Fair Daffodils. BY HENRICH.

Fair daffodils, we weep to see You haste away so soon;
As yet the early rising sun
Has not actained his noon.
Stay, stay, notil the bastening day
Has run but to the even sowg; And, baving prayed together, we Will go with you along.

We have short time to stay as you; We have as short a Spring, As quick a growth to meet decay, you or anything: We die As your hours do; and dry away Like to the summer's rain, Or as the pearls of morning dew, Ne'er to be found again.

SPECIAL PARIS AND CONTINENTAL CORRESPONDENCE.

To the Editor of the Evening Telegraph-

PARIS. May 4. We are sick and fired of asking ourselves it we shall have war, or if we are to continue to enjoy the

blessings of peace. It was, at first, attempted to draw Austria into the snare by menaces from Prussia; however, when it was seen that she was not to be caught in that way, the Cabinet of Florence pretended that it was alarmed at the war ike preparations in Venetia, and began putting its arm, on a war-footing, to the great displeasure of Franz Joseph, who is now taking serious measures for the security of the S ate. We shall, therefore, soon see the two armies confronting each

other on the Mineto and on the Po. Italy is making a most terrible fuss. The President of the Council, General La Marmora, has addressed a circular to all toreign Cabinets, a serting that in presence of the measures of Austria it could do no other than prepare for every emergency.

WHAT ITALY IS DOING leaves no doubt but that Victor Emanuel is determined upon having a fling at the Kaiserlichs. The whole army has been placed on a war footing, and il re galantuomo will take the command in chief of the Italian force, leaving the kingdom to be governed in his absence by his cousin, Prince de Carignano.

The financial measures that have been adopted are equally explicit as regards the line of policy now being adopted by the country. The Chamber of Deputies and the Senate have authorized the Coverament to have re-ort to extreme measures in order to fill the otale coffers. The National Bank has undertaken to lend the Treasury two hundred and fifty millions, and a decree has been issued making paper money a legal tender all over the

There can be no doubt of the ultimate intentious of Italy. War is what is wanted. The stock-jobbers of the different money markets of Europe are of this opinion, and the conseque ice is that Italian funds, which were at \$2 francs at the commencement of the month, have now tailen to 43 francs.

PUBLIC OPINION OPPOSED TO WAR. The opinion in Europe is decidedly opposed to the staughter caded war, which is carried on at the ex. pense of the people, who have a ways to pay the piper, and notwithstanding the efforts of the Italian press there is so general a feeling of in lignation at the Cabinets of Florence and Burin, that neitner Victor Emanuel nor Bismark dare fire the train which is to get Europe is a blaze. Up to the present the French

Government has remained perfectly mute, but yesterday we at last had

THE DECLARATION OF MONS ROUGER. who informed the members of the Chamber that the Imperial policy would be as follows:-it will enter into no engagement for the suture, and intents maintaining entire freedom of action. As long as neither the interest nor the honor of France is at stake, it will be a quiet and neutral looker-on in the quarrel now raging between Prussia, Anstria, and Italy. As regards the latter country, the Emperor has certain duties to tuint as regards it. Mons. Rouher terminates by saving: - "Much as we should be; opposed to an attack of Austria on Italy, we are determined to leave the latter country responsible for any breach of the peace towards the former"-words which brought down thunders of enthusiastic applause. But the policy of a despotic Government is never bound by a declaration of this nature: there fore

THE SPEECH OF MONS, ROUMER literally means nothing-and the Emperor of the French will no doubt bide his time. We must do likewise, en attendant the first cannon shot, According to all accounts the following is

THE PLAN OF THE CABINET OF PLORENCE, A telegram brought us the intelligence a few days ago that an Italian squadron had quitted Genea for some unknown destination.

I believe the unknown destination to be the mouth of Cattaro, in Dalmatia, given to Austria by an act of the Congress of Vienna on the 9th of June, 1815.

The tau f of Cattaro is situated on the coast of Dalmana, between the Adriatic and Turkey in Europe. It is about 130 kilometres in circumtarence. Two reefs which are called the mouth of the Cattare, in 1815 formed the boundary of the possesslons of the Emperor Napoleon.

The town and harbor of Cattaro, in Dalmatia belong to Austria. If a war were to break out between Austria and Italy, it is very likely that the Italian fleet will approach the batteries, and expose itself to the Austrian bulters, which will allow it to say that Hapsourg began first.

Notwithstanding the almost inevitable chances of war, one of the doors of the temple of peace still remains open. All will, no doubt, be done by the diplomatic cooks to prevent its being shut.

MR. GLADSTONE IN PARIS. A report is current that John Bull is taking the matter in hand, and that Mr. Gladstone has arrived m the French capital, in the hopes of forming a peace congress, in which Ru sia, England, and France will take the leading parts.

We shall, perhaps, be able to get at the true intentions of the Emperor, for it is a positive fact that he holds the destinies of Europe in his hands.

