THE DESCRIPTION FOR AVERAGE VILLE SHIT THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAY, OCTOBER 30, 1867.

THE ZOUAVE JACOB.

Paris has been ringing with stories about a non-commissioned officer of Zouaves, named Jacob-presumably a Jew-who, it seems, claims the power of working miracles, or, if not miracles, cures without any agency save his own will. According to popular rumor, he can oure all diseases in an instant by the glance of his eye, has cured the heir of the Bonapartes of scrofula, has cured Marshal Forey of hemiplegia, has cured the Count de Chateauveillard, or some such name, of longstanding paralysis, has cured this chiffonier, and that fishwife, and the other Auvergnat porter of most diseases known to man. profound is the belief in his powers among the lower classes, that the street in which he operates is blocked up, and the police, either moved by the annoyance, or warned by the priests that cures of the kind did not tend to increase bellef in Christianity, ordered the exhibition to end. All this is very vague, too vague for comment, but it appears from really respectable testimony that a man of this name, wearing a Zouave aniform, has really claimed a power of curing, by an effort of the will, such diseases as have their origin in paralysis of the nerves, that he has either cured, or deceived, or bought certain protectors, and that he has excited a sort of furore among the lower classes. Further, it seems that one Englishman, presumably intelligent, and certainly educated, has had access to his room during the cures. The Birmingham Journal is not, we fear, a paper quite so much read in London as it deserves to be, but it possesses a Paris correspondent who is certainly a great gossip, and we fear given, when hardly pressed, to trust a little to a very fertile imagination, and who makes upon the subject of this Zouave the following extraordinary statement, by far the most minute that has yet appeared in England. We cannot help the length of a narrative which is well worth the time it takes to read, and which is absolutely essential to our purpose:-

"The Zouave admits no one to his presence who is not really afflicted with disease or infirmity-those who are led to the Rue de la Requette by curiosity being compelled to re-main in the waiting-room. Fortunately, I was furnished with a letter from his best friend, and became privileged at once. I entered the room with twenty of the most ragged and dirty of the whole mob, and am thus enabled to describe the scene. The Zouave was standing as if in a revery when we entered yellmell into the long, low apartment where the cures were performed. He was leaning against the wall, with his eyes half open, after the fashion of Sonnambula before entering completely into trance, the only difference being in the intense light shot out from the living orbs beneath the drooping eyelids. He neither spoke nor moved while his father busied himself in arranging the visitors upon the low wooden benches before him. Every crutch and stick was taken from the infirm patients, and placed in the corner be-hind the door, amid the timid whines of the poor frightened creatures, accustomed to look upon the help afforded by these objects as absolutely necessary to their safety. When all were seated thus, leaning the one against the other, the father going close up to the son, whispered in his ear. He was aroused in a moment, and, coming forward with a movement brusque and hurried, savoring of the military camp, and not in the least of the solemnity of the magician's sanctuary, he walked up and down for a few minutes before the eager line of sufferers. To each he told the disease under which he or she was suffering, and the original cause of the malady; and, as no objection was made in any one case, I am led to suppose him to have been right in all. "Presently, however, I observed him to stop suddenly, and fix his eye upon one of the patients who sat at the extreme end of the second bench, and after examining him for a moment, turn aside with a slight shudder, which I observed was neither of disgust nor dread, but a kind of involuntary recoil. He said abruptly, pointing with his forefinger straight into the face of the individual he addressed :- 'I can do nothing for your disease ; it is beyond my power ; go, and re-member it is useless to return.' This was all, but the words acted upon the man like a magic spell. He shook from head to foot. like the aspen leaf, and tried to gasp out a few words, but whether of prayer or expostulation it is impossible to say, for his tongue seemed paralyzed, and clung to the roof of his mouth, while the Zouave turned aside with an indescribable expression of fear, certainly indicative of a kind of intimidation. But this was soon shaken off, and he again passed before the line, uttering simply the words, 'Rise and walk !' The sound which simultaneously burst from the assembly could find no fitting description in any language. It was a sort of moaning whine, a kind of infantine wailing, evidently produced by fear and daubt. One feeble old beggar woman, whose head had stopped its palsied shaking from the moment the Zonave Jacob had fixed his glittering eye. upon her, was the one who gave expression to the feeling which had evidently taken possessian of them all. 'Oh, how can I move without my crutches?' and, having turned a yearning look towards the corner where these old friends and supporters were standing, with a host of others, she began to mumble and moan most pitcously. But the Zouave looked for an instant down the line, with an ominous frown on his brow, as he found that not one of the patients had obeyed his orders. "No pretension to the sacred character of a prophet, or inspired seer, was there, for he stamped with such rude violence on the floor that the casement shook again. He almost uttered an oath, but it was unfinished, as he once more uttered the command to rise and walk, so that others might be admitted in their place. Then came the most strange and mysterious moment of the whole ceremony. One by one did every individual seated upon those low wooden benches rise and stand erect. No words can describe the singular spectacle offered by this fearing, hoping, doubting crowd, as each one found himself standing. firm upon the legs which for years had ceased to do their office. Some laughed like foolish children, some remained wrapped in stolid wonder, while many burst into the most heartrending paroxysm of weeping. It was then that the Zouave stretched forth his arm and bade them pause. All was hushed and silent for a moment. The pause lasted for some time. I have been told that it is always so, but have not been able to account for its necessity; and then the door was thrown open, and the crippled and the paralyzed, and the halt and the lame of the hour before, walked from that long, low, halfdarkened chamber, with a somewhat timid gait, it may be, but with straightened limbs and measured steps, as though no ailment had ever mached them. One or two amongst the number turned to thank their deliverer, but the Zouave dismissed them brutally. 'Be off; don't stand shilly-shally. You are oured, ain't you ?-that's enough-now pietiez-moi le camp!' In plain English-'Cut your stick, and he gone.' Before leaving the room I turned to look at the single patient whose case Jacob had pronounced as being beyond his power to cure-the man was paralyzed in both

