THE DISC TERBORATH PRIMADELEDIA THURSDAY, JANUARY 37, 1876. DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, JANUARY 27, 1870 THE

The Rev. Charles Turner, who has pub- | ed two volumes of very fine sonnets, is eldest brother of Alfred Tennyson. Seve-of these sonnets are worthy of the Laure-himself. We select two:-

THE "HIGHER CRITICISM" BLEGGES THE BIBLE

a say 'tis still God's Book, still true and wise,-

sugh you have shorn it of its noblest parts,

paraged all its great blographies, i left no nourishment for pining hearts; t that's a foodless river, where the fish stolen from the waters, every fin.

ence thieves have harried all that God put in, spared not scarce enough to freight a

dish: have you stolen away our food for faith-th Moses disallowed, and Paul reviewed, d Christ Himself by rival pens pursued, at race each other through His life and

deathrks my soul to see how bland you look, ing your foolish blessing to the Book

THE BRE-WISP. window-panes enthral our summer bees insect woes I give this little page)-hear them threshing in their idle rage se crystal floors of famine, while, at ease, ir outdoor comrades probe the nectaries owers, and into all sweet blossoms dive; n home, at sundown, to the happy hive, forward wing, straight through the dancing flies;

such poor strays a full-plumped wisp I

keep, d when I see them pining, worn, and vext, rosh them softly with a downward sweep the raised sash—all angered and perplext: the raised sash—all angered and perplext: ainst the very hand of Providence.

Mr. Turner-it may interest our readers to informed-is the brother to whom is adssed a section of "In Memoriam." 'More than my brothers are to me-Let not this ver thee, noble soul.

English Bible Translations.

YCRLIFFE'S BIBLE .- This was the first YCRLIFFE'S BIFLE.—This was the first slation made into our language. It was aslated by John de Wyckliffe, or Wyck-is, about the year 1360, but never printed, ingh there are manuscript copies of it in aral European libraries. This great work locked the Scriptures to the multitude, or, one of his antagonists, bewailing such an arprise, worded it, "the gospel pearl was a abroad and trodden under foot." May rekliffe not be justly styled the Morning-r of the Reformation ?

rof the Reformation ? TYDALE'S BIBLE.—The translation of Wil-Tyndale, assisted by Miles Coverdale, the first printed Bible in the English lan-The New Testament was published It was revised and republished in 526. 0. Two years later, Tyndale and his asso-tes finished the whole Bible, except the ocrypha, and printed it in Germany. A feet copy was sold in London, in 1858, for

ATTHEW'S BIBLE .- While Tyndale was preing a second edition of the Bible, he was ested and burned, after being strangled, theresy. This was on Friday, the 6th of tober, 1536. After his death, Coverdale I John Rogers revised it, and added a nslation of the Apocrypha. It was dedi-ted to Henry III, in 1537, and was printed Hardward and a state of the state of t Hamburg, under the borrowed name of omas Matthew, whence it was called Mat-w's Bible. A copy was recently sold for

RANMER'S BIBLE, - This was the first Bible ated by authority in England, and publicly up in the churches. It was Tyndale's mon, revised by Coverdale and Cranmer, added a preface to it, whence it was

generally adopted, and the former ones soon | fell into disuse

Among other rare and highly-coveted edi-tions is one printed in England in the seven-teenth century, in which the important word not was omitted in the seventh commandment, from which circumstance it has over since been known as "The Adulterous Bible." Another edition, known a the Pear-Bible, appeared about the same time, filled with errata, a single specimen of which will suffice:—"Know ye not the ungodly shall in-herit the kingdom of God?" Bibles were once printed which affirmed that "all Scripture was profitable for destruction;" while still another edition of the sacred volume is known as "The Vinegar Bible," from the erratum in the title to the twentieth chapter of St. Luke, in which "Parable of the Vineyard" is printed "Parable of the Vinegar." Copies of "The Mazarine Bible," as it is called, because the copy that first at-tracted attention in modern times was discovered in the library of Cardinal Mazarin, are very rare. They are of two kinds, on vellum, of which there are but four copies known, and about twenty on paper. A vel-lum copy, with two leaves supplied in manu-script, was sold in London for two thousand and twenty dollars, but a copy on paper has since sold for the prodigious sum of two thousand nine hundred and eighty dollars, at the sale of the library of the Bishop of Cashel, in 1858. This, we believe, is the largest sum on record ever paid for a single volume of a printed book, with the exception of the price givan for the celebrated Christopher Valdarfer's edition of Boccaccio's "Decameron" at the sale of the Duke of Roxburghe's library in London, in 1812. The principal competitors for this were the Mar-quis of Blandford and Earl Spenser. The former carried off the prize for two thousand two hundred and sixty pounds, more than ten thousand dollars of our money.-Appleton's

THE LATEST AFFINITY.

