I I MERTANSING -YER-FEREY THEG - BUYRDWILL SALAS

THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, SEPTEMBER 11, 1868.

LITERATURE.

REVIEW OF NEW BOOKS.

MISCELLANEOUS PROSE WORKS. By Edward Bulwer, Lord Lytton, 2 volumes, New York: Harper Brothers.

These volumes will prove acceptable to almost every reader. The style of Bulwer is so elegant that one glides over his words with ease and interest at all times. The first volume consists of essays and criticisms contributed to the Edinburgh and other leading reviews, among them being articles on Goldsmith, Lamb, Gray Sir Thomas Browne, Fox, Pitt, Pym, and Schil ler. The second volume embraces a series of essays written in youth and first published in 1832 under the tille of "The Student:" and a heretofore unpublished article, written in 1862, on "The Influence of Love upon Literature and Real Life." To the American reader, both volumes are entirely new, and they will unquestionably receive a hearty welcome.

THE BACHELOR OF SALAMANCA. Translated from the French of M. Le Sage. By James Town-send. Two volumes. Philadelphia: Thomas W. Hartley, Nos, 819 and 821 Market street.

"Gil Blas" ranks next to "Robinson Crusoe," "The Arabian Nights," and "Don Quixote," in the order of that series of standard old-time books, which every man is supposed to have read in his early youth. "The Bachelor of Salamanca," although not held in as high repute as Le Sage's master-piece, is nevertheless written in the same quaint and humorous style, and has almost the flavor of a continuation of the latter. Many a heart has been made lighter by linger ing over its graceful pages, and the same privilege is still in reserve for many more. The edi. tion under notice is elegantly printed, and neatly bound.

AMERICAN FISH CULTURE. By Thaddeus Norris. Philadelphia: Porter & Coates.

When Mr. Norris writes about fish he knows what he is attempting to do. His previous work, "The American Angler's Book," has had no rival since the days of good old Izaak Walton, that prince of the catchers of fish. The little volume which Mr. Norris now adds to piscatorial literature is unquestionably the most elaborate and scientific that has ever been placed before the American public. It embraces all the details of the intricate and frequently unsuccessful process of artificially breeding and rearing trout, as well as the culture of salmon, shad, and other varieties of the finny tribe. The advantages and profits of fish culture are explicitly set forth, in a way that must tend greatly to establish the science throughout the country as a recognized branch of our national industry. The volume before us is gotten up in the highest style of the typographical art, with elegant and accurate illustrations of the different kinds of fishes, and of the machinery to be attached to fish pounds.

THE OTIUM HABIT, with Suggestions as to the

Remedy. New York: Harper Brothers.

This work, by an anonymous writer, goes over the whole ground so wretchedly trodden by Coleridge and De Quincey. It sets forth in all its horror, the distressing effect of the appetite for the drug, and points out to its victims the surest and speediest way to a cure of their malady. Appended to the work is an article by Mr. Fitz Hugh Ludlow, giving an outline of the opium-cure, with suggestions and directions for the management of institutions for the cure of opium eaters. Their number is legion, and his book should reach the hands of all of them.

POLITICAL.

-The Boston Journal gives the tollowing as an indication of the way the wind blows:-"A gentleman connected with one of the largest mercantile establishments of this city returned yesterday, after an absence of several weeks spent in the States of Illinois, Wieconsin, Michigan, and New York. While traveling he has endeavored to test the general political sentiment by taking numerous votes in the cars. These votes have invariably given Grant a majoilty of from twenty to fifty per cent. The last vote taken, on the 4th inst., between Albany and Springfield, resulted as follows:-Grant, 57; Seymour, 12; non-voters, 8.

-A correspondent of the Cincinnati Commercial, after detailing his conversations in Kentucky with various politicians, says:-"As a summary of what I saw and heard in Ken-tucky, I can only say that if the people over there mean anything at all by their taik, they mean fight, and, in the event of a Democratic victory, will inaugurate it at once. They seem to be desperate over the loss of slavery and political power in the nation, and they now feel like doing what they did not in 1861—going months fight as a slaver as well as individuals? into the fight as a State, as well as individuals."

-General Rousseau stopped at Paris, Ky., on Wednesday last just long enough to inform the special correspondent of the Cincinnati Enquirer that he was sanguine of the election of Seymour and Blair, and regarded "the election in Vermont as a mere begatelle, a put-up thing on the part of the radical leaders."

-The leading Democrats of Ohio say that the nomination of Vallandigham for Congress will cost them 10,000 votes in that State. If he loses the party 10,000 votes in Ohio, be ought to lose them 200,000 in the Union. Every move-ment made by the Democrats since the Fourth of July has been a blunder.

-Aaron W. Gilbert, a member of the colored Democratic Club of Augusta, Ga., has recently resigned, saying in his letter: - 'Starvation and death may come, and me without a dollar in my pocket, and still I will be a Republican, and always will be, so as to have an equal showing before the law."

-A letter from Illinois declares that that State is sure to give fifty thousand majority against Seymour, Blair, and renewed rebellion. The Quincy Whig confirms this, and predicts that the Republicans will carry every Congressional district that they carried in 1866.

-In Cincinnati the Republicans have formed a Grant and Colfax cavalry battalion. The uniform consists of cavalry jackets, red caps, with white top and yellow band, with a star; body belts, red, white, and blue.

-Hon. Thomas J. Tarner, of Freeport, Ill., who was the last Democratic candidate for Conpress against E. B. Washburne, has publicly avowed his intention to work and vote for Grant and Colfax.

Gossip About French Authors.