arms, and his neck twisted all awry. It certainly was a hang-dog countenance, worse than any I ever beheld, and the expression of rage, and hate, and fear, which it conveyed was un-mistakable. His feet were paralyzed likewise and twined outward.

"The Zouave's father searched amongst the sticks and crutches left in the corner for those which belonged to the only cripple destined to remain so, and as he touched each one, look with inquiring glance towards the unhappy wretch, who answered with an awkward jerk of his wry neck, until he seized upon a sort of wooden shelf or go-cart upon wheels, which the cripple had been used to push before him. A boy came in to help him from his sent, and as he disappeared, supported by this aid, he uttered a poignant groan, which rosounded through the place with the most weird and terrible effect imaginable. I subsemently inquired of the Zouave by what impression he was made aware of his inability to cure. He answered simply that in cases of this kind a veil seemed to fall before his yes and impede his view of the patient.'

We need not say we do not ask our readers to believe one word of that most extraordinary statement. We know nothing whatever of the correspondent of the Birmingham Journal, except that for years past he has been telling stories in that paper better than almost any one tells them; we do not know his name, and are wholly unable to decide whether he saw all this, or deliberately invented all this, or, as is most probable, pieced together all this from other men's stories, and then made himself the hero of the narrative. That remark about the veil looks decidedly like an invention, for it is Scotch. Old Scotch was the mode adopted fifty years ago by the "seers" of Skye to describe the modus operandi of their power of predicting death. Nor do we care much to explain, or try to explain, the impression the Zonave has unquestionably produced in Paris.

Our own impression is, we confess, a very strong one, that he is not a fanatic at all, but an impostor, who gets up this drama as an advertisement, with the view of creating an im-pression-highly profitable in Paris-that he can cure what quacks call "nervous diseases," but that is only a plausible guess. But the story irresistibly suggests the old query, what amount of evidence will justify an intelligent human being in believing the facts related of the Zouave? Clearly no statements from unknown newspaper correspondents would jusfy him, because we have no sufficient proof that they are certain to tell the truth, or intelligent enough to detect falsehood. But how much evidence would do ? Suppose, instead of an unknown gossip, a known man, say Mr.W. H. Russell, had signed that wonderful tale, would that have been sufficient ? No; for any individual might have been the victim of an illusion. Well, but suppose a group of known men, say, to make the supposition perfect, the Archbishop of Canterbury, Mr. Maurice, Lord Stanley, Mr. Lewes, Professor Huxley, and Sir Henry Thompson-the operator, we meanhad added their signatures to the tale, would that have been sufficient ? We believe one-half the educated men in England would say immediately no, that no evidence whatever could prove an occurrence, or rather a series of occurrences, so nearly approaching the miraculous. And yet, if the testimony of many men morally incapable of lying, intellectually more competent to test deception than any average doubter to test their statements, is not to be

accepted, why do we believe anything ? Most of us have no better proof that the Queen exists, for, after all, one's eyesight, if fairly considered, is by no means so complete a demonstration of any fact as the testimony of those six men would be. Their six eyesights are worth more than our one, on any rule of evidence worth discussion. There is no proof that we know of that the earth goes

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PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S Regular Lines for NEW ORLEANS, LA., via Havana. emi-monthly; SAVANNAH, GA., weekly, and W11. MINGTON, N. C., semi-montaly.

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the STAR OF THE UNION will sall for New Orleans, via Havana, Saturday, November 2, at poclock A. M., connecting with Morgan's Line to Mo bile, Galveston, Iudianola Lavacca, Brazos Sautiago. and with the Atlantic and Miss. S. P. Co. to all polois

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OPPOSITION TO MONO POLY.-DAILY LINE FOR BALTI MORE, via Chesapeake and Dela

Sundays excepted). Carrying all description of Freight as low as any ther line. Freight handled with great care, delivered momptly, and forwarded to all points beyond the armians free of commission. Particular sitention paid to the transportation of description of Merchandhas Hornas Carrieros

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RAILROAD LINES.

RALLOAD LINES. R E A D IN G R A I L R O A D. GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA CUMBERLAND, AND WYDMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANALAS, FALL ARRANGEMENT OF PASSENGER TRAINS, MONDAY, September 20, 1867. Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the fol-HORNING ACCOMMODATION.

mberland, Williamsport, York, Chambersburg, Finegrove, etc. AFTERNOON EXPRESS Leaves Philadelphia at 239 P. M., for Beading, Potta-ville, Entrisburg, etc., connecting with Reading and Colombia Railread trains for Columbia, etc.

