245 P. M. (Sundays excepted), for Faritmore and Washington, stopping at Choster Claymont, Wilmington, Newark Ekton North-Cast Pergythe, Havre de Grace, Aberdeen, Perry man's, Magnolis and Stemmer's Res. Night Express at 11:15 P. M. for Baltimore and Washington, stopping at Chester Thurlow, Linwood, Caytonit, Wilmington, Newark, Elkon, North Bast, Pergytile and Havre de-Grace. "Bastmore for Portress Monroe, Nortolk, City Point and Elchmond will take the 915 A. M. Train. As en additional accommodation for those holding Through Tickets for Baltimore. Washington and comb-peter wills, a Special Car will leave the Philaslephil Dept at 11:29 A. M., connecting at Gray's Forry with the Moring A. Special Car will leave the Philaslephil Dept at 11:29 A. M., connecting at Gray's Forry with the Moring A. Special Car will leave the Philaslephil Dept at 11:29 A. M., connecting at Gray's Forry with the Moring is repress frain from New Yor. "WILMIA GTON ACCOM #OD ATION TRAINS. Stopping at all Stations between Philadelphils and Willington.

Winnington. Leave Phizedelphis at 615 and 1145 A. M. and 338, 500 and 100 P. M. The 330 P. M. train connects with Delaware Railroad for Mifford and intermediate stations. Leave Winnington at 700, 845, and 930 A. M., and 360 and 560 P. M.

Leave Wimminton at 790, 845, and 930 A. M., and 300 and 500 P. M. Trains for New Castle leave Philadelphia at 845 A. M., 330 and 500 P. M. HROUGH TBAINS FROM BALTIMORE Leave Wimminton at 1:00 M. and 430 and 950 P. M. (H18 ER FOR FHIL: A DELPHIA) Leave Chester at 801, 858, and 1044 A. M., and 1208, 345, 501, 544 and 1029 P. M. FECM BALTIMORI: TO PHILADELPHIA, Leave Baltimore 825 A. M., Way Malt; 1:10 P. M., Express; 525 F. M. Express. 925 P. M. Express. An Accountedation Train for Havre-de-Grace and in-termediate stations will leave Baltimore a 410 P. M. Leave Chester at 952 A. M., 323, and 1033 A. M., and 4 P. M. EUNDAY TEAINS.

F M. SUNDAY TRAINS. Express Train at 405 A. M. or Baltimore and Wash-ington, stopping at Wimington. Perryv de, Havro-de-Grace, Aberdeen, Forryman's, Magaolia, and Stemmer's

Run. Night Express 11 15 P. M., for Baltimore and Wash-ington, stopping at Chester Thurow Linwood, Clay-mont, Winington Newark Eikien, Northeast, Perry-ville, and Havro-de-Grace. A special train will leave Philadeiphia for Wiimington

A special train will leave Philadeiphia for Wlimington for intermediate stations at P. M. BAL IMORI. FOR PHILADELPHIA, Leave Baitimore at 9-20 P. M., stopping at Havre-do-Grace, Perryville and Wilmington. Also stops at Elk-ton and Newark (to take passensers or Philaceiphia and Inve passengers from Washington or Baitimore) and Chester to leave passengers from Baltimore or Wash-ington.

insten. A special train will leave Wilmington for Philadelphia and intermediate stations at 6 30 P. M Freicht train, with passenger car attached, will leave Wilmington for Perryville and intermediate s attons a -64 P. M. H. F. KENNFY, Superintendent.

The function of the function o

Frie Fxpress ...... at 730 A. M.

ngton.

-The valuable library of the late Dr. Barth, the African explorer, is to be sold in Berlin this spring. It is rich in works relating to ethnography and African discovery. A correspondent of the Boston Transcript says:-

"It is worthy of remark, that more than one-half of the works are English. I think that an American who might wish to secure the whole could do so for four thousand dollars. It is by no means a mass of rubbish; it is collected with great care and without regard to expense, as Barth was wealthy, and lavish in all that could assist him in his scientific enterprises. His early Mediterranean tour cost him \$11,000, gold. One of the interesting relics of his library is his copy of Herodotus which ac-companied him in all his travels. It made the circuit of the Mediterranean with him; it pene trated to Timbuctoo and the Niger with him; when he was robbed at Cyrene of all his notebooks and papers, during his first tour, that, and that alone, was spared. It is a hitle volume, and not soiled as badly as one would suppose it would be, after encountering such varied experiences,"