The Paris correspondent of the Publishers' Circular writes:-

"Never did literary men, Freuch literary men. insist more than at present upon the absolute necessity of living in Paris in order to work well. Critics are unanimously of opinion that M, Theodore Barriere owes his continued dramatic failures, of late, to his suburban residence. M. F. Sarcey went, a short time since, to M. Victorien Sardou's beautiful country scat at Marly. He said :- 'What a charming place to work at !' M. Sardou replied :- 'Oh dear, no ! A good place to dream in, but when I want to work I slip on my overconi, take the railway, and in fifteen minutes I am in the Chaussee d'Antin-there I get in the humor of working,' This feverish lite of Paris is becoming fatal to many an author. A good many authors reported ill are really kept by their iriends in seclusion cause their minds are jangled.

"After all sorts of conflicting rumors about M. Theodore Pelloquet, we are now told, on authority: 'Pelloquet was arrested a few days since at Grasse as a vagabond. Hearing of his arrest, the sub-prefect of Grasse guessed the vagabond was none other than the literary man he had heard spoken of, and he had him carried to the hospital. The following day poor Peiloquet was placed in the care of two gendarmes, with whom he entered Nice in the evening. He passed the night at the police station.

a marble cutter, and measures sixty-two inches in length by thirty-two inches in breadth. There are other blocks at the mine from which this was taken, but none so large have as yet been discovered. It is the intention of the Measrs. Green to have it analyzed by a compe-tent chemist, and there is little doubt of its yielding 50 to 60 per cent. of pure tron. If not more. The discovery of this ore, in its present locality, fully corroborates the opinion given a tew months since by Professor Morley Minner lew months since by Professor Morley, Mining Engineer of the Cambria Iron Works, together with that of Mr. Trimbath, an experienced miner. It is well worth a visit from mineralo piste, geologiste, and scientific men. as well as all others interested in the manufacture of tron.

Men of Mark.

The Rochester Democrat has a correspondent who appears to be very familiar with "the solid of New York and its oldest inhabitants. Alluding to the rise and progress of its merchant princes, business, and professional men, he mentions the fact that most of them sprang from humble employments, John Mason, who a few years ago was one of the heaviest dry goods men, was originally a tailor; and the clothiers Brooks Brothers, who own a million dollars' worth of real estate, began with the needle. Vanderbilt himself once sailed a periauger, which now seems like a very petty business; and Daniel Drew kept a drovers' tavern. We Americaus will not stay pat, as they say, and men are continually flitting from one trade to another. Sometimes an eatire mercantile house will make a somersault, as in the case of Coman, Hopkius & Co., who shifted from the wholesale dry goods to the wholesale grocery trade, and made a fortune in the latter. In the same manuer Sheldon & Co, exchanged the dry goods for the book trade, and are now among our leading publishers. The Harpers began as journeymen printers, Orceley, too, was a type-setter, and Raymond was a reporter. But that also is an old story; and we may look for more recent examples. Henry C. Bowen, the publisher of the Indep ent, commenced life as a vender of shilling calico. Bonner, of the Ledger, came here a poor printer's boy, from Ireland. A. T. Stewart is also an Irish emigrant, and Knox, the celebrated hatter, landed in New York with one shirt and an Irish shilling in his pockat in his pocket. George, another mil-honaire, and a man of great forethought and rare intellect, commenced lite with a shovel and pickaxe. Demas Barnes, the patent medicine man, who has made a million dollars, used to run "a one-horse grocery" on the canal. Pike, the great whisky man, who lutely erceted Pike's Opera House, started in life a barefooted boy. There are the Turner bro-thers, who made a fortune in ganger wine; and have just completed a marble block, which rents for \$250,000 per annum, who used to peddle peanuts and lucifer matches. There might be pointed out ten thousand just such cases among our most opulent citizens, showing that honor and tame from no condition rise. Young man-you who are struggling for position in the world -keep a stiff upper up-be houest and indus-trious, and never say die, and you are bound to rise in the world, just like the men alluded to m this article.

-Victoria dines at two, and takes supper, German fashion, in the evening.

MARINE TELEGRAPH.

For additional Marine News see First Page, ALMANAO FOR PHILADELPHIA-THIS DAY.

PHILADELPHIA BOARD OF TRADE.

JAMES T YOUNG, COATES WALTON, THOMAS POTTER, }MONTHLY COMMITTEE

MOVEMENTS OF OCEAN STEAMERS.

Sept. 26 ...Sapt 11 **BAILROAD LINES.**

ALLEARDREE OLAR ITTENT REPETENCE FROM ALLEARDREE FOR SALETINGER.

1868.-FOR NEW YORK.-THE CAMDEN AND TRENTON BAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK. AND WAY PLACES, FROM WALNUT STREET WHARF. ALS 30 A. M., via Camden and Amboy Accommo-ted AtsA. M., via Camden and Jerney City Er-

At 5 30 4. M., for Amboy and intermediate stations. S'00 At 6 P. M., for Amboy and intermediate stations. At 5 30 and 6 A. M. 2 and 3 30 P. M. for Freehold. At 8 and 16 A. M., 2, 3 30 and 4 30 P. M. for Trenton. At 5 30, 8, and 10 A. M., 1, 2, 3, 5 30, 4 30, 6, and 11 30 P. M. for Bordentown, Burlington, Beverly, and Delance. At 5 30 and 10 A. M., 1, 2, 3, 3 30, 4 30, 6, and 11 30 P. M., for Fiorence.