2010mbia Rallread trains for Columbia, etc. FO «TSTOWN A COCOMMODATION Leaves Pottstown at 6 45 A. M., stopping at inter-neciate stations: arrives in Philadelphia at 965 A. M. Returning, leaves Philadelphia at 5 55 F. M.; arrives

Returnieg, loaves Foliadeiphia at 555 F. M.; arrives in Poissown at 800 P. M. READING ACCOMMODATION Leaves Reading at 756 A. M., stopping at all way stations arriving at Philadelphia at 1910 A. M. Roturnicg, leaves Philadelphia at 1910 A. M. Roturnicg, leaves Philadelphia at 000 P. M.; arrives in Ecading at 755 F. M. Trains for Philadelphia leave Harrisburg at 310 A. M. and Poitsville at 355 A. M.; arriving in Philadel-phia at 100 P. M. Afternoon trains leave Harrisburg at 210 P. M. Pottsville at 255 P. M.; arriving in Philadel-phia at 100 P. M. Afternoon trains leave Harrisburg at 210 P. M. Pottsville at 255 P. M.; arriving in Phila-delphia at 656 P. M. HARINEBURG ACCOMMODATION. Leaves Reading at 715 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Acco-modation south at 650 P. M., arriving in Philadelphia at 910 P. M.

Market train, with passarger car attached, leaves Market train, with passarger car attached, leaves Philadelphia at 1245 boon for Pottsville and all way stations. Leaves Pottsville at 700 A. M. for Philadel-phia and all way stations.

phia and all way stations. All the above trains run daily, Sundays excepted. Funday trains leave Poitsville at soi A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 4:25 P. M. CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD. Passengers for Downlogtown and intermediate points take the '500 A. M., and 500 P. M. trains from Philadelphia, returning from Downlogtown at 610, A. M. and 100 P. M. THE WEST Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 100 A. M. and 120 and 1005 P. M., and come cling at Harr aburg with Pennsylvania and Northern Central Rairroad express trains for Pitts-burg, Chicago, Williamsport, Eimitra, Baitimore, etc. Returning, express train faces Harrisburg on arri-val of the Pennsylvania express from Pittsburg on arri-val of the Pennsylvania express from Pittsburg in New York at 10'10 A. M., and 4 to and 5'20 P. M. Steep-burg can accompany these trains through between Joney Chy and Pittsburg, without change. A mail train for New York leaves Harrisburg at 2'10 P. M. Mail train for Harrisburg Harrisburg at Schulytkrith VALLEY HAILROAD

270 P. M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILBOAD.
Trains leave Pottsville at 7 and 11/30 A. M. and 710 P. M., retorbing from Tamaqua at 7/35 A. M., and 140 and 415 P. M.
SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.
Trains leave Auburn at 750 A. M. for Pinegrove and Harrisburg, and 1/50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3/20 P. M., and from Tremont at 755 A. M. and s/25 P. M. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

and the principal points in the North and West and Canada. Execusion tlokets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Pointsown Accommodation trains, at reduced rates. Excursion takets to Philadelphia, good only for one day, are sold at Reading and Inter-mediate stations, by Reading and Pointsown Ac-commodation trains, at reduced rates. The following tickets are obtainable only at the

The following lickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 South FOURTH Street, Philadelphia, or of G. A. NICOLLS,

FOURTH Street, Prinadelphia, or of G. A. NICOLLS, General Superintendent, Reading:-COMMUTATION TICKETS At 25 per cent, discount, between any points desired, for families and firms, MILEAGE TICKETS, Good for 2000 miles between all points, \$2:50 each, for families and firms, SEASON TICKETS, BEASON TICKETS, Discourse of the set works for holders

SEASON TICKETS, For three, six, nine, or twelve months, for holders only, to all points, at reduced rates. CLEBGYMEN Residing on the line of the road will be furnished cards entitling themselves and wives to takets at half fare. EXCUESION TICKETS

EXCURSION TICKETS From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be saturday, Sunday, and Monday, at THIRTEENTH and

RAILROAD LINES,

RAILROAD LINES.

General Superintendent.

WEST JERSEY RAILROAD LINES, FROM

WEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), Commencing TUESDAY, September 17, 1897, For Bridgeton, Salem Vineland, Miliville, and in-termediate stations, 800 A. M., and 330 P. M. For Cape May 830 P. M. For Woodbury at 8400 A. M., and 330 and 6500 P. M. Freight Train leaves Camden at 12 M. (noon) daily, Freight will be received at Second Covered Wharf below Walnut street, from 750 A. M. until 500 P. M. Freight ull be received at Second Covered Wharf below Walnut street, from 750 A. M. will go forward the same day.

ame day. Freight Delivery, No. 225 S. DELAWARE Avenue, 72 tf WILLIAM J. SEWELL, Superintendent

CAMDEN A N.D. BURLINGTON COUNTY CRAILEROAD.-On and after MONDAY, October 21, 1557, trains will leave from root of MARKET Street (opper ferry), for Merchantville, Moorestown, Hart-ford, Masonville, Hainesport, Mount Holly, Smith-ville, Evansville, Vincentown, Birmingham, and Pemberton, at 10 20 A. M. and 430 P. M. RETURNING. Leave Pemberton at 7:55 A. M. and 2:05 P. M. M. Holly " 5:17 " 2:27 " M. Holly " 5:42 " 2:52 " M. Holly " 5:42 " 2:52 " 10 22 tt C. SAILER, Superintendent.