#### AN OLD BOOK.

In the Scientific American it is stated that the Camden Library Association have in their posses-sion a large book, published A. D. 1639, being a

curious specimen of typography. AN OLDER BOOK.—The editors of the Scientific American declare in triumph that they have an

American declare in triumph that they have an older book than that, published A. D. 1637. THE OLDEST BOOK.—Then comes a corres-pondent of the same paper, who hails from Pon-totoc, Miss., seeming to bear off the palm, hav-ing in his possession a book published A. D. 1612. AN OLDER BOOK THAN EITHER OF THE FOREGO-ING.—And now your humble correspondent would announce, modestly, that he has in his possession a book—an excellent folio of some

would automate, industry, that he has he has possession a book-an excellent folio of some twelve hundred pages-printed A. D. 1610. AND STILL THEY COME.—Since the above was written a copy of the New Testament was shown to the writer, printed A. D. 1582. It is a small quarto, and is preserved by a family of our

borough as a curiosity. AHEAD OF ALL !- Rev. Dr. Duffield, of Detroit has a Bible written on parchment, resembling print so nearly as makes it hard to tell the difference. It is dated A. D. 390. Lewis Cass, our Minister, brought it from Rome.-True Demo-

"A PRETTY DISH TO SET BEFORE & KING."-DURing the festivities of Cbristmas a large cake of very rich appearance was sent by some unknown very rich appearance was sent by some unknown person as a present to General de Manteuffel, Prussian governor of Schleswig. The gift was received with great pleasure by the governor's family, and one evening it was placed on the table with no little ceremony. But on cutting it, the tempting inside was found to be mere y a shell, containing numerous copies of journals prohibited in Schleswig by order of the general.

BEMOVAL .-- We will remove to the spacious bull ing No. 1230 WALNUT Street about the 26th of il month, our present building being too small for our e