However, the general opinion is that war is at our

It is refreshing to turn occasionally from the and waste of political speculation. Let us then distans Bismark, Victor Emanuel, Franz Joseph, and the whole lot of aistur ers of the peace or Europe for a while, and talk to you of

THE SALONS OF 1866.

as the exhibition of pictures by living artists is called here. Many of our most celebrated movern artists shine by their absence. Messonier, the photographic painter, has sent us nothing. His time is taken up in completing a picture he hopes to exhibit at the great exhibition of 1867. Cabanel, who last year gave us a portrait of the Emperor, which evertbody agreed in finding very like the head-waiter of our hotel, is also non inventus. We can this year congratulate ourselves that there is a great absence of pictures called by the artises tartines, which represent the bute eries of war and flatter the national pride. Amongst the finest pictures we noticed a "Cleopa'ra before Julius Cæsar' by the selebrated Gerome, well known by his pictur of Casar and the Phrynee, which latter was a few days ago sold for the immense sum of 80 000 france, and a splended landscape, with stags, by Courbet, the King of the Realist School, Another picture, by the same artist, entitled "A Woman with a Parrot," has been less admired. Taken as a whole, the exhibition is decidedly supeperior to that of last year; but we much miss the

beautiful garden down stairs, where we couldsaunter about, smoking our Havana, at the same time agmirieg the statuary, which is now cooped up in a side building, much to the annovance of the public.

THE JEWS AND THE CZAR. The Jews residing in Moscow, moved by an unanimous sentiment of devotion to the Emperor A exander, have celebrated in their synagogues a service of thanksgiving on the occasion of the preservation of his Majesty's life, looking on it as a new manifestation of the Divine solicitude for the welfare of Russin.

THE EMPEROR IN THE PROVINCES. The Mayor of Besancon, in the Doubs department, has informed the inhabitants of those districts that the Emperor has intimated his intention or honoring them shortly with an imperial visit.

THE CHOLERA STILL IN PRANCE. Advices from Nantes state that some cases of cholera have occurred in three different localities in the Department of the Loire. Several medical men of note have been desparched from Paris to attend patients, and send in a report.

A Dissertation on the Origin of Smoking and the Use of Tobacco.

At what period the use of the tobacco plant was first known to the aborig nal inhabitants of America we know not; but it is certain that when Christopher Columbus landed on the 12th or October, 1492, on the Island of Guanhaul, one of the western Lucca or Bahama Islands, to which he gave the name of San Salvador, he and his crew beheld, to their intense astonishment, a number of the natives peaceably collected on the shore puffing clouds of smoke from their mouths and nostrils. On closer inspection if was tound that portions of some kind of dried herb were wrapped up in the leaves of the maize plants, and formed into cylindrical rolls, one end of which was placed into the mouth, and the other being kindled the smoke was drawn up and pulled forth. They were, in point of fact, what we should call eigerettes, but the name given to them by the natives was tobaco, which is clearly the origin of the name we give to the plant, and not, as has been asserted, the island Tobago, one of the Southern Antilles, watch was not discovered till 1496. Still less is the word derivable from Tabasco, a Mexican province, which was not visited until the year 1518. The first regular description of the to-bacco plant was given by the hermit, Fran Ro-mano Pane, whom Columbus left behind, after his second voyage, to convert the Indians to Christianity. He calls it a berbinebrians, and says it was called cohoba.

The prevalence of the custom of smoking

imong the lubabitants of the West India Islands at the period of their discovery is attested by the account of all the early navigators and explorers, and the excellence of the tobacco grown in some of them, particularly Cuba and Trinidad, is the subject of remark. When the Antilles came into the possession of the French in the middle of the seventeenth century, tobacco was extensively cultivated in them, and Du Terire, in his account or these islands, describes lour kinds of the tobacco plant:-First, the large green tobacco, or petum, with leaves two teet in length and one broad; second, tongue tobacco, with tongue-shaped leaves; third, Amazon tobacco, brought from the borders of the Amazon river, the leaves of which are very round and rounded at the end; fourth, Varinas tobacco, brought from the province of Varinas. The West Indies, particularly the island of Cuba, to the present day affords the best tobacco, that possessing the finest aroma. According to Humbolds, the regions which produce the best quality lie westward of the city of Havana, in

the Vuelta de Abajo.

At the time of the conquest of Mexico by Cortez in 1519, tobacco smoking was an established custom among the natives; and Francisco Lopez de Gomara, who was chaplain to Cortez, relates that they used either the leaves rolled up into a cylinder, or pipes made from reeds and beautifully ornamented. The pipes and the whole practice of smoking are minutely described in a curious manuscript recently brought to light, composed by the celebrated Franciscan Bernardino Sahagan, who went over to Mexico as a preacher in 1529. The same kind of pipes are still in use in Mexico, though no longer for smoking tobacco, but for the purpose of perfuming the altars in churches nse on fast stezuma, according to the account of Bernal Diaz, was accustomed to take his pipe after dinner; it was brought in on the removal of the cloth by beautiful maidens and handed to him after h had washed his mouth with scented water. Long before the discovery and conquest of Mexico, by the Spaniards, the Aztecs, and pro-bably the Taltecs also, made use of tobacco pipes made of baked clay. A great number of such pipes have been dug up from the earth in the vicinity of the City of Mexico, and almost all are blackened by frequent use. These clay pipes greatly resemble those so plentifully dis covered in the excavations on the shores of Lake Eric, on the banks of the Ohio and Wa bash, and in the valley of the Mississip, a. Aztecs were acquainted with the use or tobacco in the form of shuff, and appear also to have chewed the leaves when mixed up with a certain quantity of chalk.