LUMBER.

N ORTH PENNSYLVANIA BAILROAD,-

WAILKOAD LINES. WEST CHESTER AND PHILADELPHIA WATER ARRANGEMENT. On and after MONDAY, October 7, 1867, Trains will feave Denot, THIRTY-FIRST and CHESN UT BURGOM. West Philadelphia, as follows:-Take Philadelphia for West Chester, BT (1 A. M., 14 A. M., 200 P. M., 410 P. M., 900 P. M., and in A. M., 200 P. M., 410 P. M., 900 P. M., and in East Market street, at 625 A. M., 745 A. M., 510 and 1065 A. M., 106 P. M., 400 P. M., 900 P. M., and in East Market street, at 625 A. M., 745 A. M., 510 and 1065 A. M., 106 P. M., 400 P. M., 900 P. M., and in East Market street, at 625 A. M., 745 A. M., 510 and 1065 A. M., 106 P. M., 400 P. M., 900 P. M., and and Market street, at 627 A. M., and Jong Tains leaving West Chester at 520 A. M., and leav-ing Philadelphia at 450 P. M., will alop at B. C. Juno-ton and Media only. Taket Chester at 746 A. M., and going west will take train leaving Philadelphia at 450 P. M., and information of the Arrival of the Market Street cars will be in waiting, as menal-ting the street and Market streets, on the arrival of the Market Street as the the cars on Market trains, to convey passengers like the city; and on these leaving the Depot take the cars on Market pront and Market streets and the cars on Market trains, to convey passengers like the city; and on these leaving the Depot take the cars on Market pront and Market streets cars with eaving trains the train leaving the take train leaving trains the train deaving the state the cars on Market trains, to convey passengers like the city; and the three leaving the Depot take the cars on Market trains, to convey passengers like the cars on Market trains, the cars on Market street cars condect with NORTH PENNSYLVANIA BAILROAD,-THE MIDDLE ROUTE.-Shortest and most interct route to Bethlehem, Alleritown, Mauch Chunk, intercessor People in Philadelphia, N. W. outner of BERES and AMERICAN Streets. BUMMER ARUANGEMENT. MINE DAILY TRAINS. The DAILY TRAINS. The Matheman Streets and American actess, daily Studies exceeded, as follows.-The New Depol, corner, Berks and American actess, daily Studies exceeded, as follows.-The Marker WEDNESDAY, May 5, 1857, Passenger functional stations on North Pennsylvanits Railroad, interipal Stations on North Pennsylvanits Railroad, for Allertown, Carasaudu, Statington, Mauch Chunk, Weatherly, Jeannville, Harseiton, White Haven, being and Wyoming Valleys, also, in connection of the Lebich and Mananoy Railroad, for Mananoy of the Allerton and Willemenort. Arrive at Mauch heidigh and Wyoming valleys: also, in connection of the Allerton and Willemenort. Arrive at Mauch heidigh and Wyoming valleys: also, in connection of the Milton and Willemenort. Arrive at Mauch heidigh and Wyoming Valleyse. Arrive at Mauch heidigh and Wyoming the Heidigh and the Station heidigh and Wyoming Walleyse. Arrive at Mauch heidigh and Wyoming the Heidight and the Station heidight and Wyoming the Heidight and the Station heidight and Wyoming the Heidight and the Station heidight and Mause and Willemenort. Arrive at Mauch heidight and the Station can take the Ladight Valley heidight and Mause and Willemenort. Arrive at Mauch heidight and Mause and Willemenort. Arrive at Mausen heidight and Alleyse and Alleyse and Alleysen heidight and A

streed, the hast car connecting with each train leaving front and Market streets thirty minutes previous to departure. The Chesunt and Walnut Street cars connect with all of the above trains, carrying passengers down Chennut street, past the principal hotels and the Cam-den and Amboy RR. office, at Walnut street wharf, passing out Walnut street to the depos. ON SUNDAYS. Leave Philadelphia at 280 A. M. and 2 P. M. Leave Philadelphia at 280 A. M. and 4 P. M. Leave West Chester at 755 A. M. and 4 P. M. Leave West Chester at 755 A. M. and 4 P. M. The cars on Market atreet will connect with all Sunday trains, both ways, as usual, leaving Front and Market atreets thirty-flive minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city. Train leaving Philadelphis at 755 A. M. and 420 P. M., and leaving West Chester at 550 A. M. and 420 P. M., connect as R. C. Junction with trains on P. and B. C. J. R., for Oxford and Intermediate points. Passengers are allowed to take wearing appared only, as bagging, and the Company will not in any case be responsible for an amount exceeding one hun-dred dollars, unless a special contract is made for, the same. <u>HENRY</u> WOOD, 432