Journal.

Moral Herolsm of a Blacksmith-He Grace-fully Makes Way for a New "Affinity," and Consents to Board where He Had Been "Boss."

"Boss." Although not claiming an exquisitely eupho-nious appellation for their sparsely settled vil-lage, the very sedate residents of Dobbs' Ferry, on the Hudson, are at present in possession of a sensation which, from its complex features, blending the immoral with the ludicrons, almost blending the immoral with the ludicrons, almost defies grave contemplation. In the early winter of the past year, it appears that William Brown, a son of Vulcan, and a native of "Merrie Eug-land," settled in the village, resolving, it is sup-posed, to there "forge" out a support for himself and family, consisting of a wife and three children, the eldest of whom is perhaps eight years old. To this end a comfortable cot-tage was rented in Cedar street and a shop fitted up adjoining, where an "anvil choras" was up adjoining, where an "anvil chorus" was lustily performed from the rising of the sun until the going down thereof. It may here be men-tioned that Brown is about forty-five years of age, while she who was then his "better half" is perhaps twenty years younger. Of the three children alluded to it is understood that the two eldest are the issue of Brown's first marriage,

eldest are the issue of Brown's first marriage, while the other innocent was intended to cement his second union, but failed to "stuck," as may be learned from the sequel. When the blacksmith and his family came to the village there accompanied them a helper, who had been for some time previous in the employ of Brown, who treated him with as much friendly consideration as though he were a member of the home circle. In short, Bernard Tighe, the fastidious assistent, not only wielded a member of the home circle. In short, Bernard Tighe, the fastidious assistent, not only wielded a sledge hammer for the man of iron, but also sat under the latter's "vine and fig tree," enjoy-ing all the blessings of a comfortable home. Both men have the reputation of being steady and industrious, and nothing that gossip could alight on was observed regarding the new-comers, except that occasionally the black-smith's assistant, elaborately attired, would be smith's assistant, elaborately attired, would be seen walking or driving out with the youthful

Mrs. Brown. Rumor had not yet troubled itself with his Brown a few weeks ago

RAILROAD LINES. DENNSYLVANIA CENTRAL RAILROAD

AFTER 5 P. M. SUNDAY, NOVEMBER 14, 1869. The trains of the Pennsylvania Central Railroad 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 liftity minutes be-fore its departure. The Chesnut and Wainst streets cars run within one square of the Depot. Sleeping-car lickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot. Agents of the Union Transfer Company will call No. 901 Chesnut streets, or No. 116 Market street, will receive attention.

receive attention TRAINS LEAVE &POT, VIL :--

 TRAINS LEAVE
 &FOT, VIE. :-

 Mail Train
 \$00 A.

 Paoli Accommodat'n. 10'30 A. M., 1'10 and 6'50 P.

 Fast Line and Erie Express.
 11'50 A.

 Harrisburg Accommodation
 2'30 P.

 Lancaster Accomm. dation
 4'10 P.

 Parkesburg Train.
 5'30 P.

 Cincinnati Express.
 5'30 P.

 Erie Mail and Pittsburg Express.
 9'45 P.

 Accommodation.
 9'41 A.

 19-11 A. M

cept Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116

4 29 General Superintendent, Altoona, Pa.