At the time of the discovery and conquest of Central America smoking was practised by the natives of Chiapa, Hondulas, Guatemala, and Nicaragus—the caciques, no less than the com-mon people, being passionately addicted to it. Hernandez de Oviedo, in the account of his voyage to Panama and Nicaragua in 1626, states that tobacco was carefully cultivated there, and the leaves prepared into rolls six inches long and the thickness of a linger, which were called in the language of the country ympaquete. The English surgeon Water, who crossed the Isthm of Darien with a company of buccaneers in 1651. and lived some time among the Indians, relates that boys putied the smoke from long rolls of tobacco from two or three feet in length, into the nostrils of the Indians as they lay stretched upon the bank, and holding their bands on each side of their neses to retain the precious incense. In short, throughout the whole of Mexico and Central America the native tribes, at the time of the first appearance of the Europeans among them, appear to have practised smoking. The Span ards soon took to it, and at the present day the habit prevalls among the whole popula-tion of these regions, male and female, of Spanish or mixed origin. The old Mexican smoking ripe, however, has long given place to the modern puros—the simple leaf rolled up—and cigarros, or papeletos, made of tobacco wrapped up in thin paper. Large manufactories of these were soon established, and rapidly became an important branch of industry. Father Joseph Odis, who visited Mexico towards the middle of the last century, states that he saw ten thousand girls and five thousand boys engaged in preparing fittle rolls of tobacco of about a finger's length. From all the accounts of modern travellers in Mexico and the provinces of Central America, we learn how universally the habit is indulged in by all classes. men and women. At all hours and in all places, smoking goes on in the offices, the drawing-room, at the dinner-table, and even at balls and theatres. The Spanish Government did not tail to take advantage of the great consumption of tobacco as a source of revenue. In 1764 a monopoly in the trade of tobacco was established under the name of Estanco Real de Tabaco; a ncense was required for its cultivation, and the produce was delivered to the Government at a fixed price. For the better supervision of the plantations the growth of tobacco was restricted within certain boundaries. In the time of Humboldt's right of the plantations and the second boldt's visit it was confined to the valley of

tobacco monopoly brought large sums of money to the Span sh Government. As regards South America, except in Brazil and in the provinces of Guyana, none of the natives inhabiting its various regions appear to bave been acquainted with the use of tobacco until it was iniroduced by the Spaniards. In Guyana, however, at the time of Sir Walter Raleigh's voyage to the Orinoco in search of the El Dorado, tobacco appears to have been culti-vated, and the distom of smoking generally prevalent among the natives who were called Caribbes. The first accounts of tobacco in

Uragua and Camanacta, and the only sort cultivated was that with broad upright leaves. The

Brazil occur in a narrative of a Carmelite monk, I tobacco was prohibited in England, but per-Andre Thevet, who accompanied the expedition of Nicol Durant de Villegagnon to form a settlement on the river Gauabra, in 1555. In North America the practice of smoking tooacco in pipes existed among all the tribes of native Indians at the time when they were first brought in contact with Baropeans, and there is every reason to believe that it originated among the anglest purpose of shigh the nated among the ancient nations, of which the wild Indians, as they are called, are the scat-tered remnants. At any rate, the practice was extremely ancient among them, as is tes-tified by the abundance of pipes found in the old graves and tumuli in the regions bordering the Canadian seas, and in those watered by the Ohio, Scioto, Wabash, Miami, and Mississippi, as well as in the States of Tennessee, Alabama, and Florida. The great antiquity of some of these tumuli in which pipes were found is stiested by the fact of colossal trees having grown upon them, which from the number of rings exhibited by the trunks must be several centuries old. These old pipes are made some of baked clay, and some of different kinds of stone, talc, serpentine, green stone, stealite, and a particular species of stone known as red pipe stone, which is still used by the Indians of the prairies, of the Upper Mississippi and of the Sioux country. They are for the most part manufactured with great skill, and exhibit considerable taste and artistic feeling. Every va-riety of shape is to be seen among them, human heads, wild cats, seals, otters, bears, falcons, owls, frogs, etc., and all are delineated with so much adelity to nature that they may be recognized at once. A very remarkable circumstance about those representing human heads, is that the type approximates very closely to the Mongolian, which goes some way to bear out the opinion of those ethnologists who sup-pose America to have been peopled by migra-tion from the eastern part of Asia. The narratives of all the first discoverers and explorers of North America contain some mention of the lobacco smoking of the natives, and show the practice to have been universal among all the numerous tribes inhabiting that vast continent. Thomas Hariot, who was Sir Walter Raleigh's instructor in mathematics, and joined the expedition fitted out in 1584 by Sir Walter Raleigh. with Queen Elizabeth's con-ent, and which re-sulted in the di-covery of Virginia, gives in the account of his voyage published by him a very full description of the practice. He states that the natives considered tobacco as a gift of the Great Spirit for their especial enjoyment, and that it was the most acceptable sacrifice that could be made to the Great Spirit and the Lord of Lafe. They even believed smoking to form one of the pleasures of the Great Spirit and all good spirits.