ind points on New Jersey Contral Railroad to New York.
 A1845 A.M. — Accommodation for Doylestown, stopping at all intermediate stations. Fassengers for twillow Grove, Hatboro, and Harlsville, by this train, take the stage at Old York road.
 At 1055 A.M. — Accommodation for Fort Washington, stopping at intermediate stations?
 At 1055 A.M. — Accommodation for Fort Washington, stopping at intermediate stations?
 At 1055 A.M. — Express for Bethlebern, Allentown, Allentown, Allentown, Stopping at intermediate stations?
 At 1056 A.M. — Express for Bethlebern, Allentown, Macch Chunk, White Haven, Wilk sbarre, Maisnoy City, Centralia, Shenandoah, Mount Carmel, Pitiston, Scranton, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown.
 At 245 P.M. — Accommodation for Doylestown, stopping at all intermediate stations. Passengers takes to solve the stown for New Hope; at North Wales for Somneytowa.

singe at Doylestown for New Hope; at North Wales for Sumineytowa. At 4 P. M.—Accommodation for Doylestown, istop-plug at all hitermediate stations. Passengers for Willow Grove, Hatboro, and Harisville, takestage at Abington for Lumberville at Doylestown. At 3 20 P. M.—Through accommediation for Bethle-ism and all stations on main line of North Penneyi-vania Railread, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Manch Chunk.

4 35\$

Mauch Chunk, At 620 P. M.-Accommodation for Lansdale, stop

 492
 General Superintendent,

 General Superintendent,
 General Superintendent,

 PHILADELPHIA AND BALITIMORE CENs,

 TRAL RAILROAD,-Summer Arrangements;

 On and atter SATURDAY, June 1, 187, Trains will

 leave Philadelphia, from the Depot of the Wost

 chester and Philadelphia Railroad, corner of

 teave Philadelphia, from the Depot of the Wost

 chephia, at 715 A. M. and 470 P M.

 Leave Rising Sun at 5 Us and Oxford at 676 A. M.;

 and leave Oxford at 375 P. M.

 A Market Train, with Passenger Car attached, will

 and leave Oxford at 375 P. M.

 A Market Train, with Passenger Car attached, will

 and leave Oxford at 375 P. M.

 A Market Train, with Passenger Car attached, will

 at 115 A. M., Oxford at 1200 M., and Kennett at 100

 F. M., connecting at West Chester Juncion with a train for Philadelphia at 715 A. M. confinction with a faily libe of Stages for Peach

 bottom, fn Lancaater county, Returning, leaves

 Peach Rottom to connect at Oxford with the Alter

 usor Train for Philadelphia at 450 P. M. runs to Rising Sun, Md.

 Bottom, fn Lancaater county, Returning, leaves peach

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 Basing Sun, M.

 Massing M. ping at all intermediate stations, At 11 30 P. M.-Accommodation for Fort Wash-

At 11 30 P. M.-Accommodation for Fort Wash-ington. TEAINS ARRIVE IN PHILADELPHIA. From Bethlebern, at 9 to A. M., 2 05, and 8 40 P. M. 30 205 P. M. train makes direct connection with Lehigh Vailey trains from Easton, Witkesbarre, Mahanoy City, and Hazieton. Passengers leaving Easton at 11 0 A. M. arrive in Philadelphia at 205 P. M. Passengers leave Wilkesbarre at 150 F. M., connect at Bethlehem at 6 15 P. M., and arrive in Philadelphia at 5 40 P. M. From Doviestown at 825 A. M., 510 P. M. and

From Doylestown at 825 A. M., 510 P. M., and 10 P. M.

From Doylestown at \$25 A, M., 540 P. M., and 740 P. M. From Lansdate at 7.30 A. M. From Fort Washington at 11:50 A. M. and 205 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 926 A. M. Publedelphia for Bethlehem at 926 A. M. Doylestown to Philadelphia at 720 A. M. Bethlehem to Science Passenger cars convey pas-sengers to and from the new depot. White cars of Second and Third Streets line and Union line run within a short distance of the Depol. There is must be procured at the Ticket office in order to secure the lowest rates of fars. ELLIS CLARE, Agent. Tickets sold and Baggage checked through to prin-cipal points at Mann's North Pennsylvania Baggage Express Office, 1 J

DHILADELPHIA, WILMINGTON AND BAL-

DHILADELPHIA, WILMINGTON AND BAL-TIMORE RALLEGAD. TIMORE RALLEGAD. TIME TABLE. Commencing Monday, September 20, 1987. Trains will leave Denot, corner BROAD Street and WASH-INGTON Avenue, as follows.-Way Mail Train at 2300 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Con-necting with Delaware Railroad at Wilmington for Crisfield and intermediate stations. Express Train at 12 M. (Sundays excepted), for Bal-timore and Washington. Express Train at 12 M. (Sundays excepted) for Batimore and Washington, stopping at Chester, Thurlow, Linwood, Caymont, Wilmington, New-port, Stanton, Newark, Elkton, Northeast, Charles-town, Per, yville, Havre-de-Grace, Aberdeen, Farry-man's, Edgewood, Magnolin, Chass's, and Stemmer's Run.