429 General Superintendent, Altoona, Pa. PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing ton avenne as follows:-Way Mail Train at \$50 A. M. (Sundays excepted) for Baltimore, stopping at all regular stations conceting with Delaware Ballroad at Wilmingto to crisfield and intermediate stations. Express Train at 12 M. (Sundays excepted), fc Baltimore and Washington, stopping at Wilmington perryville, and Havre-de-Grace. Connects at Wil migron with train for New Castle. Express Train at 4 200 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, for Baltimore and Washington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Pergyville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Rut. Night Express for P. M. (daily), for Baltimore and Washington, stopping at Chester, Thuriow, Lin-ond, Chaymont, Wilmington, Newark, Elkton, North-Fast, Perryville, Havre-de-Grace, Perryman's, and Magnolia. Magnolia. Magnolia. WILMINGTON TRAINS.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and

Wilmington. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Dela-ware Railroad for Marrington and intermediate

Matter Josef 107 Martington And Michaeles
 Leave Wilmington 6:20 and 8:16 A. M. 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.
 Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:39 P. M. trains for Baltimore Centra' Baltoad.

A. M. and 439 P. M. trains for Baltimore Centra' Railroad. From Baltimore to Philadelphia-Leave Baltimore 725 A. M., Way Mali, 935 A. M., Express; 235 J M., Express; 726 P. M., Express. SUNDAY TRAIN FROM BALTMORE. Leaves Baltimore at 725 P. M., Suppling at Mag-nolla, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

and Chester.

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WINTER ARRANGEMENT Of Passenger Trains, December 20, 1962, Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:- MORNING ACCOMMODATION. At 750 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 625 P. M.; arrives in Philadelphia at 926 P. M. MORNING EXPRESS. At 635 A. M. for Heading, Lebanon, Harrisburg, Pottsville, Pinepove, Tamaqua, Sunbury, Williams-port, Elmira, Rochester, Niagars Falls, Bumalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

RAILROAD LINES.

WINTER ARRANGEMENT

port, Elmira, Rochestar, Ningara Falis, Burnalo, Wilkesbarre, Pittston, York, Carliale, Chambersburg, Hagerstown, etc.,
 The 740 Å. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 945 Å. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Merchan Valley train for Harrisburg, etc.; at HAR-RISBURG with Northern Central, Cumberland Valley, and Sohnylkill and Susquelianna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
 Leaves Philadelphia at 250 P. M. for Reading, Pottsville, Harriburg, etc., connecting with Reading and Columbia Hailroad trains for Columbia, etc., POTTSTOWN ACCOMMODATION.
 Leaves Potistown at 645 A. M., stopping at intermediate stations; arrives in Philadelphia at 200 P. M.; arrives in Pottstile at 540 A. M. and Reading at 730 A. M., stopping at all way stations; arrives in Philadelphia at 740 P. M.; arrives in Reading at 1620 A. M.
 M. Keturning, leaves Philadelphia at 445 P. M.; arrives in Reading at 740 P. M., and st Pottsville at 950 P. M.

P. M. Trains for Philadelphis leave Harrisburg at \$10 A. M., and Pottsville at 0 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 205 P. M., and Pottsville at 245 P. M., arriving at Phila-delphia at 645 P. M. Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Accommodation south at 635 P. M., arriving in Philadelphis at 925 P. M. Market train, with a passenger car attached, teaves

Market train, with a passenger car attached, leaves Philadelphia at 12:30, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadel-phia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at S A. M., and Philadelphia at S 15 P. M. Leave Philadelphia for Reading at S A. M.; returning from Reading at 4-25 P. M.

CHESTER VALLEY RAILROAD.

P. M. CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 750 A. M., 1230 and 400 P. M. trains from Philadelphia. Returning from Downingtown at 630 A. M., 1245 and 515 P. M. PERKIOMEN RAILROAD. Passengers for Schwenksville take 730 A. M., 1230 and 400 P.M. trains from Philadelphia, returning from Schwenksville at 8406 A.M. and 1245 M. Stage lines for the various points in Perkiomen Valley con-nect with trains at Collegoville and Schwenksville. COLEBROOKDALE FAILROAD. Passengers for Mt. Pieasant and intermediate points take the 730 A. M. and 400 P. M. trains from Philadel-phia, returning from Mt. Pieasant at 740 and 1100 A. M.

A. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 500 P. M., passing Reading at 135 and 1005 P. M., and connecting at Harrisburg with Pennsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baiti-more, etc.

nore, etc. Returning Express train leaves Harrisburg on ar-

rival of Pennsylvania Express from Pittsburg at 525 A. M., and 1220 noon, passing Reading at 7:00 A. M., and 2:00 P. M., arriving at New York 12:05 noon, and 6:35 P. M. Sleeping cars accompany

A. M., and 200 P. M., arriving at New York 19'05 noon, and 6'55 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without ohange.
 A Mail train for New York leaves Harrisburg at 8'10 A. M. and 2'05 P. M. Mail train for Harrisburg leaves New York at 12 M. Schultkill, VALLEY RAILROAD.
 Trains leave Pottsville at 6'30 and 11'30 A. M., and 6'50 P. M., returning from Tamaqua at 5'25 A. M., and 6'50 P. M., returning from Tamaqua at 5'25 A. M., and 6'50 P. M., returning from Tamaqua at 5'25 A. M., and 7'30 and 14'0 and 4'50 P. M.
 SCHUYLKILL AND SUSQUEHANNA RAILROAD.
 Trains leave Auburn at 5'55 A. M. and 3'20 P. M.
 for Pinegrove, and Harrisburg, and at 19'10 noon for Pinegrove, at 7'20 A. M. and 3'40 F. M., from Brookside at 4'00 P. M., and from Tremont at 7'15 A. M. and 5'05 P. M.
 Through first class tickets and emigrant tickets to di the principal points in the North and West and canadas.

anadas.

Canadas, Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

RAILROAD LINES.

READING RAILROAD. -GREAT THUNE LINE from Philadelphia to the interior of Pennsyl-vania, the Schuyikill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadas.

At 8 and 10 A. M., 19 M., 2, 3'80, and 4'90 P. M., for Trenton. At 6'20, 8, and 10 A. M., 19 M., 9, 3'90, 4'90, 6, 7, and 11'20 P. M. for Bordentown, Florence, Burlagton, Beverly, and Delanco. At 6'30 and 10 A. M., 12 M., 3'30, 4'80, 6, 7, and 11'30 P. M., for Edgewatar, Hiveraide, Riverton, Paimyra, and Fish House, S A. M. and 9 P. M. for Riverton. The 11'80 P. M. Lno Isaves Market Street Ferry, (upper side). FROM KENSINGTON DEFOT. At 7'30 A. M., 9'30, 3'30, and 5 P. M. for Trenton and Bristel, and 10'45 A. M. and 6 P. M. for Bristel. At 7'80 A. M., 9'30 and 5 P. M. for Morrisville and Tullytown.

ALT 20 and 10 15 A. M., and 2-30, 5, and 6 P. M. for

At 730 and 10.45 A. M., and 2.30, 5, and 6 P. M. for Schenck's and Rddington. At 730 and 10.45 A. M., 2.30, 4, 8, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Eridesburg and Frankford, and at 8.30 P. M. for Holmesburg and Intermediate stations. FROM WEST PHILADELPHIA DEFOR. Via Connecting Railway. At 7, 9:30 and 11 A. M., 120, 4, 6 45, and 12 P. M. New York Express Lines, via Jersey City. Fare, 53.95.

At 11:30 P. M., Emigrant Line. Fare, \$2. At 7, 9:30, and 11 A. M., 1:30, 4, 6:45, and 12 P. M.

for Trenton. At 7, 956, and 11 A. M., 4, 645, and 12 P. M. for

Bristol. At 12 P. M. (Night), for Morrisville, Tulivicwn, Schenck's, Eddington, Cornwell's, Torrescale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 6:45 and 12 F. M. Lines will run daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES.

At 7:30 A. M. for Ningara Falls, Buffalo, Dankirk, Elmirs, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesharre, Seranton, Stroudaburg, Water Gap, Schooley's Moun-tain etc.

Scranton, Stroudsburg, Water Gap, Schooley's Moun-tain, etc. A. 7:00 A. M. and B:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 11 A. M. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and intermediate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS. FEMM MARKET STREET FERRY (DPPER SIDE)

ROADS. FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 215, 330, 5, and 630 P. M., and on Thursday and Saturday nights at 1130 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 7 A. M., 215 and 630 P. M. for Lamberton and Mediord.