One of the most curious and remarkable points connected with the religious and spiritual side of tobacco smoking, as regarded by the natives, is the ceremonial of the calumet or pipe of peace which first came to the knowledge of Europeans in 1645, when Montmagny, a knight of Malta and Governor of Canada, concluded a commer dal treaty with the native tribes of the Algonquins, Montagnez, Hurons, and Cherokees. the midst of the assembly the Indians had planted a richly ornamented tobacco pipe, round which the chiefs scated themselves on their mats. After the conclusion of the treaty they smoked this pipe, handing it round among them-selves and to the Governor, in ratification of the treaty and as a token of their trienally disposition. The custom appears, from the accounts of all early travellers, to have been as universal among the Indian tribes of North America as the habit of smoking itself. It is particularly described in great detail by Hennepin, a Franciscan monk, who, with De in Salle, travelled across the Canadian Lakes and up the Illinois to the Mississippi, then following the course of the Mississippi teached the Gult of Mexico, in the name of France, took possession of the land which borders it, and called it Louisians. The Jesuit Father Chalecrotx, who crossed vast tracts of the Indian country in the early part of the last century, also gives many interesting facts on the subject. They both agree in as-cribing a religious character to the calumet and the caduceus of Mercury, which was also a symbol of peace and friendly embassies, and was borne by priests and sootbayers, who were called tire-bearers, from bringing with them an altar with the sacred tire. The pipe of peace, and the ceremonies connected with it, still con-tinue in use among the wild tribes. tinue in use among the wild tribes of North America. It is about to or or five feet long, of light wood, and profusely ornamented with ribtresses of women's hair, strings of cora beads, and feathers-particularly those of the war-eagle. The women of the tribe feel themselves particularly bound to make the calumet as handsome and shows as possible, and each tribe adorns its pipe of peace in its own way, so that an Indian can ted at a glance to which tribe

any calumet belongs. The bowl of the pipe is usually made of the red pipe stone, a peculiar stone brought from one particular spot, called the Coteau of the Prairies, in the Sioux country. There are a variety of legends connected with the mountain from which the red pipe stone is obtained; one of these is, that once upon a time the Great Spirit called all the tribes together around this mountain, and, standing on its summit, took a piece of the red stone, formed a pipe from it, and began to smoke, blowing huge the assembled multitude. The Great Spirit then spoke, saying:- "This stone is red; it is your flesh, and belongs to you all. Out of it make no more tomahawks, war hatchets, nor scalping knives. Use it only to make the pipe of peace with, and smoke therefrom when you would propiliate me and do my will." At the last puff of his pipe the Great Spirit melted into a cloud which long hovered over the assembled tribes. Spain was the first country in Europe into which tobacco smoking was introduced by the crews of vessels returning from the New World. The tobacco plant itself, however, was known at an earlier period than the practice of smoking -the seed having been brought over by Gon-zalo Hernandez de Oviedo. I's medical virtues as a vu nerarium were much vaunted by Nicolo Monardes, Professor of Medicine at the Univer-sity of Seville, and others; and Jean Nicot, French Ambassador at Lisbon in 1560, introduced it into France, having previously per formed many wonderful cures of sores and wounds with it. To him it owes its scientific name of nicotia. Once the custom of smoking was introduced it soon spread throughout Spain and Portugal, and it is at the present day universal among all classes, from the noble to the peasant. The introduction of tobacco into Eng-land is variously attributed to Sir Thomas Hawkins, on his return from Florida in 1565, to Sir Walter Raleigh, after his expedition to Orinoco, and to Sir Francis Drake, who, in 1586, brought back some of the companions of Raiph Lane, who had attempted to form a settlement in Virginia, and in their intercourse with the Indians had adopted the habit of smoking. After first creating wonder and exciting curiosity, it gradually found imitators, as everything new and strange, and calculated to attract attention, is sure to do. Sir Walter Raleigh, who was passionately addicted to it, seems to have con-tributed most by his eminent example to give vogue to the practice. The old story of his ser vant believing him on fire need not be repeated here. So inveterate was the habit with the gallant old sailor, that even on the morning of execution he is said to have smoked his pine with the same apparent enjoyment as ever. In London the practice of smoking soon made rapid strides, and smokers assembled in large parties at the beer shops and taverns. The trade of tobacco which was brought from Cuba and Trinidat and other Spanish settlements, acquired considerable importance; the shops in which tobacco was sold were distinguished by the figure of a negro with a roll of tobacco at his side. Towards the end seventeenth century tobacco smokers were to be found in every corner of the land, and among all classes. The custom was first brought upon' the stage by Ben Jonson, in kvery Man in his Humor, in which "Captain Bobadil" appears smoking a pipe in company with others addicted to the same practice, James I recorded the practice of smoking at the same practice. James I regarded the practice of smoking with James I regarded the practice of smoking with abhorrence, and composed a violent distribe against it. When he visited the University at Oxford, in 1805, it was thought nothing more acceptable could be hit upon to please the King than a public disputation on tobacco smoking. During the reign of Charles II the use of tobacco spread widely—people smoked, snuffed, and chewed it. Under this reign the cultivation of