Night Express at 11:00 P. M. (daily) for Baltimore

Night Express at 11:00 P. M. (daliy) for Baltimore and Washington. Connects at Wilmington (Satur-olays excepted) with Delaware Raliroad Line, stop-ping at Newcastle, Middletown, Clayton, Dover, Har-rington, Seatord, Salisburg, Frincess Anne, and con-necting at Cristield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South. Passengers for Fortness Monroe and Norfolk, via Baltimore, will take the 12 M. Train. Via Cristield will take the 11:00 P. M. Train. WillMINGTON TRAINS. Stopping at all Stations between Philadelphia and Willington.

round the sun, except the testimony of a good many competent and honest persons that they have seen, or otherwise convinced themselves of certain phenomena which can be explained only upon that theory. Jacob, as we say, seems to us a vulgar impostor, who has taken in the clever racontcur whose account we have quoted; but our contention is that if the six gentlemen named had seen the same incidents, and tested their reality, and signed the storyteller's statement, we should either be bound to accept the facts-their meaning is another matter-or to state honestly that there are incidents so new, so unusual, and so unlike any previous experience, that evidence in regard to them has no meaning or weight at all. This is the point to which we want to bring our opponents on this subject, and never can bring them. Is there any occurrence not involving directly or indirectly a contradiction in terms which they would, upon the testimony of these six men, when specially interested in investigation, refuse absolutely to believe? And if so, upon what grounds do they accept anything, or build any scheme of scientific, antiquarian, or judicial research ? What is the limit, short of a statement which centradicts itself, beyond which testimony has no value ? Is there no amount of testimony which would prove, prove to a demonstration, that the mere will of a Zouave named Jacob could enable a paralyzed person to walk like a healthy man; and if so, how much ? or, if not, what is our ground for believing a statement of a gradual cure of similar disease in any hospital in Great Britain ? Upon the answer to those questions, upon the establish-ment, if it be possible, of some distinct canon as to the value of evidence, depends the whole utility of inquiry into the more recondite phenomena of nature, and half the value at least of modern theologic discus-

You are trying, we shall be told, to prove. on scientific grounds, the scientific value of an unscientific credulity. Well, well, well never mind about names. Call it credulity or faith, superstition or conviction, the point remains the same. Is there, or is there not, a possible amount of human testimony which ught to produce certainty as to a particular event in a reasoning mind, which in truth, for all purposes of subsequent investigation or theory-building, makes it a fact, as much to be reckoned with as the appearance of an unexpected comet in an astronomer's calculations ? We contend that there is, and must be, and have as yet seen no answer from the honestly skeptical side which does not involve the scientific conclusion that there are facts not impossible in se, which yet are so unlikely that no amount of evidence would prove that they occurred. The unlikeliest thing we know of is that a grain of wheat should be buried, and then months afterwards shoot out sixty other grains-he was a speculator, the genius who first tried that ! but still one believes it, and acts on the belief. Why, if testimony to the unlikely has a limit to its force ?-London Spectator.

sion.

HOUSE AND SIGN PAINTING. PAINTING.

THOMAS A. FARY,

HOUSE AND SIGN PAINTER. (Late Faby & Bro.) No. 31 North THIRD Street

Above Market. Above Market. OLD BRICK FRONTS done up, and made to look equal to the Breek press brick. Samples at the shop, City and country trade solicited, All orders by Post promptly sitended to:

IRELAND, SALE AND A STREAM OF THE STREAM OF

Saturday, Sunday, and Analy, a THIRTEENTH and CALLOW HILL Streets. FREIGHT. Geods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets. FREIGHT TRAINS Leave Philadelphia daily & 530 A. M., 1245 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Potts-ville, Port Clinton, and all points forward. MAILS Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M. 48]

DENNSYLVANIA CENTRAL R ILROAD

WINTER TIME, TAKING EFFECT OCT. 18, 1867. The trains of the Pennsylvania Central Rairoad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes be-fore its departure. The Chesnut and Walnut Streets cars run within one square of the Depot. On Sundays-The Market Street cars leave Front and Market Streets thirty minutes before the departure of each train. ware Canal. Philadelphia and Baltimore Union Steamboat Com-pany, daily at 2 o'clock P. M. The Steamers of this line are now plying regularly otween this port and Baltimore, leaving the second wharf below Arch street daily at 2 o'clock P. M.

and Market Sifeets thirty-nye minites before she departure of each train. Sieeping Car Tickets can be had on application at the Ticket office, N. W. cor. Ninth and Chesnut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 90 Chesnut street, or No. 1 South Eleventh street, will be street of the Union Transfer Company street, will be street of the Union Transfer Company street, will be street of the Union Transfer Company street at No. 90 Chesnut street, or No. 1 South Eleventh street, will be street the street of the transfer Company street of the Union Street of Street

TRAINS LEAVE DEPOT, VIZ :-

rie Mail

Pholi Accommodation, No. z., 1500 P. M. Accommodation maily, except Saturday. Philadelphia Express leaves daily. All other trains faily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For full particulars as to fare and ecommodations, apply to FRANCIS FUNK, Agent,

No. 107 DOCK Street. TRAINS ARRIVE AT DEPOT. VIZ

 TRAINS AUTOR
 110 A. M.

 Clacinoal Express.
 110 A. M.