Mediord. At 7 and 10 A. M., 1, 3'30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-town, New Egypt, and Hornerstown. At 7 A. M., 1 and 3'30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imiaystown, Sharon, and Hights-town. WILLIAM H. GATZMER, Agent.

town. WILLIAM H. GATZMER, Agent. PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE, On and after MONDAY, Nov. 22, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9-95, 16, 14, 12 A. M., 1, 2, 3%, 3%, 405, 435, 5, 5%, 6, 6%, 7, 8, 9-20, 10, 11, 12 F. M. Leave Germantown at 6, 645, 7%, 8, 8-20, 0, 10, 10 ± 0, 12 A. M., 1, 2, 3, 3 ± 0, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 F. M. The 8-20 down train and 3% and 5% up trains will not step on the Germantown Branch.

Bank street. Encourse to John B. myors a co. OF ENING SPRING SALE OF 2000 CASES BOOTS, SHOKS, HATS, ETC. On Tuesday morning. Fobruary 1, at 10 o slock, on four months' credit, includ-ing mea's, boys', and youths' call, kip, and buff leather boots: fine grain long-leg dress boots. Congress boots and balmonais; kip, buff, and polish grain brogans; women's, misses', and children's reat, morocco, kid, and enamolied balmorals; Congress gaitors; lace boots. Issing gait-cers, ankie-the, traveling bags, metallic oversitoes, etc. etc.

not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10%

Leave Germantown at \$15 A. M., 1, 3, 6, and 9% P. M.

P. M. CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 1, 990, and 11 F. M. Leave Chesnut Hill at 740, 8, 940, 1140 A. M., 140, 3%, 540, 649, 840, and 1940 P. M. ON SUNDAYS. Leave Philadelphia at 945 A. M., 2 and 7 P. M. Leave Chesnut Hill at 750 A. M., 1240, 540, and 945 P. M.

9-25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN.

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Ebiladeiphia at 6, 7%, 9, and 1105 A. M., 1%, 5, 4, 4%, 5%, 6%, 8'05, 10'05, and 11% P. M. Leave Norristown at 540, 6'25, 7, 7%, 8'20, and 11 A. M., 1%, 5, 4%, 6%, 8, and 9% P. M. The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane. The 4 P. M. train from Philadeiphia will stop only at School lane, Manayunk, and Conshohocken. ON SULTAYS reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and Intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. dis-count, between any points desired, for families and firms. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK. FOR MANAYUNK. Leave Philadelphia at 6, 7%, 9, and 1105 A. M., 1%, 3, 4, 4%, 5%, 6%, 805, 1005, and 11% P. M. Leave Manayunk at 6'10, 6'55, 7%, 8'10, 9'20, and 11% A. M., 2, 3%, 5, 6%, 8'30, and 10 P. M. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Philadelphia at 7% A. M., 1%, 6, and 9% P. M. PLYMOUTH RAILROAD, Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. MILEAGE TICKETS .- Good for 2000 miles, be tween all points, at \$52:50 each, for families and BITMS. SEASON TICKETS.-For three, six, nine, or twelve months, for holders only, to all points, at retwelve months, for holders only, to all points, at re-duced rates. CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT.-Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Philadelphia Post Office for all places on the road and its branches at 6 A. M., and for the principal stations only at 215 P. M. FREIGHT TRAINS leave Philadelphia daily at 435 A. M. 12:20 noon, 5 and 715 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond. BAGGAGE _Dungan's Express will collect hear.

ART & B. FOCHTH STREET. Bale at No. 1206 Spress street. NKAT HOUSEHOLD FURSTITIES, FINE BRUB. SFLS, IMPREIAL, AND OTHER CARPETS, FINE INGHAVINGS, KTC. On Friday Morning. Jan. P. at 10 o'clock, at No. 1206 Spress street, above Fitteenth street, by catalogue, the neet household furni-ties, valuet oval contex table, mabogany diming-room uniture, mahogany extension table, mahogany side boord, fine French oking dimeer and ten ware, glass-ware, walnut and cottage chamber jurniture, fine Brus-els, mperial, and damaak Vesetian carpota.gooking uten-sing the street of the stre

Construction of the other

AUOTION BALES.

M. THOMAE & SONS, NOS. 139 AND 141

Also, 3 very fine engravings, views of St. Peter's Church,

May be examined at 8 e'clock on the morning of ale.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 OHESNUT Street, rear entrance No. 1107 Sancous street.