mitted in Ireland, and a duty was laid on its im-portst on in 1684. In 1789 the tax was increased and put under the excise. The trade in tobacco has sone on steadily increasing up to the present day. The importation in 1850 was 43,551. 954 pounds, of which 1,905,306 pounds were manufactured.—N. O. Times.

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Gordonsville, places of imperienable interest in her popular mind.

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Leaves Reading at 7:35 A. M. and Harrisburg at 7:35

Leaves Reading at 735 A.M. and Harrisburg at 736 A.M. and Harrisburg at 736 A.M. and Harrisburg at 736 A.M. and Downlastow at 1230 P.M. for Philadelphia and all way stations. Leaves steading as 1130 A.M. and Downlastow at 1230 P.M. for Philadelphia and all way stations. All the above trains run daily, undays excepted. Suncay trains feave Pottaville at 800 A.M., and Philadelphia at 515 P.M. Leave Philadelphia for Reading at 800 A.M.; te urning from Reading at 425 P.M. CHESDER VALLEY BAILEROAD.

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original returning from Downingtown at 6 35 A. M. and 12-25 noon.

NEW YORK EXPLESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M., and 8:20 P. M., nassing Reading at 1:30 A. M. and 1:48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Limira Haifmore, etc.

Keturning, express train leaves Harrisburg on strival of the Pennsylvania express from Pittsburg, at 3 and 9:75 A. M., passing Reading at 4 49 and 10 52 A. M., and attiving in New York at 10 A. M. and 2 45 P. M. Sleeping cars accommany these trains through between Jersey (114 and Pitt-burg without change.

A mail train for New York leaves Harrisburg at 2:00 P. M. Mail train for Harrisburg leaves New York at 1. M. SCHUYLKILL VALLEY RAILROAD.

1 M. SCHUYLKILL VALLEY BAILROAD.

SCHUYLKILL VALLEY BAILROAD.

Trains leave Pottsville at 7 and 11-30 A. M., and 7-15
P. M. returning from Tamaqua at 7-35 A. M. and 140
and 4-15 P. M. substitution of the state of

Through first-class itekets and emigrant itekets to all the principal points in the North and West and Canada.
The tollowing tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or to G. A. NICOLLS, General Superintendent, Resolugy.

COMMULATION TICKETS

At 25 per cent, discount, between any points desired, for families and firms.

Good for 2660 miles, between all points, \$52-59 each, for families and firms

SEASON TICKETS,

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at hall fare.

EXCURSION TICKETS

caids crititing themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphis to principal siza ions, good for Sa turday. Sunday, and Monday, at reduced fine to be had only at the licket Office, at THILTEENTH and CALLOWHILL Streets.

Goods of all descriptions forwarded to all the above points from the Company's new Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5 30 A. M., 12 45 noon, and 6 P. M., for Reading, Lebanon, Barrisburg, Potisville Port Clinton, and all points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its brenches at 5 A. M., and all the principal stations only at 2 15 P. M.

FOR NEW YORK .- THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Company's Lines. FROM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Wharf, will leave as follows, viz:-- At 5 A. M., via Camden and Ambay, Accomp ode. FARE Cation.

At 8 A. M. 2 and 5:30 P. M., for Mount Holly, Ewansviite Femberton, and Vincentown. At 5 A. M. and 2
P. M. for Freehold.

At 5 and 16 A. M., and 12 M., 4, 5:30 and 7 P. M. for Fish
bouse. Primyra, Riverton. Progress. Delanco.
Beverly. Edgewater, Eur ington. Fiorence, Bordentown, etc., The 18 A. M., and 4 P. M. lines run direct
through to Trepton.

through to Tienton.

LINES FROM KEN-INGTON DEPOT WILL LEAVE
AS FOLLO 48:—
At 11 A M., 4:30 6:45 P. M., and 2 P. M. (Night) via
Kensington and Jersey City i xpress Lines, are \$3:40.
The 6:45 P. M., Line will run daily. All others Sundays
executed At 7:30 and 11 A. M., 3 3:30 4:30, 5, and 6:45 P. M. and 12 At 7:30 and 11 A. M., 3 3:30 4:30, 5, and 6:45 P. M. and 12 5:10 light for Bristol. Trenton, etc.