 Philadelphia Express.
 710 A. M.

 Paoli Accommodation. No. 1
 820 A. M.

 Frie Mail.
 905 A. M.

 Fast Libe.
 905 A. M.

 Proversiver Train.
 940 A. M.
 Parkesburg Train Lancaster Train Eric Express Day Express Paoli Accommodation, No. 2.

aoii Accommodation 400 Iarriaburg Accommodation 950.P. For inriher informatica apply to For inriher informatica apply to JOHN & ALLEN, Ticket Agent, NO. 801 CHESN UT Street, BAMUEL H. WALLACE, BURNA Applet at the Depo

Ticket Agent at the Depot. The Fennsylvania Railroad Company will not as-anne any risk for Hagenge, except for Wearing Ap-arel, and limit their responsibility to One Hundred boliars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS, General Superintendent, Altoons, Pa. 4.29 PHILADELPHIA AND ERIE RAILROAD .-

WINTER TIME TABLE.

TO SHIF CAPTAINS AND OWNERS, —The undersigned having leased the KEN in NGTON SCREW DOCK, bega to inform his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having ves-iels to be raised or repaired, and being a practica-intp-carpenter and caniker, will give personal atten-ion to the vessels correpair, are solicited to call. —Having the agency for the sale of "Wettarstedia Patent Metallic Composition" for Copper pulat, for the preservation of vessels bottoms, for this city, I ar

WESTWARD.

Mail Train leaves Philadelphia..... "" leaves Williamsport.... " arrives at Erie... Erie Express leaves Philadelphia... leaves Williamsport... 11º15 P

Express 210 F. M. Express P. M., Express SUNDAY TRAIN FROM BALTIMORE Leaves Baltimore at 855 P. M. stopping at 1 Leaves Baltimore at 855 P. M. stopping to Also si

P. M., Express. SUDAY TRAIN FROM BALTIMORE. Leaves Baltimore at \$55 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Northeast, Elkton, and Newark, to take passengers for Philadephia and leave passengers from Washing-ton or Baltimore, and at Chester to leave passengers from Washington or Baltimore. Through Tickets to all points West. South, and Southwest may be procured at the Ticket Office, No. \$25 CHESNUT street, under the Continental Hotel, where, also, state-rooms and berths in sleeping cars can be secured during the day. Persons purchasing tickets at hits office can have their baggage checked at their residence by the Union Transfer Company. 482 H. F. KENNEY, Superintendent.

At6 and 10 A. M., 1 3:50, 5, 6, and 11:30 P. M., for Edgewater, Riverside, Riverton, and Palmyra, At6 and 10 A. M., 1, 3:50, 6, and 11:50 P. M., for Fish

The 1 and 11:30 P. M. Lines leave from Market Street Ferry, upper side, LINES FROM KENSINGTON DEPOT

Will leave as follows:-At 11 A. M., 450 P. M., and 12 P. M. (night), via Ken-sington and Jersey City, New York Express Lines.

At 8 and 10°15 A. M., 2°30, 4°30, 5, and 12 P. M., for Schenck's. At 10°15 A. M., 2°30, and 5 P. M., for Eddington. At 7°30 and 10°15 A. M., 2°30, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdate, Holmesburg, Tacony, Wisst-noming, Bridesburg, and Frankford, and at 8 P. M., for Holmesburg and Intermediate stations, BELVIDERE DELA WARE RAILROAD LINES, From Kensington Depot. At 8 A. M. for Ningara Falls, Buffalo, Dunkirk, Cansandagua, Elmira, Ithaca, Owege, Bocaester, Binghamton, Oswego, Syracuse, Great Bend, Mon-troge, Wilkesbarre, Scranton, Stroadsburg, Water Gap, etc.

Jap, etc. etc. At s A. M. and 330 P. M., for Belvidere, Easton, ambertylle, Flemington, etc. The 350 P. M. Line connects direct with the Train eaving Easton for Mauch Chunk, Allentown, Bethle-

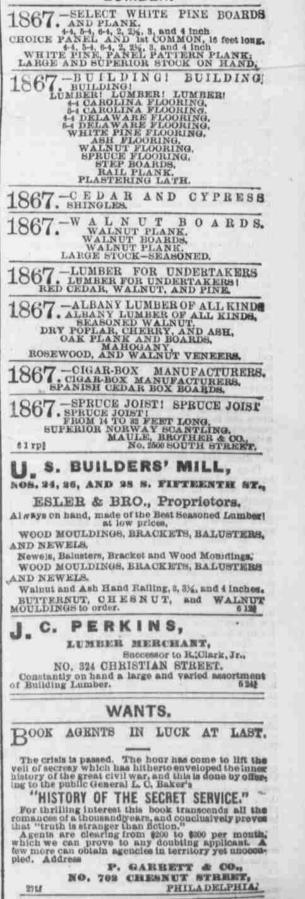
At 5 P. M. for Lambertville and intermediate sta-Lines from West Philadelphia Depot, via Connect-

ing Ballway, will leave as follows:-At 900 A. M., and 1:00 and 6:00 P. M., Washington and New York Express Lines, via Jarsey City. Fare,

The 9 A. M. and 630 P. M. Lines will run daily. All October 28, 1887. WM. H. GATZMER, Agent.