CHESNUT Street, rear entrance No. 1107 Sancon street. Salo at No. 1110 Chesnut street. NEW AND SECOND.HAND HOUNKHOLD FURNI. TURE, PIANO.FORTES, MIRRORG, PIATRD WARE, CARPETS, VANES, CLOCKS, SEWING. MACHINES, STOVES, EFU. On Friday Morning. At 9 o'clock, at the anction stors, No. 1110 Chesnut street, will be sold, a large assortment of superior furgi-ture for parlor, chember, library, and dining room. ITALIAN MARBLE STATUARY. At 1 o'clock, on Friday, will be sold for accourt of whom it may concern, 2 Italian marble statues, with fill can-delabras, on amarmo columns. I firely executed Italian marble statues, with fill can-delabras, on amarmo columns. I firely executed Italian marble group of Bacohus and Arisane. They can now be examined. PIANO.FORTE-1 superior 7% square grand piano-forte, made by Hallett & Davis.

MARTIN BROTHERS, AUCTIONEERS, (Latoly Salesmen for M. Thomas & Sona.) No. 559 OkleSNUT Street, rear entrance from Miner.

SALE OF REAL ESTATE AND STOCKS. On Monday, Jan. 31, At 12 o'clock neon, at the Philadelphia Exchange, con-ser of Third and Wainut streets-THREE STORY BRICK DWELLING, No. 2142 Ells-orth strate

THERE STORY BRICK DWELLING, No. 2144 Ella-

2 shares Mercantile Library Co. CRAND SALK OF THE FINE ARTS. HIGH-OONT OIL PAINTINGS. BY FAVORITE KUROPRAN AND AMERICAN MASTERS. On THURSDAY and FRIOAY EVENINGS. February 5 and 4. At 7% o'clock, at the Galleries. No. 1020 Chemut street, by catalogue, a very Valuable Collection of 175 Oil Paint-ings, being a Librice Schection from the well-known gal-teres of Mr. JOSEPH RICHARDSON. No. 106 Chemut streets, and Mr. G. PELMAN, Marshall and Callowhill streets, Included in the catalogue will be found speci-mesters represented may be mentioned -William Shayer, Hilderdonk, William Shayer, Y. Naysmith, J. W. Inggormey, Thors, C. Hertel

C. Hertel, Moran, Le Bret, W. Brandenburg, W. Branden

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FAMILY, PULPIT, AND PHOTOGRAPH BIBLES,

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TO ALL WANTING FARMS IN A LOCAL-

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To Farmers, Horticulturists, Mechanics, Capitalists,

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A pamphlet of S4 pages now ready, containing a

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For sale by E. J. C. WOOD, Real Estate Agent,

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Publisher, P. O. Box No. 1439, New York, until 1st

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ares Mercantile Library Co.

a the second states

ed Cranmer's Bible. It was printed by fton, and published in 1540. After being pted, suppressed, and restored under sucive reigns, a new edition was issued in 0, a copy of which brought, at a recent in England, the sum of \$610.

HE GENEVA BIBLE.-Several English exat Geneva, in Queen Mary's reign, viz.: rerdale, Cole, Goodman, Gibbie, Knox, apson, and Wittingham, made a new slation, which was printed there in 1569. New Testament, however, had been ed three years before. Hence it has ever e been known as the Geneva Bible. much valued by the Puritan party. In version the first distinction in verses was e. It went through some twenty edi-

HE BISHOP'S BIBLE .- Archbishop Parker aged bishops and other learned men to pare and publish another translation. did so in 1568, in large folio. It made was afterwards called the Great English e, and commonly called the Bishop's le. In 1589 it was published in octavo, small but fine black letter. In it the hapters were divided into verses, but with-ut breaks.

MATTHEW PARKER'S BIBLE.-The Bishop's ible underwent some corrections from the nds of Matthew Parker, second Protestant ishop of Canterbury, who was selected for at duty by Queen Elizabeth, and was printed a large folio, in 1572, and called Matthew arker's Biblo. This version was used in the hurches for forty years. There is a well-reserved copy of this rare edition of the criptures in the possession of a gentleman residing in New York city.

THE DOUAY BIBLE. - The New Testament vas published by the Roman Catholics in 584, and called the Rhenish New Testanent. It was condemned by the Queen of ingland, and copies were seized by her auhority and destroyed. In 1609 and 1610, he Old Testament was added, and the whole ublished at Dousy, hence over since known s the Donay Bible.