At 7 and 10:15 A. M., 12 M. 3, 4, 5, and 6 P. M., for Cornwell's Torrisdate Holmesbury, Tacony, Wissinoming, Bridesburg, and Frankford, and at 10:15 A. M. 50 Bristol. Schenck's, Eddington, and 8 P. M. for Holmesburg and intermedia e stations.

At 7:30 A. M. and 3:30 P. M. for Niagara Falls, Buffalo, Dunkirk (anandalaua, Elmira, Ithaca, Owego, Roches er Binglismpton, Oswego, Syracuse Great Bend, Montrose Wilkesparre Scianton Stioudsburg, Water Cap, 1. levidere, Laston, i amberiville, elemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethle bem etc. bem etc. At 5 P. M. for Lambertville and intermediate stations. May 1, 1866. WILLIAM H GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD. Depot THIRD Street above Thompson.
For BETBLEHEM, DOYL; STOWN, MAUCH CHUNK, EASTON WILLIAMSPORT, and WILKES BARBE.
At 730 A. M. (Express), for Betblehem, Allentown Mauch Chunk, Hazleton Willamsport, and Wilkes-Mauch thunk, Hazleton Willamsport, and Wilkesburre.

A13-30 P M (Express) for Bethlehem, Easton, etc.
reaching Easton at 6-45 F. M.

t 5-15 P. M. for Bethlehem, Allentown, Mance thunk. Danville and Williamsport.
For Doylestown at 8-35 A M., 2-30 and 4-15 P. M.
For For Washington at 10 A M. and 11 P. M.
For Lansdale at 6-15 P. M.
White cars of the Second and Third Streets Line City
Passenger Cars run direct to the depot.
TRAINS EOR PHILADELPHIA.
Leave Bethlehem at 6-25 A. M. and 10-92 A. M., and
6-15 P. M.
Leave Doy estown at 6-30 A. M., 3-15 and 5-30 P. M.

6 15 P. M.
Leave Lony estown at 6 30 A. M., 2-15 and 5 30 P. M.
Leave Lany dale at 6-10 A. M.
Leave Lany dale at 6-10 A. M.
Leave Fort Washington at 10-50 A. M., and 2-15 P. M.
ON SUNDAYS.
Philadelphia for Fetnehem at 9 A. M.
Philadelphia for Joylestown at 3 P. M.,
1 oylestown for 1 hir adelphia at 7 20 A. M.
Bethichem for Philadelphia at 4 P. M.
1 brough Tickets must be procured at the ticket offices.
THIRD Street or BEEES Street.

8 5

ELLIS CLARK, Agent

WEST JERSEY RAILROAD LINES.—
From foot of MARKET Street (Upper Ferry),
Daily, except sundays
FALL AND WINTER AERANGEMENT,
Commencing WEDNESDAY, November 18, 1868,
For Bridgeton, Salem, and all Stations on West Jerses
and Salem Bailroads, at 9 A. M. and 530 P. M.
For Milville and all intermediate Stations, at 9 A. M.
and 3 A. M.
For the May and intermediate Stations at 9 A. M.
For the May and intermediate Stations at 9 A. M.
For the May and intermediate Stations at 9 A. M. For Cape May and intermediate Stations at 9 A. M. to Milvelle, contecting with Freight Train Passenger Capatitached for Cape May, due 345 P. M., and 3 P. M., through l'assenger one 8 P. M., For Chassbore and intermediate Stations, at 9 A. M., at d 350 P. M. For Woodbury, Gloucester, etc. at 9 A. M., 3. 3:30 and 5:30 P. M.

Freight will be received at second covered wharf below walnut street, from 7 A. M., until 5 P. M.

Freight received before 9 A. M. will go forward same day

day
Freight delivery, No. 228 S. Delaware avenue.
J VAA MENSSELAER, Superintendent
THE WEST JERSEY EXPRESS COMPANY
will attend to all the usual branches of express business,
receive, deliver, and torward through other responsible
Express Companies, to all parts of the country, any
article invusted to them.
A Special Messenger accompanies each through train.
Office, No. 5 Whint street 9 16 9m

REVENUE STAMPS, REVENUE STAMPS Or all descriptions, Or all descriptions.

Always on band.
A' Ways on band.
A' Ways on band.
AT FLORENCE SEWING MACHINE CO.'S OFFICE
No 630 CHENNUT Stret
No. 630 CHESNUT Stret,
One door below Seven'h street
One door below Seven'h street
The most bheral discount allowed.
The most liberal discount allowed.

RAILROAD LINES

THILADELPHIA, WILMINGTON, AND BAL
TIMORE RAILROAD.

TIME TABLE.