October 28, 1887. W.M. H. GATZMER, Agent, PHILADELPHIA, GERMANTOWN, AND NORHISTOWN N. ALLROAD.-TIME TABLE, FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M. 1, 2, 30, 32, 4, 5, 52, 616, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown 6, 7, 75, 8, 350, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 55, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown 6, 7, 75, 8, 350, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 55, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown 6, 7, 75, 8, 350, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 55, 7, 8, 9, 10, 11, 12 P. M. The 820 Jown Train, and 35, and 34 Up Trains will not stop on the Germantown 8 Franch. ON SUNDAYS. Leave Philadelphia 9, A. M. 2, 7, 1054 P. M. Leave Germantown 6, 8, 10, 12 A. M. 2, 304, 554, 7, 8, and 11 P. M. Leave Chesnut Hill 710, 5, 940, and 1150 A, M. 130, 300, 640, 540, 640, 10, 20, M. Leave Philadelphia 9, A. M. 2 and 7 P. M. Leave Philadelphia 9, 75, 9, and 1100 A. M. 130, 300, 640, 640, 640, 75, 9, and 1100 A. M. 135, 3, 45, 604, 640, 640, 75, 9, and 1100 A. M. 135, 3, 45, 604, 640, 640, 75, 9, and 1100 A. M. 135, 3, 45, 604, 640, 650, and 105 P. M. Leave Philadelphia 9, 75, 760, 9, and 11 A. M. 115, 3, 45, 604, 640, 540, M. DN SUNDAYS. Leave Norristown 7 A. M., 530 and 9 P. M. Leave Norristown 7 40, 7, 760, 9, and 11 A. M. 115, 3, 45, 604, 640, 55, 64, 800, 100 Hills P. M. Leave Norristown 7 A. M., 530 and 9 P. M. DON SUNDAYS. Leave Philadelphia 9, 75, 9, and 1100 A. M., 115, 5, 45, 55, 65, 896, 997, and 115, P. M. Leave Norristown 7 A. M., 530 and 9 P. M. DON SUNDAYS. Leave Philadelphia 9, 75, 40, 400 A. M., 115, 5, 45, 55, 65, 896, 997, and 115, P. M. Leave Philadelphia 9, 75, 40, 800 A. M., 115, 5, 45, 55, 65, 896, 997, and 115, P. M. Leave Philadelphia 5, 75, 40, 800 A. M., 105, 5, 45, 55, 65, 896, 997, and 115, P. M. Leave Philadelphia 5, 75, 40, 800 A. M., 105, 5, 45, 55, 65, 898, 997, and 115, P. M. Leave Philadelphia 5, 75, 40, 800, 75, 75, 40, 800, 75, P. M. Leave Philadelphia 5, 75, 40, 800, 75, 760, 9, 75, 760, 9, 75, 760, 9, 7

ON SUNDAYS. Leave Philadelphia 9 A. M. 35, and 756 P. M. Leave Manayunk 75, A. M., e and 95 P. M. W. S. WILSON, General Superintendent. 1 11 Depot, NINTH and GREEN Streem.



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MANUFACTUREES OF Manilla and Tarred Cordage, Cords

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DEALERS IN BAGS AND BAGGING Of every Description, for Grain, Flour, Sait, Super-Phosphate of Lime, Bane Large and small GUNNY BAGS constantly on haad, 2221 Also, WOOL SACKS, JOHN T. BAILEY. JAMES CASCADEN. COTTON AND FLAX, BALL DUCK AND CANVAS, Of all numbers and braudi Tent, Awning, Trunk, and Wagon Cover Dick Also, Pajer Manufacturers' Drite Foits, from Ons: several feet wide; Pauling, Beiting, Sall Twine, etc. JOHN W, EVERMAN & CO., Table John States, Alley, Table John States, Sall Twine, States, Sall Twine, Sall Twine, States, Sall Twine, Sall Twine, Sall Twine, States, Sall Twine, Sal ME MI JONES' Alley,

EXCHANG

terms, apply to 1 13 WILLIAM M. BAIRD & CO., No, 122 S. DELAWARE Avenue,

FOR NEW YORK. SWIFT SURE Transportation Company De-spatch and Swiftoure Lines, via Dela-ware and Maritan Canal, on and after the 15th of March, leaving daily at 2 M. and 6 P. M., connecting with all Northern and Eastern lines. For freight, which will be taken on accommodating arms avoid to

TO SHIP CAPTAINS AND OWNERS.

prepared to furnish the same on reasonable torms JOHN H. HAMMITT, Kensington Screw Dock

C O R N

2.62

Kensington Screw Dock, DELAWARE Avenue, above Laurel street,

JOHN T. BAILEY & CO.,

N. E. COTNET OF MARKET and WATER Streets.

NOTICE TO HAVANA SHIPPERS, -Shippers in the Cuta trade are hereoy notified that the steamers of the New Or-leans line will hereafter touch regularly at Havana for freight and passengers bolk going and returning, and will sail promptly as advertised. WILLIAM L. JAMES. General Agent, Philadelphia and Southern Mail Steamship Co., 10 15 tf No. 314 South DELAWARE Avenue.

1 11