BEZA BIBLE .- This edition of the Scriptures as translated by Theodorus Beza near the lose of the sixteenth century, and published n the year 1599. The following is a copy of he title-page of the New Testament, verbatim literatim :- "The New Testament of our ord Jesus Christ, translated out of Greeke y Theod. Beza; With brief summaries and positions upon the hard places by the said uthour, Ioac (amer. and P. Loseler Vallerias. uthour, loac (amer. and P. Loseler Vallerias. ngelished by L. Tomson. Together with the innotations of Fr. Innius upon the Revela-on of S. John. Imprinted at London by he Deputies of Christopher Barker, Printer by the Queene's most Excellent Majestie-599." The volume opens with a primitive brain of the Psalms in verse, then follow be Old Testament, the Apocrypha, and New lestament, as in Bibles of the present day. Kruce Laure' Varsator. — The version of the KING JAMES' VERSION .- The version of the criptures now in use was brought out by the authority of King James I, in 1611. Fiftybur learned men were employed to accom-lish the work of revision. From death or ther causes, seven of them failed to enter pon it. The remaining forty-seven were anged under six divisions, and had different ortions of the Bible assigned to those diviions. They entered upon their task in 1607, and, after nearly four years of diligent labor, he work was completed. This version was

applied to a notary public in the village for a "bill of separation" from his wife, stating that it was at her request he did so, and adding that, owing to her quarrelling with him, he found it impossible to live with her. The notary, on hearing Brown's apparently trifling grievance, gave him some friendly advice and courteously declined to assist in breaking up his domestic relations. Fully determined on his purpose, the blacksmith, it is stated, then sought and obtained the aid of a neighboring justice of the peace, who drew up and attested the document which purported to sever effectually the matrimonial cord which had heretofore made "one flesh" of Brown and his wife.

During the early portion of last week the mutually agreed upon separation came into the possession of the interested parties, and it is said that on the day following Mrs. Brown, es-corted by her husband's assistant, called on the resident Methodist minister of the village, and resident Methodist minister of the village, and having stated their wishes. were (un) duly united in matrimony by the clergyman. In jus-tice to the latter, it is probable that he was not aware of the circumstances surrounding the candidates for marriage before performing the ceremony. The newly married pair returned to the home of the blacksmith, who remains in the house as a boarder, while all other relations be-tween himself and his assistant as also with the tween himself and his assistant, as also with the latter's recently acquired family honors, remains as harmonious as though he was still the "boss" and the faithful assistant the boarder.

HARDING'S EDITIONS

OF

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PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY. WINTER ARRANGEMENT. On and after MONDAY, November 1, 1969, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek Railroads:-

Philadelphia, Baltimore Central, and Chester Creek Railroads:--Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 4'30 P. M. A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 2'30 P. M. Leave PORT DEPOSIT for PHILADELPHIA at 5'40 A. M., 9'25 A. M., and 2'25 P. M. On Saturday the 2'25 P. M. train will leave at 4'30 P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be respon-sible for an amount exceeding one hundred dollars, unless special contract is made for the same. HENRY WOOD,

President and General Superintendent. 111

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721 OHESNUT Street, Masonic Hall, G. RENTON THOMPSON Gen. Agent for Philadelph

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JOHN S. WILSON, Gen. Th. Frt. Agt. P. W. & B. R. R. Oo.

JAMES C. WILSON, Agent Baltimore and Ohio R. R. Co. N. B. - On and after MONDAY, January 10, the rates to all points via Baltimore and Ohio roate will be the same

via Canal to Baltimore as by the Railline. 18 Imrp STOVES, RANGES, ETO.

THOMSON'S LONDON ATTOREMENT or EUROPEAN RANGE for families, hotels, c public institutions, in TWENTY DIFFEREN SIZES. Also, Philadelphia Ranges, Hot At Fu naces, Portable Heaters, Low-down Grates, Fireboar Stores, Bath Bollers, Stew-hole Plates, Bollers, Gookin Stores, etc., wholesals and retail, by the manufacturers, SHARPE & THOMSON, 11 27 'u 6m No. 309 N. SECOND Street. THOMSON'S LONDON KITCHENE

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Takes effect November 22, 1869. Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-

Hazleton.