Commencing MONDAY April 15, 1868. Trains will
leave Depot corner of BROAD Street and WASHING16 N Avenue, as lollows:—
Express train, at 415 A. M. (Mondays excerted), fo
Baltimore and Washington stopoling at Chester, Wilmington, Newark, Fixton, Northeast, Perryville, Havrede Grace, Aberdeen, Perryman's, Magnelia, Ches's
Stemmer's Run. Stemmer's Run.

Way Mail Train at 8 15 A. M. (Sundays excepted): for Ealtimore, stopping at al. regular stations between Pht-indelphis and Ealtimor.

Delaware Rairoad Train at F A. M. (Sundays excepted), for Princess Anne, Millord, and internediate Express Train at H-45 A. M. (Sundays excepted), for Ballimore and Washington.

Express Train at 2 P. M. (Sundays excepted), for Ballimore and Washington stopping at hester, thymont, Wilmington, Newars. Filton, Northeast. Perryville, Havie de Grace. Aberdeen. Perryman's, Edgewood, Magnolia, Chare's and Stemmer's Rus.

Night! xpress at 11 P. M., for Ballimore and Washington. Figure 1 Apress at 11 P. M., for Ballimore and Wash ingion.

Farence ers by Boat from Baltimore for Fortress Monroe Norselk, City Point, and Richmond, will lake the
II 45 A. M. rain.

WILMINGTON ACCOMMODATION TRAINS.

Stopping at all Stations between Philadelphia and Wilmington. mington
Leave Philade phia at 9, 11 15 A. M., 420 6, and 11 29
P. M. The 4:30 P. M. train connects with lelaware
Railroad or Harrington and intermediate stations,
Leave Wilmington at 6:45 8 and 9:30 A. M., 4 and 6:30

Trains for New Castle leave Philadelphia at \$ A. M.,
Trains for New Castle leave Philadelphia at \$ A. M.,
130 and 6 P. M.
THROUGH TRAINS FROM BALTIMORE
THROUGH TRAINS FROM BALTIMORE
THROUGH TRAINS FROM BALTIMORE THROUGH TRAINS FROM BALTIMORE
Leave Wilmington at 11 A. M., 436 and 10 P.M.
Chester For Philadelphia
Leave Chester at 76, 86, 10 14 and 11 49 A. M., 4 43
bit, 726 and 10 35 P. M.
From Baltimore 7. 5 A. M., Wavinsil. 920 A. M.,
Express. 110 P. M., Expless. 6 35 P. M., Express. 825
P. M., Express.
TRAINS FOR BALTIMORE
Leave Chester at 40 and 8 52 A. M., and 3 38 P. M.
Leave Wilmington at 5 23 and 9 33 A. M. and 115 P. M.
Freight Trains with Passenger Cars attacoed will leave
as follows:—Wilmington for very vite and intermediate
stations at 6 (5 P. M. Baltimore for Havre-de-Orace and
intermediate stations at 4 45 P. M. Perryville for Wilmington and intermediate stations at 50 A. M. connecting at Wilmington with 6 A. M. train for Philadelphia.
SUNDAY TRAINS.

SUNDAY TRAINS.

Express Train at 415 A. M. ter Baltimore and Washington. Stopping at the ster, Wilmin.ton, Nowark. Elkton, Northeast Perryvite. Havre-de-Grace, Aberdeen, Petri msn's Magno in Chase's and Stommer's Run. Night Express, 11 P. M. tor Raitimore and Washington. Accommodation Train at 1130 P. M. for Wilmington and intermediate stations.

EALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 825 P. M. stopping at Havre-de-Grace. Perryvitie, and Winnington. Also s dis at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

Accommodation Train from WI mington for Philadel phis and intermediate stations at 6 °0 P. M.

416 H. F. KENNLY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD.—
SPEING ABRANGEMENT.
The Trains of the Tennsylvania Central Railroad leave the Lenot, at Thirly-first and Market streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car leaves From street about 30 minutes prior to the departure of each Train.
On Sundays—Cars leave Eleven'h and Market streets 40 minutes before the departure of the Evenlog Trains.

On Sundays—Cars loave Fleven a and Market streets 45 minutes before the departure of the Evening Trains.

Mann's Haggage Express will call for and deliver Baggage at the Lepol. Orders left at the Office, No. 681 Cleanut street will receive attention

Mail Train.

Mail Train.

Mail Train.

Mail Accommodation, No. 1. at 300 A. M.

Paold Accommodation, No. 1. at 100 P. M.

Harrisbur, Accommodation.

Mail 230 M.

Parkesburg.

Harrisbur, Accommodation.

Mail 230 M.

Parkesburg.

Harrisbur, Accommodation.

Mail 230 M.

Pall Bail's at 230 M.

Philadelphia Expresst.

Cincinnati Expresst.

Cincinnati Express At 710 A. M.

Philadelphia Express At 710 A. M.

Paoli Accommodation, No. 1. at 820 M.

Parkesburg.

Lancaster Irain.

Fast Line.

Fast Line.

Fast Line.