1	<b>H</b>	At8 A. M., via A:2 P M via C
L. Ud- this ex-	A LARGE LOF OF NEW U.S. WAGON HAR- NESS, 2, 4, and 6 horse. Also, parts of HAR- NESS, SADDLES, COLLARS, HALTERS, etc., bought at the recent Government sales—to be sold at a great sacrifice. Wholesale or Retail. Together with our usual assortment of	At 12 M. (noen) boy Accommo At 6 and 11-30 P commodation ticket 2d Cass Ticke At 6 and 10 A Ewansville, P and 2 P. M. 5 At 6 and 10 A. M myra, Riverto
D.	SADDLERY AND SADDLERY HARDWARE. WILLIAM S. HANSELL & SONS,	lington. Flore 5 P M. lines r LINES FROM
-	2 1 ly No. 114 MARKET Street.	At 11-15 A. M., o and Jersey Ci
5 ' si-	WILEY & BROTHER, IMPORTERS AND DEALERS IN HAVANA CIGARS AND MERRSCH-UM PIPES, N. W. Cor. EIGHTH and WALNUT Streets. We offer the finest Havana Cigars at prices from 20 to 30 per cent, below the regular rates.	At 12 P. M. Nig Express. The 645 P. M. excepted At 730 and 11-12 12 Midnight, 1 At 7 A. M., 1050 dale, Ho mes and Frankfor
L 1978-	Also, the celebrate'i "LONE JACK" SMOKING TOBACCO, which is far superior to any yet brought before the public.	intermediate BELVIE For the Deb Vania, and New Two through E ensington her
tion	Motto of Lone Jack : "SEEK NO FURTHER, FOR NO BETTER CAN BE FOUND." 115 3m	At 7:30 A. M. an LINES FROM
G,	FITLER, WEAVER & CO., MANUFACTURERS OF	At 12 M and 4 At 7 and 10 and sey City and 1 From Pier No Amboy and C
	Manilla and Tarred Cordage, Cords, Twines, Etc.,	Amboy and C At 12 M. 3 at Amboy and C Jan. 15, 1866.
Δ.	NO. 23 North WATER Streat, and No. 22 North DELAWARE Avenue, PHILADELPHIA. FOWIN H. FITLES, MICHAEL WEAVER, CONRAD F. CLOTHER, 214 Jy	W EST JEL From for Dafy, except FALL A
3		FALL A Commencing For Bridgeton and Salem Ball
2	J. C. P E R K I N S, LUMBER MERCHANT Successor to R. Clark, Jr.,	Fo. Mil ville and 3 1. M. For Cape May Milivible, conto
	No. 324 CHRISTIAN STREET. Correspondence on the state of Surlaing Lumber. 5 24 1y	attached for Ca through Passer For Glassbory and 3 30 P. M. For Woodbur and 5 30 P. M.
	W 1 L L I A M S. G R A N T, COMMISSION MERCHANT, No. 33 S. DELAWARS Avenue, Philsdelphia, A GENT FOR Dupont's Gunpowder, Refined Nitre, Charcoal, Etc. W. Raker & Co's Chocolate, Cooos, and Broma. Crocker Bros. & Co's Yellow Metal Sheathing, Bolts, and Nalls. 124	THE WES will attend to a receive, deliver Express Comp article infraster
	A LEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WBARVES, AND	A Special Me Office, No. 5 Wi 1865 -P This great lin
8	NO. 27 NORTH WATER STREET, THILADELPHIA. 22 ly ALFMANDER G. CATTELL. ELIJAH G. CATTELL	counties of Pe File. It has be svivania Railro TIME OF PAR
2	THE COLTON DENTAL ASSOCIATION ORI- geneted the Answerhotic use of NETROUS OXIDE GAS. for Extracting Teeth without pains. WE DO NO OTBEE DENTAL WORK. Office, No. 787 WALNUT Stree . Philadelphia. 25 Im <sup>4</sup>	Arrive Eastw Leave Westw Passenger O Express Train
	RAILROAD LINES.	Philadelphia an N Loave New Y Leave Erie at
w.	ORANGE AND ALEXANDRIA RAILROAD. On and anter MONDAY, February 12 two daily trains will run between Washington and Lynchburg, counsecting at Gordonevile with Virvinia Central Hal- road trains to and from Elehmond, as follows:- MAL TRAIN. Leave Washington daily (Sunday excepted), at 640 A. M., and arrive at Lynchburg at 543 P. M. Leave Lynchburg at 7 A. M. and arrive at Washing- ton at 526 P. M.4 EXTRESS TRAIN.	No change of E legant Slee For informat at THIBTIEST And for frei 8. B. Kingston KET Streets, J
	Leave Washington daily (bunday excepted), at 6'45 A. M., and arrive at Lynchburg at 5'45 P. M. Leave Lynchburg at 7 A. M. and arrive at Washing- ton at 5'26'P. M.	iam Brown, A. H. H. HOUS H. W. GWIN JON. D. POT ALF RED L
EPT 'AYS	Leave Washington daily (including Sunday) at 6-65 P. M. and arrive at Lynchburg at 6-00 A. M. Leave Lynchburg at 5-30 r. M. and arrive at Washing- ton at 6-10 A. M. Both trains making close connections at Lynchburg for all points South and Southwest, and at Washington for all points South and Southwest, and at Washington for all points South and Southwest, and at Washington for North and Northwest.	PATEN FOR RAILING
	The road is attractive, not only for its combradies accommodations, but tor the fact that it passes the now historic localities of Fairfax, Buil Run, Manasas, Bris- toe, Catlett's, Rappahannock, Culpsper. Orange, and Gordensville, places of imperishable interest in the	1 18 lm
rnal. mrp	Through dickets to all points South and Southwest may be had in Boston, New York. Philad inhia, and Baltimore, and at the offices of the road in Washington and Alexandria. W. R. MCUAFFERTY. I is G eneral Superintendent.	THE STAN STREET, AS HERETOP STAMPS of A

amden. 10 6 P. M. (Freight and Passenger), via WILLIAM H. GATZMER, Agent.