At 5:30 and 10 A. M., 1, 2, 3, 3:30, 4:30, 6, and 11:30 P. M., for Florence. At 5:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for Edgewater, Bivereide, Riverton and Paimyra, 2 P.M. for Riverton and 3:30 P. M. for Paimyra. At 5:30 and 10 A. M., 1, 8, 4:30, 6, and 11:30 P. M. for Fish House. The 1 and 11:30 P. M. Lines leave from Market Street Ferry (D)perside). FROM KENSINGTON DEPOT. At 11 A. M., via KensinGTON DEPOT. At 11 A. M., via KensinGTON DEPOT. At 17 and 11 A. M., 2:30, 870, and 5 P. M. for Trenton and Bristel. And st 10:5 A. M. for Schencks At 7 and 11 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown. At 7 and 10 A. M., 7:30, and 5 P. M. for Schencks

And Tuliytown, At 7 and 10 15 A. M., 230, and 5 P. M. for Schencks and Eddington

At 7 and 10 16 A. M., 230, 410 5 F. M. 107 Connecting and Eddington At 7 and 10 16 A. M., 230, 4,6, and 6 P. M. 107 Corn-wells, Torrisdale, Holmesburg, Tacony, Wissino-ming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations. FROM WAST PHILADRICHILA DEFO. Via Connecting Railway. At 250 A. M., 130, 650, and 15 P. M. New York Ex-press Lines, Via Jerrey Chy, Faro 8255. At 1 A. M., Emigrant Line, Fare, 82 The 950 A. M., and 650 F. M. Lines will ran daily.

The 950 A. M. and 650 P. M. Lines will run daily, All others, Sundays exceeded. At 930 A. M. 1928, 630, and 12 P. M. for Trenton. At 930 A. M. 1928, 630, and 12 P. M. for Trenton. At 926 A. M. 630 and 12 P. M. for Berlaud. At 12 P. M. (Night), for Morrivelle, Tailytown, Schensek's Eddington, Cornwells, Torziadalo, Holmes burg, Tacony, Washoming, Bridesburg, and Frank-ford.

For lines leaving Keasington Depot take the cars on Third or Fifth streets, at Chennat street, so minutes before departure. The cars on Market street Rallway run direct to West Philadelphia Depot: Chennut and wahad within one square. On Sundays the Market street cars will run to connect with the 920 A. M. and 6 s0 P. M. lines.

RELVIDERE DELAWARE RAILBOAD LINES.

BELVIDERE DELAWARE RAILROAD LINES, From Kensington Decole. At 700 A. M. for Niegara Falls, Euffalo, Dunkirk, Eimira, Idheca, Oweco. Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Monirose, Wilkesbarre, Schooley's Mountain.etc. At 700 A. M. and 820 P. M. for Scranton, Strouds-burg, Water Gap, Belvidere, Easton, Lambertvide, Flemington, etc. The 320 P. M. Line connects direct with the Train leaving Easton for Manch Chunk, Allentown, Bathlebern, etc.

At 5 P. M. for Lambertville and intermediate Sta-tions.

CAMDEN AND EURLINGTON CO., AND PEM-BERTON AND HIGHTSTOWN RAILEDADS, From Market St. Ferry (upper side.)
At 8 A. M., I. 4, and 615 P. M., for Merchantsville, Moorestown Hartford, Massonville, Hainwort, Mount Rolly, Smithville, Ewansville, Vincentown, Bir-mingham, and Pemberton.
At 1 acd 4 P. M., for Lewistown, Wrightstown, Cookutown, New Egypt, Hornerstown, Gream Ridge, Imaystown, Sharon, and Hightstown.

Fifty pounds of baggage only are allowed each Fifty pounds of baggage only are allowed each passenger. Feaseragers are prohibited from taking anything as bagrage but their wearing spharet. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to one dollar per pound, and will not be liable for any amount beyond \$100, except by special contract. Tickets sold and baggage checked direct through to Boston, Wercester, Stringfield, Hartford, New Haven Providence, Newport, Albany, Troy, Sarstoga, Uita, Rome, Syracuse, Rochesler, Euffaio, Niagars Falls, and Suspension Erifdge. A sofutional Ticket Office is located at No. 828 Cheanat street, where Tickets to New York and all important points North and Fast may be procured. Perions purchasing Tickets at this Office can have their baggage checked from residence or hold to destination by Union Transfer Baggage Express.

LINES FROM NEW YORK FOR PHILADELPHIA. Will leave from not of Courtiand street at 7 A. M., I and 4 P. M., and 12 aight via Jerrey City and Cau-cen; at 650 P. M. via Jerrey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philadelphia

Philadelphis, From Pier No. 1 North Elver at 550 A. M. Acccom-modation, and 2 P. M. Express, vin Amboy and Canden, WILLIAM H. GATZMER, 6152 Agent.

DHILADELPHIA, WILMINGTON AND BAL TIMORE RAILHOAD, TIMORE RAILHOAD, TIME TABLE, commencing MONDAY, April 13, 1863. Trains with leave deput corner of BROAD Street and WASH-intervention as follows-Way-Mail Train at \$36 A. M. (Sondars encapted) for Baltimore, scopping at all Regular Hallows, con-acting with Delaware Railroad at Wildington for Unseed and Intermediate Stations.

BAILROAD LINES.