100 M.

110 A. M.

120 A. M.

120 A. M.

120 A. M.

120 M.

120 A. M.

120 A.

120 A. M.

120 A.

120 A. M.

120 A.

Monday. All other Trains daily, except Sunday.

All other Trains daily, except Sunday.

The Penesylvania Raliroad Company will not assume any risk for Baggage, except for Wearing Apparet, and limit their responsibility to One Hun red Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owners, unless taken by special contract.

TICKET OFFICES

Have been opened at No. 671 (heannt street, Continental Botel, and Gifard House, where Tickets may be procured to all important points in Pennsylvania, as well as the West. Northwest and Southwest; and all particulars given as to time and connections by JOHN C. ALLEN, Ticket Agent.

the West. Northwest and Southwest lars given as to time and connections by JOHN O. ALLEN. Ticket Agent.

The Ticket Office at West Philadelphia will be continued as heretotore, where all into mation restecting routes, as well as Tickets, can be find on application to THOMAS H PARKE.

Ticket Agent at the Depot.

An Emigrant Train runs daily (except Sunday). For full particulars as to lare and accommodations apply to FRANCIS FUNK.

3 12

No. 137 DOCK Street.

ON SUNDAYS. Leave Philadelphia S A. M., 2%, 4, and 1% P. M. Leave Manayunk 7% A. M. 1%, 6 and 9% P. M. W. S. WILSON, General Superintendent, Depot NINTH and GREEN Streets.

1866-PHILADELPHIA AND ERIE RAIL.

ern and Northwest Counties of Pennsylvania to the City of Frie on Lake Frie. It has been leased and is operated by the Pernsy vania Railroad Company.

Time of Passen, be Trains at Philadelphia Arrive Eastward-Erie Mail Train, 7 a. M.; Erie Express Train, 1 P. M.

Leave Westward-Erie Mail, 1 P. M. Erie Express Train 12 M.

Passenger cars run through on the Erie Mail and Express trains both ways between Philades philades and the contract of the press trains both ways between Philades philades and the contract of the press trains both ways between Philades philades and the contract of the press trains both ways between Philades philades and the contract of the press trains both ways between Philades philades and the press trains both ways between Philades philades and the press trains both ways between Philades philades and the press trains both ways between Philades philades and the press trains both ways between Philades phil Leave westward—E.16 Mail.) P. M.; Eric Express
Train 12 M.
Passenger cars run through on the Eric Mail and Express trains both ways between Philade phia and Eric.

EW YORK CONN-ECTION.

Leave New York at 9 A. M. arrive at Eric 215 A. M.
Leave Frie at 155 P. M. arrive at Eric 215 A. M.
Elecant Sleeping t are on at the night trains.

For information respecting passenger business, apply
at corner Thirtle. H. and MARKET Streets Phila.

And for treight business, of the Company's Agents, S.
B. Kingston, Jr., corner Thirteenth and Market streets
Philadelphia; J. W. Reynolds, Lrie; William Brown,
Agent N. C. R. H., Baltimore.

H. P. HOUN 10 S., General Freight Agent, Phila.

H. W. GWINNER General Tlexet Agent, Phila.

A. L. TYLLER, General Sup't, Williamsport.

REIGHT LINES FOR NEW YORK AND sai, the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILEOAD AND TEANSFOR ATTOM COMPANY FREIGHT LINES for New York will leave WALNUT Street Whair at o'clock F M. daily, Sundays excepted).

Freight must be delivered before 4% o'clock, to be forwarded the same day.

Returning, the shove lines will leave New York at 12 neon, and a and 8 P. M.

Freight for Tren on Princeton, Kingston, New Bruns wick, and all points on the Camben and Amooy Rail road; also, on the Belvidere, Delaware and Fleming ton, the New Jersey, the Frechold and Jamesburs, and the Burlington and Mount Holly Railroads, received and toywarded up to 1 P. M.

The Belvidere Delaware Heliroad connects as Phillips burg with the Lehigh Valley Railroad, and at Manna, and Western Rai road, forwarding to syracuse, Buffalo and other coints in Western New York

The New Jersey Railroad connects at Elizabeth wis the Kew Jersey Central Railroad, and at Newark with the Morris and Essex Railroad, and at Newark withe Morris and Essex Railroad, and at Newark withe Morris and Essex Railroad, on the receipt will be seen the sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will by the memorandum, specifying the marks and numbers, shippers, and consignees, must in every mistance be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent will be sent with each load of goods, or no receipt will be sent will be sent will be sent

be sent with each load of goods, or no receipt will gives

N. B.—Increased inclinies have been made for the transportation of live stock. Drovers are invited to try the route. When sook is rurnisped in quantities of two carloads or more it will be delivered at the foot of Fortich a rect near the Brove Yard, or at Pier No. 1. Korth River, as the shippers may designs to at the time offshipment.

For terms, or other information, apply to WALVER FRIFFNAN, Freight Agent.

11.1 No. 226 S. DELAWARE Avenue, Philado phila