VV RAILROAD.
Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7:45 A. M., 11 30 A. M., 2:20 P. M., 4:15 P. M., 4:40 P. M., 6:15 and 11:20 P. M.
Leave West Chester from Depot, on East Market street, at 6:25 A. M., 8:00 A. M., 7:45 A. M., 10:45 A.
M., 1:55 P. M., 4:00 P. M., and 6:55 P. M.
Train leaving West Chester at 8:00 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:40 P. M. will stop at Me-dia, Glen Riddle, Lenni, and B. C. Junction. Pas-screers to or from stations between West Chester

From Fort Washington at 9.25, 10.35 A. M., 10 P. M.

and B. C. Junction going East will take train leaving west Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for sta-tions above B. C. Junction will take train leaving Philadelphia at 440 P. M., and will change cars at B. C. Junction. B. C. Junction. The Depot in Philadelphia is reached directly by the Chesnut and Walaut streets cars. Those of the Market street line run within one square. The

cars of both lines connect with each train upon its ON SUNDAYS. Leave Philadelphia for West Chester at 8:50 A. M.

and 2 00 P. M. Leave West Chester for Philadelphia at 755 A. M. and 4 00 P. M.

WILLIAM C. WHEELER, General Superintendent.

arrival

BAGGAGE — Dungan's Express will collect bag-gage for all trains leaving Phiadelphia Depot. Drders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL.

WEST CHESTER AND PHILADELPHIA RAILROAD.

4 105 PHILADELPHIA AND ERIE RAILROAD.-WINTER TIME TABLE. On and after MONDAY, Nov. 15, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West

9 85 P. M. 7 40 A. M. 8 20 P. M.

arrives at Lock Haven... 7 20 P. M.

EASTWARD,

CHURCHES New and superb assoriment, bound in Rich Levant Turkey Morocco, Paneled and Ornamental Designs, equal to the London and Oxford editions, at less than

At 5 00 P. M. for Bethlehem, Easton, Allentown,

At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 5:45 A. M., 2:45 and 4:15 P. M. For Fort Washington at 7:30 and 10:45 A. M., and 11:20 P. M. For Abington at 1:15, 5:20, and 8, P. M. For Lansdale at 6:20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Rallways run to the new Depot.

Depot. TRAINS ARRIVE IN PHILADELPHIA. From Bethiehem at 9 A. M., 245, 440, and 825 P.M. From Doylestown at 835 A. M., 430 and 705 P. M. From Lansdale at 730 A. M.

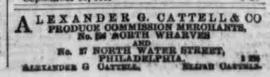
3'10 P. M. From Abington at 2'35, 6'45, and 9'20 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9'30 A. M. Philadelphia for Doylestown at 2 P. M. Doylestown for Philadelphia at 7'00 A. M. Bethlehem for Philadelphia at 4 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Outco. N., 106 S. FIFTH Street. Office, No. 105 S. FIFTH Street. 11 1 ELLIS CLARK, Agent.

W EST JERSEY RAILROADS, FALL AND WINTER ARRANGEMENT. COMMENCING TUESDAY, SEPTEMBER 21, 1969. Leave Philadelphia, foot of Market street (Upper Ferry). at

Leave Philadelphia, foot of Market street (Upper Ferry), at 8'15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate sta-tions. 3'15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro. 3'50 P. M., Passenger, for Bridgeton, Salem, Swedes-boro, and all intermediate stations. 5'50 P. M., Woodbury and Glassboro accommoda-tion. Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadel-phia at second covered wharf below Wainut street. Freight delivery at No. 225 South DELAWARE Avenue.

Avenue. Commutation tickets at reduced rates between Philadelphia and all stations. EATRA TRAIN FOR CAPE MAY.

(BATURDAYS ONLY.) Leave Philadelphia, S'16 A. M. Leave Cape May, 1'10 P. M. WM. J. SEWELL, Superintendent. September 16, 1869 9 20



BY BARRITT & CO., AUCTIONEERS OASH AUCTION HOUSE, [1] 24 (No. 230 MARKET Street, corner of Bank street. Cash advanced on consignments without extra charge. LIPPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street. HARDING'S EDITIONS