Andor the second At 6'45 A. M .- Accommodation for Port Wash-

At 195 A. M.-Accommodation for Port Wash-inton.
At 75 A. M.-Morning Express for Hethlehem and Principal Stations on North Fammy Yanis. Salicond, connecting at Bethlehem with Lehigh Valler and Lehigh and Susquehama Raliroada for Fastion, Al-lentown, Catavanqua, Slatington, Masseh Ohonk Weatherly, Jeanesville, Hadington, Masseh Ohonk Weatherly, Jeanesville, Hadington, Masseh Ohonk Wilkenbarre, Kingston, Pitzon, and all points in Le-hgh and Wyonning Valleystalso in connection with Lehigh and Mission, Pitzon, and all points in Le-hgh and Wyonning Valleystalso in connection with Lehigh and Mission, Pitzon, and all points in Le-hgh and Wyonning Valleystalso in connection with Lehigh and Mission Pitzon, and all points in Le-hgh and Wyonning Valleystalso in connection with Lehigh wash Mahanoy Kaliroat for Mananoy City; and with Catawissa Raliroat for Mananoy City; and with Qatawissa Raliroat for Doylestown, with the stating the this train cast take the Lehigh Valley Train, passing Bothlehem at 1135 A. M. for Bastos, and points on New Jeney Unitrai Raliroad to New York.
At 1970 A. M. -Accommodation for Doylestown, and is a schopting at all intermediate Stations, Pasaengen for Willow Grove. Bastoro' and Haraville, by this train take Stage at Gld York Rond.
At 1970 A. M. -Accommodation for Port Washing-ton, and with Carmel, Pittiston and Scranton, and all points in Mahanoy and Wyoning Ooai Regions. At 205 P. M.-Accommodation for Doylestown, withesbarre, Hazleton, Mahanoy Chuak, White Haven, Withesbarre, Hazleton, Mahanoy Chuak, Stranton, and all points in Mahanoy and Wyoning Ooai Regions. At 205 P. M.-Accommodation for Doylestown, stenandoab, Mt. Carmel, Pittiston and Scranton, and all points in Mahanoy and Wyoning Coal Regions. At 205 P. M.-Accommodation for Doylestown, withesbarre, Lehigh and Susquessman Arpress for Green withesbarre, Lehigh and Susquessman Arpress for Schenardor and Scranton Pasen for Summey-witheshearer

town to North Wales. At 115 P. M.-Accommodation for Doylesiown.

At \$15 P. M.-Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Harlaville take singe at Ablagton; for New Hope at Doylestown. At 500 P. M.-Through accommodation for Betale-hem and all stations on main line of North Pennsyl-valia Railroad, connecting at Bethlehem with La-hab Valley Lehigh and Susquehanna Evening Train for Easten. Allentewn. Mauch Chank. At 520 P. M.-Accommodation for Eastile, stop-ping at all Intermediate stations. At 1520 P. M.-Accommodation for Fort Washing-ton.

OD. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 900 and 1105 A. M., 200 and

250 P. M. 1055 A. M. and 250 P.M. Trains makes direct connec-tion with Lehigh Valley and Lebigh and Susquehanna trains from Rasion, Scranton, Wilkeebarre, Maliony City, and Hasiston, Charles at Life B. M.

City, and Harleton. Pheasenguzz leaving Wilkesbarre at 145 P. M. con-nect at Bothlehem at 605 P. M., and arrive in Phila-delphis at 820 P. M. From Doylestown at 825 A. M. 500 and 700 P. M. From Landale at 720 A. M. From Fort Washington at 930, 1045 A. M. and '1

P. M.

P. M. ON SUNDAYS. Philadeiphia for Bethlehom at 950 A. M. Philadeiphia for Doylestown at 200 P. M. Doylestown for Philadeiphia at 700 A. M. Bethlehem for Philadeiphia at 430 P. M. Fifth and Sixth Streets Passenger Cars convey pa 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 depot.

depot. Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare. ELLIS CLARK, Agent. Tickets sold and Baggage checked through to prin opal points, at Mann's North Penasylvania Baggage Express Office. No. 105 5. FIFTH Street.

W EST CHESTER AND PHILADELPHIA BAILROAD.-SUMMER ABRANGEMENT

W EST CHESTER AND PHILADELPHIA RAILROAD,-SUMAIER ARKANGEMENT, -On and after MONDAY, April 12, 1868, Trains will reave as follows:-Leave Philadelphis from the Depoi, THIRTY-FIRST and CRESNUT.Stresser, 715 A. M., 11 A. M., 270 P. M., 476 P. M., 476 P. M., 7 P. M., 11 P. M. Leave West Chester for Philadelphis, from Depot on sast Market stress, at 515 A. M., 11 A. M., 1956 A. M., 105 P. M., 470 P. M., 716 A. M., 720 A. M., 1956 A. M., 105 P. M., 470 P. M., 716 A. M., 720 A. M., 1956 A. M., 105 P. M., 470 P. M., 655 P. M. Ou and after Honder, June 15, an additional Train will leave Philadelphia for Stells and Intermediate Points at 520 P. M. Trains leaving West Chester at 730 A. M., and leaving Philadelphia at 50 P. M., will stop at B. C. Jonction and Media only. Passengers to or from willower West Chester and B. C. Junction, station between West Chester and B. C. Junction, mailon between West Chester and B. C. Junction, mailon between West Chester and B. C. Junction, moling East, will take train leaving West Chester at 715 A. M., and coing West will take train leaving philadelphis at 530 P. M., and trainsfer at B. C. Junc-tion. The Depot in Philadelphia is reached directly by

The Depos in Philadelphia is reached directly by The Depos in Philadelphia is reached directly by the Chebaut and a Walkut Street cars. Those of this Market Street line run within one square. The cars of both lines connect with each train upon its