RSEY RAILROAD LINES. oct of MARKET Street (Upper Ferry).

t Sunday S ND WINTER ARRANGEMENT, WEDNESDAY, November 15, 1865 WEDNESDAY, November 15, 1865. n. Salem, and all Sizions on West Jersey Irodds, at 9 A. M. and 3:30 P. M. and all intermediate Stations, at 9 A. M.

ay and intermediate Stations at 5 A. M. to cecting with Frei, hi Traffit Passenger Car ape May, due 345 P. M., and 3 P. M., ro and intermediate Stations, at 9 A. M.,

ry, Gloucester, etc., at 9 A. M., 3, 3 30

n will leave PhEnöclohia, irom Sandford's . M., and Camden at 12 M. J VAN RENSSEL. ER Superintendent. D'T JERSEY EXPRESS OCAPANY all the usual branches of express business. er, and forward through other responsible namies, to all parts of the country, any ed to them. essenger accompanies each through train Vanuat street 9 16 Sm

HILADELPHIA AND ERIE RAILROAD ne traverses the Northeyn and Northwest ennavivania to the city of Krfs. on Lake been leased and it is operated by the Peim-wead Company.

Then been bested and it is operated by the Pean-road Company.
ASEN GL, at KKAINS AT PHILA DELPHIA tward-stie Mail Train, 100 P. M.
Erie Express Train, 720 A. M.
Ward-Erie Mail Train, 720 P. M.
Erie Express Train, 720 A. M.
Cars run through on the tris Mail and ns without change, both ways, between and grie.
NYW YORK CONNECTION.
York at 600 P. M., arrive at Erie at 371 A. M. at 125 P. M. arrive at Erie at 371 A. M. of cars between Este and New York 115 P. M. of cars between Este and New York.
Seping Cars on all Nicht Trains.
anom respecting passenuer business, apply TH and MARKET Stoets, Philadolphia.
Stok General Friels it Agents-on. Jr., corner THIRTEE String MARE.
NYN General Friels it Agent Philadelphis INNER. General Ticket Agent Philadelphis INNER. General Ticket Agent Philadelphis INNER. General Ticket Agent Philadelphis INNER. General Supern Miliamsport.
L. TYLER. General Supern Man. A. M.

G STO M FRONTS, GUARDS, PARTITIONS, ETC. STEADS AND WIRE WORK

> n variety, manufactured by A. WALKER & SON, No. 11 N. SIXTH STREET

MP AGENCY, NO. 304 CHESNUT ABOVE THIRD, WILL BE CONTINUED FORE EVERY DESCRIPTION CONSTANTLY IND IN ANY AMOUNT. 1113

 The Street, of BERRS Street.

 BLILB CLARK, Agent

 Braider of BERRS Street.

 Fride Clark Construction of the CAMBEN and AMBOY and connecting Ealfronds. Increased despatch.

 The CAMUE Es AND AMBOY MALLEGHT LINES to concerting Ealfronds. Increased despatch.

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 The CAMUE Es AND AMBOY MALLEGHT LINES to concert and the same of the same factor.

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 Transformer and the same factor.

 The same of the Belvidere Delaware, and Floming-ton the New Arms, the same same of the Belvidere Delaware.

 The Belvidere De aware Railroad connects at Philoman, and Vestern Railroad, forwarding to Syracuse, Buffaio, and at Manuar, sachunk with all points on the Delaware. Lackawarm, and Western Railroad, forwarding to Syracuse, Buffaio, and other points in the chein with the Schlarbard and at Newark with the Merris and Essex Bairoad.

 The New Jerrey Centra Ealiroad connects at Elizabeth with the Merris and Cense Railroad, and at Newark with the Merris and Cense Railroad, the series in the street of the series in the street of the series the prove same fact the foot of the street is the street of the series and connects at Elizabeth with the Merris and Cense Railroad.

 Merris and Essex Bairoad connects at Elizabeth with the Merris and Cense Kairoad.

 Merris and Essex Bairoad is on the receipt in the thot of the strese the the the serif the street is the strestore.</td

8% P. M. ON. SUNDAYS.
 Leave Philadelphia 9.A. M., 2%, and 7 P. M.
 Leave Manayunk 7% A. M. 5%, and 87. M.
 W. S. WIL×ON, General Superintendent.
 Depot NINTH and OREEN Surveys

NT WIRE WORK