CATE of Start Hiles Connect will each train thom its arrival. ON SUNDAYS, Leave Philadolbias at 840 A. M. and 2706 P. M. Leave West Chester at 745 A. M. and 5700 P. M. Trains Insving Philadelphis at 745 A. M. and 4500 P. M., and leaving West Chester at 750 A. M. and 500 P. M., and leaving West Chester at 750 A. M. and 500 P. M., and leaving West Chester at 750 A. M. and 500 P. M., and leaving West Chester at 750 A. M. and 500 P. M., and leaving West Chester at 750 A. M. and 500 P. M., and leaving West Chester at 750 A. M. and 500 P. M., and leaving West Chester at 750 A. M. and 500 P. M., and leaving West Chester at 750 A. M. and 500 P. M., and leaving West Chester at 750 A. M. P. & D. C. E. R. for Oxford and informediate points. Passengers are allowed to take Wearing Apparei unity, as Bagegae, and the Company will not in any case be responsible for an amount exceeding one and deding unless a Special contract is made for the same. HENRY WOOD, General Sup's, Pathadeiphits, Appillat, 1868. HOR CAPE MAY VIA WEST JERSEY RAIL-FOR CAPE MAY VIA WEST JERSEY RAIL-BOAD, -- From noot of MARKET Street (Upper Verry). Commencing THU RSDAY, Sept. 10, 1808. Trains texve as follows for Cape May:--STREE, M., Cape May Passenser, due at 7:09 P. M. ENTURNING LEAVE CAPE ISLAND. COMMUNING LEAVE CAPE ISLAND. ENTURNING LEAVE CAPE ISLAND. COMMUNING LEAVE CAPE ISLAND. COMMUNING LEAVE CAPE ISLAND. COMMUNING LEAVE CAPE ISLAND. CAPE MAY Fright unins teaves Cape Inland at 5'00 P. M. Excursion Tickels, 81. Communication Tickels, 81. Communication Tickels, 83. Communication Tickels etc. Through Tickels can be procured at No. 828 Chesan Street (Cristinent Hotel), where orders can be tel for Energisty which will be called for and chesen street (Cristinent Hotel), where orders can be tel for Energisty KAILROAD LINES. For Bridgeton, Salem, Billville, Vineinad, and in-tymed at estations, at 8:00 A. M. and 3:00 P. M. WEST JERSEY KAILROAD IN NS. oren in successful operation, and been exclusively ingaged in building and repairing hiarine and River Excluses, high and low-pressure, iron Botters, Water Tanks, Propelters, etc. etc., respectfully offer their ervices to the public as being fully prepared to con-cast for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and low-pressure Fine Tabular and Cylinder Bollers, of the best Pennsylva-dis charcoal iron. Forgings of all sizes and kinds, itom and Brass Castings of all sizes and kinds. Turning, Screw Cutting, and all other work connected with the above business. Drawings and specifications for all work done at the establishment free of charge, and work guaran-teed.

FIRST PRINCIPLES OF POPULAE EDUCATION AND PUBLIC INSTRUCTION. By S. S. Randall.

New York: Harper Brothers. Mr. Randall, the author of this work, is at present the Superintendent of the Public Schools of the city of New York, and has devoted many years to a careful study of the wants of the system. He writes thoughtfully and earnestly, and a perusal of his book cannot fail to impart to the instruction of the young many valuable suggestions which are applicable to every-day practice in the school room.

HARPER'S PICTORIAL HISTORY OF THE GREAT REBELLION. By Alired H. Guernsey and Henry Alden, 2 volumes. New York; Harper Brothers.

Messrs, Claxton, Remsen & Haffelfinger, of Nos. 819 and 821 Market street, send us the second and concluding volume of this elegant work, which has been so long in course of publication in a serial form. In extent and variety of illustration, it is a triumph in the art of book-making. The illustrations number over one thousand, embracing all possible subjects connected with the progress and prosecution of the war for the Union. The text is written in a graceful style, and independently of its pictorial merits, the work is one of unquestionable value.

-From Messrs. T. B. Peterson & Brothers, of No. 306 Chesnut street, we receive several new popular works, with announcement of others to be issued by them within a lew days. Among these are "Beppo, the Conscript," a new novel by T. A. Trollope; "Mabel's Mistake," Mrs. Aun S. Stephens' latest romance; "The Last Athenian," translated from the Swedish of Victor Rydberg, by William W. Thomas, Jr.; "The White Scalper," another of Gustave Almard's stories of adventure on the borders; "The Red Court Farm," the latest effusion from the prolific pen of Mrs. Henry Wood; "Leah, or the Forsaken," a translation of the original German work the dramatization of which has been so popular in this country; "The Count of Moret; or, Richchen and his Rivals," by Alexander Damas; "Across the Atlantic," by Dr. C. H. Haeseler, an attractive book of European travel; and a popular edition of the Lives of Horatio Seymour and Frank P. Blair, Jr.

-Claxton, Remsen & Haffeldinger send us a copy of a work of value to mariners and all who are concerned in sea affairs, entitled "Comer's Navigation Simplified," which is designed as a manual of metruction in the art as actually practiced at sea. All the practical branches of Navigation and Nautical Astronomy are embraced in it. It is published by Harper & Brothers, of New York.

-From the same house we receive No. 318 of Harpers' Library of Select Novels, being a new romance by Annie Thomas, entitled "The Dower House." Miss Thomas' previous works have been characterized by a freshness and graceful diction which have established for her a substantial reputation. The present volume is fully equal to her past contributions to romantic literature.

-"The Little Slate Picker" is the title of an attractive little volume of stories for children, just published by J. P. Skelly & Co., of No. 21 South Seventh street.

Works, on the property of Messrs, Green, -A regiment of Grant Guards, "enlisted for at d tound to weigh \$150 pounds. It is a solid mass of rich, pure ore, presenting a surface outside as smooth and regular as if dressed by being removed it was brought to the furnace, three months, or during the campaign," is being recruited in Meadville, Pas and already the ranks are well filled.

next morning he was recognized and carried to the lunatic asylum of Nice. He is speechless, and deprived of reason." "M. Ernest Capendu was buried a few days

igo, after a most feverish life. He was born in fluence, at least in independence of fortune. His father was a wine merchant, who left \$60,000 or \$80,000 to be divided between his wife and only child. He unfortunately died before his son grew up to man's estate. The moment young capendu was in possession of his fortune he aunched into the most riotous living, and in a short time found himself not only at the end of his estate, but to the lips in debt. His mother came to his assistance, and sacrificed a portion of her estate to release him from his credutors. He continually applied to her for money, and at last she was obliged to refuse to give him any more.

"Then occurred a passage in his life which is enveloped in so much obscurity that I scarcely feel at herry to speak of it. Whatever it was, it made it necessary for him to guit France. She died soon after his departure, it was said, broken-hearted. In course of time he returned to France, and appealed to his pen to support him, His struggles for livelihood by it were long, but at last he found it remunerative, and was fortunate enough to write a comedy, 'Lea Faux Bonhommes,' with M. Theodore Barriere, which had a long run of success, and must have brought him in a good deal of money. But his habits were extravagant. He bad, like many literary men here, married his m'stress, who probably knew little of domestic economy. H He tried the theatre several times atterwards, but never attained great success.

"He meantime wrote novel upon novel, and for a moment had some vogue as a novelist; then tayor descried him, and his pen could not bave supplied him with an abandant income, although it never ceased to blot paper. At last -and he was scarcely turned of forty years of age when this last, dreadful blow came-his mind became impaired. He was not exactly insame; his discuse was rather a softening of the brain; he could still work, but every day a bicker veil intervened between his mind and his task, and at last intellectual night came Fortunately physical night soon followed, and the levered, weary laborer was laid in his grave. His wife survives him, but I believe that they had no children. One of his lunatic concells was to keep his wife in bed during nearly the whole of the last year of his life: he persuaded himself she was dangerously ill. He had for many years, been exceedingly secentric, and his intimate iriends had long expected he would go Cr5ZV.

"The Imperial Printing Office has issued M. Joseph Direnbourg's 'Essai sur l'Histoire de la Pale tine depuis Cyrus jusqu' a Adrien, d'apres Thalmuds et les autres sources rabbiniques M. Ernest Repan says of it, 'We carnestly recommend this work to persons who take interest in the Listory of Judaism and Christianity. It is full of solid learning, and in it the author gives evidence of rare penetration of He is one of our most meritorious Oriental scholars."

Fossil Iron Ore in Huntingdon County, Pa. A rich and apparently inexhaustible deposit of

fos-11 from ore was recently discovered on the Barree Forge and Furnace property, belonging Huntingto Messrs, Green, in Porter township, don county. A correspondent of the Hunting-don Journal, who has been visiting the locality, thus refers to succiments of this ore, of which the editor of the Journal says there is a suffi-

"The vein from which it was faken is about one and a half miles from the Barree Iron

Big and Little Juniota

BEST

After

CLEARED YESTERDAY.

Barque Hellespont, Bridges, Gibraltar for orders, Merchant & Co. Schr Ficrence Shay, Huise Falerma and Genos, do. Str S. F. Phelps, Brown, New York, W.M.Baird& Co.

AREIVED YESTERDAY. Schr Mary and Caroline, Fowler, 1 day from Leipsic, Del, with grain to Jos. E. Palmer. Schr Tycoon, Cooper, 1 day from Smyrna Creek, Del, with grain to Jos. E. Palmer. Schr Ann Rambo, E. Palmer. Schr Ann Rambo, E. Palmer. Schr Ann Rambo, Eskridge. 5 days from Richmond. Steamer Mars, Grumley, 24 hours from New York, with möse, to W. M. Ealrd & Co. Steamer M. Massey, Smith. 24 hours from New York, with möse, to W. M. Baird & Co.

MEMORANDA. Ship F. E. Cutting, Tyson, for Philadelphia, was in the river, Liverpool, 28th ult. Steamship Wnitwind Geer, for Philadelphia, called from Providence 5th inst. Steamship Huster, Rogers, hence, at Providence 5th instant.

Steamship Lord Lovell, Jones, hence, at Havana

Barque Mary C. Fox, Ross hence, at Portland sth Instant

Instant. Barque Diana, Michaella for Philadelphia via Fal-mouth cleared at London 27th uit. Barque Jenrie, Henrici, hence for Rotterdam, at Zierckaee 27th uit. Rarque Andrea, Dabl, hence for Antworp, sailed from Queenstown 25th uit. Barque imperador, Heard, hence, at Pornambuco eth uic.

Barque Geestemunde, Kuhlken, hence, at Hamburg

Erig Alex. Milliken, Gray, from Delaware Break-ater at Holmes' Hole 7th inst. Brig J. McLatyre, Haskeil, hence, at Portsmouth

^{61h} Inst. Brig F. A. Heath, Williams, from New London for Putadelphia at New Yorz 9th Inst. Erig Manson, Glikey, for Putadelphia, sailed from St. John, N. B. 5th Inst.

Brig Natrona, Robinson, hence for Stettin, in Eisl-

Brig Natrona, Robinson, Based for Standard has a nore sound 25th ult. Brig George Lattimer, Knight, for Philadelphia, was loading at St. Johns, P. B., 1st inst. Brig B. Inginac, Gray, for Philadelphia, cleared at Ballimore sth inst. Brig Perl; Cole hence, at Boston yesterday. Brig Mary E. Thompson, Warren, hence, at Boston Valleday.

esterday, Brig San Annen, Sauejor, sailed from Zaza 25th ult.

Brig San Annen, Sauejor, sailed from Zaza 25th ult., for Deinware Breakwater. Schrs Sidney Price, hence for Salam: C. W. Locke. Thon as Jefferson, and Jaabella Thompson, hence for Beston; Harriel Baker, Marcus Hunter, hence for Portland, at Holmes' Hole sth Inst. Of the fleet be-fore reported 20 sailed on the sth Schr John H. French. Burgets, of and from Phila-delphia for Pembroke Me., which went ashore on Biock failind 3d ult., and subsequently got off and went into Newport, has repaired, and will procees to Philadelphia, abandoning her cargo of coal to the consignees.

Schr Flora King, Cook, for Philadelphia cleared at Calais:

hr Michigan, Pickering, cleared at Calais 5th inst.,

r Camden, N. S. Schr C. S. Edwards, hence, at Portsmouth 5th Inst. Schr Polly Price, Jacques, hence, at Gioucester 5th

Instant, Behr Joseph Hay, Hathaway, from Boston for Phi-ladelphis, at New London 6th Inst. Schr Reading RR, No. 47, hence, at Norwich 7th Instant. Schrs B. Washburn, Thrasher, from Providence for Philadelphia, sailed from Newport 5th Inst.

Fallahan, bence, at kichmond sta John Donny; and Schr Stephen Morris, Scaman, for Philadelphia, suited from Newport 5th inst. Schr Annie Gulespie Mitchell, from Windsor, N.S., for Fhiladelphia, saited from Newport sin inst. Steamer Valley City, Morgan, hence, at Richmond in inst. Steamer A physical

AVAILABLE

to 9 P. M.

acting with Delaware Enfrond at Withington for Urbseid and Intermediate Stations.
Express Train at 12:06 M. (Sundays excepted) for Baltimers and Washington, stopping at Winnington, Perryvills, and Elavira-do-Grace. Connents at Wil-mington with train for New Castle.
Express Train at 72.6 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chaster, Thrniow, Linwood Ciaymoni, Winnington, Sewport, Station, Newark, Elkton, Northeast, Chartentown, Perryville, Harre-do-Grace, Aberdeen, Fortyman's, Engewood, Magnolis, Chaster, and Steinmerts Rim. Night Express at 1900 P. M. (Daily) for Baltimore and Washington, stopping at Perryville and Havre-do-Grace, Connects at Winnington (Saterdays er-cepted) with Delaware Eksircad Line, stopping at New Castle, Midietown, Chayton, Dover, Instrington, Sestord, Salisbory, Princess Anne, and connecting at Crastele Midietown, Chayton, Dover, Instrington, Sestord, Salisbory, Princess Anne, and connecting at Crastele Midietown, Chayton, Dover, Instrington, Sestord, Salisbory, Princess Anne, and connecting at Crastele Midietown, Chayton, Dover, Instrington, Sestord, Salisbory, Princess Anne, and connecting at Crastele Midietown, Chayton, Dover, Instrington, Sestord, Salisbory, Princess Anne, and connecting at Crastele Midietown, Chayton, Dover, Instrington, Sestord, Salisbory, Princess Anne, and connecting at Crastele Midietown, Chayton, Dover, With Delaware Monroe and Norfolk via Basinore will take the 120 P. M. train, Via Crastelod will take the Huo P. M. train, Via Crastelod will take the Huo P. M. train, Stopping at all stations between Philadelphils and Withermer.

Stopping At all stations between Philadelphis and

Stopping at all stations between Philaderphis and Winnington. Leav Philadelphis at 11:00 A. M. 330, 500, 706, and 12 00 (daily) P. M. The 500 P. M. Train connects with Delsware Hairroad for Harrington and Inter-mediate stations. Leave Wilmington 706 and 3'10 A. M. (daily), 1738 '15 and 7'30 (daily) P. M. The 8'15 A. M. Train will not stop between Chester and Philadelphia. FROM BALTIMORE TO Philadelphia. FROM BALTIMORE TO Philadelphia. FROM BALTIMORE TO Philadelphia. From Haltimore 7:35 A. M., Way-Mall; 9:49 A. M., Express; 2'20 P. M., Express; 6'30 P. M. Express Sta

Leave Baltimore 725 A. M., Wey S. K., Express: 726 F. M., Express: 526 F. M., Express: 526 F. M., Express: 576 F. M. Express: Star F. M. Stopping at Havre-de-Grace. Perryville, and Wilmington. Also stops at North-East, Elkion, and Newark to take passengers for Philadeiphils and leave passengers from Washing-tor or Haltimore, and at Chester to Leave passengers and Washington or Baltimore. Through tickets to all points West, Sonth, South-west, may be produced at the Totest Office, No. 828 (HESNUT Sireet, and er the Confinental Hotel, where, also, state-rooms and bertas in disping care on bescured during the day. Persons purchasing iterets at this office can have their bayyage checked at their restance by the Union Transfer Company at their restance by the Union Transfer Company (AS)

DEILADELPHIA AND ERIE BAILROAD.

BUMMER TIME TABLE, Through and direct route between Philadelphia, mitimore, Harrisburg, Williamsport, to the North-sent, and the Great Oil Region of Penesylvania, "LEGANT SLEEPING CA 65 on all offant Trains, On and after MONDAY. May 11, 1986, the trains on the Philadelphia and Erle Eathroad will run as

follows:- erstwasD, Mail Train leaves Philadelphia...... a a prives at frie...... prise Express leaves Williamsport...... a arrives at Erie.... prise Express leaves Williamsport..... a arrives at Erie... b a arrives at Erie... b a arrives at Lock Haven... b arrives Williamsport..... b a arrives at Lock Haven... a b arrives at Lock Haven... EASTWARD, 6'm P. M.

EASTWARD, iso Trein leaves Erie ieaves Williamsport. rrives at Philadelphia.....

HORTEST ROUTE TO THE SEA-SHOBE!

CAMDEN AND ATLANTIC RAILROAD, On and after MONDAY, descember 7, trains will este VINE Street Ferry as follows:-

Loss and predice of thirty years at the Norchwest corner of Third and Unlow streets, has lately re-moyed to South ELEVENTH Street, between MAR-E ST and CHEKNUT. His superiority in the prompt and perfect cure of all recent, chronic, local, and constitutional affec-tions of a special nature, is proverbial. Diseases of the skin, appearing in a hundred dif-ferent forms, totally eradicated imenial and physical weakness, and all nervous debilities scientifically and successfully treated. Office hours from 5 A. M. to 9 P. M.

A large assoriment of Cooking Ranges, Fire-board Stoves, Low Down Grates, Venillators, etc., alway on hand, N. B.-Jobbing of all kinds promptly done. 510)

COPY

Woodbury Accommodation train at 800 P. M. Bridgeton and Salem Freight Trains leave Camden

The subscribers have ample wharf dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, fails, etc. etc for raising heavy or light weights. JACOB C. NEAFIE, JOH N P. LEVY, 8 13 BEACH and PALMER Streets,

811 BEACH and PALMER Streets, J. VAUGHN MERBRICK, WILLIAM H. MERBRICK JOHN E. COPE SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON STREES, PHILAD SLPHIA, MERRICK & BONS, ENGINEERS AND MACHINISTS, MENGINEERS AND MACHINISTS, MADUSCAUE High and LOW Pressure Steam Engines for Land, River, and Marine Service, Bollers, Gazonetters, Tanka, Iron Boats, etc. Castings of all kinds, either fron or brass. Iron Frame Roos for Gas Work, Workshops, and Railrosd Stations, etc.

Reitrad Stations, etc. Reitrad Stations, etc. Retorts and Gas Machinery, of the latest and most improved combination. Every description of Plantation Machinery, also Sugar, Saw, and Grist Mills, Vacuum Pans, Oli Steam Trains, Defecators, Filters, Pumping, En-gines, etc.

Steam Atoms, Derecators, Fitters, Fumping, May Sole Agents for N. Billonx's Patent Sugar Boiling Apparatum, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifogal Sugar Draining Machines. 6 505

PAPER HANGINGS, ETC.

WALL PAPERS.

WE ARE NOW RETAILING OUR

IMMENSE STOCK

OF

PAPER HANGINGS.

FOR HALLS. PARLORS, Etc.

NEW GOODS constantly coming in, and first-class

HOWELL & BOURKE,

Corner of FOURTH and MARKET.

GAS FIXTURES.

G AS FIXTURES. MISERY, MERRILL & THACKARA, NO, VIS CHESNUT Street, montactneers of Gas Fixtures, Lamps, etc., story would call the attention of the public to their large size are gain assortiment of Gas Chandellers, Feudanis, Braczets, etc. They also inizodnos grappipes into dweilings and public buildings, and attends to axtends ing, altering, and repairing gas-pipes. All work warranted. 3:112

COAL.

B. MIDDLETON & CO., DEALERS IN COAL, Kept aryunder cover, Prepared spreasy to family mes. Yird, No. 1225 WARMINGTON A young Onice No. 514 WALNUT Street. 75

COTTON AND FLAX, COTTON AND FLAX, Of all numbers and brands, Of all numbers and brands, Of all numbers and brands, Tent, Awning, Trunk, and Wagon Cover Back Also Peper Manufacturers' Drior Felts from one to Also Peper Manufacturers' Drior Felts from Also Solor No, too JONES' Alles

PHILADELPHIA.

workmen sent to any part of the country,

94fmw2m

ANGE

TER Streets.

of Lime, Bone

stantly on hand

AGGING

CO.,

ally, at 12 (noon.) ally ally a second philadelphia and all (promotation Checks between Philadelphia and all

ats tions at reduced rates, WILLIAM J. SEWELL, Superintendent,

HEREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for Stations on Canden and Amboy and Consect Hadroads, from Waind arree wharf. INCREASED DESPATOR.

Haliroads, Robs Wainin arres wathin in CREASED Disspation.
Preight for all way polula on the Camdon and Amboy, Freehold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon
For Treaton, Frinceton, Kingaton, Rocky Hill, and all poluta on the New Jersey and Belvidere Ball ronds, forwarded at 25 P. M.
For New York, at 12, 2%, and 5 P. M.
Freight received from 7 A. M. to 6 P. M.
Freight received from 7 A. M. to 6 P. M.
A silp memorandum, spectring the marks are nonnoers, all polymers and consignees, must be seens with each load or goods.
WALTER FREEMAN, Agens, No. 226 B. Delsware Avenne, Philadelinble.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILBOAD, to Wilkes harre, Mahanoy City, Mount Carmel, Oenralia, and all points on Lehigh Valley Baliroad and its iches.

branches. By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandlase consigned to the above named points. Glocds delivered at the Through Freight Depot, B, E, corner of FRONT and NOBLE Streets, Before 5 P, M., will reach wills sharts, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M. of the successing day, [7 2] ELLIS CLARK, Agent.

STOVES, RANGES, ETC.

NOTICE.-THE UNDERSIGNED Wold call attention of the public to his The W GOLDEN FACILE FURNACE. This is an enti-sty bew heater. It is so com-structed as to all once commend itself to remeral favor, beit g a combination of wrought and cast iron. It is so that is an enti-sty bew heater. It is so com-structed as to all once commend itself to remeral favor, beit g a combination of wrought and cast iron. It is so that the combination of the self to remeral favor, beit g a combination of wrought and cast iron. It is so that the combine of the self to remeral favor, beit g a combination of the self to remeral favor, beit g a combination of the self to remeral to be the set to produce a larger amount of heat from the sense weight of scale the stars produced by my new arrangement of evaporation will at once that will produce a perfactly healthy summeries that will produce a perfactly bealthy summeries that will produce a perfactly bealthy summeries that would do well to call and crammer the folden Hagle CHARLES WILLIAMS, Nos. HER and HAR MERET Street Philadelphia. NOTICE .- THE UNDERSIGNED

AFES AND INSUITABLY CANNAY BACK CONTAINING A HAIN 2223) Also, WOOL SACES, JCHN T. BAILEY. JAMES CASCADEN.

W. I L L I A M S. G R A N T, COMMISSION MERCHANT, Ne. 8 S. DELAWARE Avenue, Philadelphia,

AGENT FOR Dupont's Cunpowder, Refined Nitre, Charcoal, Etc. W. Baker & Co.'s Chocolate Cocce, and Broans. Crocker, Bros. & Co.'s Yellow Metal Sheabhur Bolts and Nalls.