

DR. ANDERSON.

The Father of Wood Engraving in America. I note, says the New York correspondent of the Boston Sunday Gazette, the death of Dr. Anderson, known in art circles here as the "father of wood engraving in this country." He had reached the green old age of ninety-five. He studied for a physician, but liking art better than pill and lanost, went regularly into engraving as a business in his thirtieth year. But he had previously engraved in an amateur way, and when seventeen years of age made the first wood-cut every executed in this country. Webster's Spelling Book was illustrated by cuts from his hand, and innumerable primers and toy-books were issued adorned by his art. But how great have been the changes in the art since Dr. Anderson's first rude experiments! What was at first but a cheap, inferior mode of illustration, has in time come almost to rival costly steel plates. Very little had been done in wood engraving in this country until the issue of the well-known Harper's Bible, which, it will be remembered, appeared in numbers, each part profusely adorned with engravings. This beauty and finish of these engravings were considered at the time quite remarkable, although the art since then has made notable advances. The Harper Bible was produced under the direction of Mr. Adams, who was one of the pioneers in the art. He was one of the first to demonstrate how a wood cut should be printed, and in connection with this an entertaining anecdote is told. Wood cuts had to undergo a kind of preparation for printing different from that of any other kind of engraving, and which is technically known as overlaying and underlaying. These processes consist of a very careful cutting out of bits of paper to the shape of the different objects in the pictures, which, placed under the cut and under the type, strengthen the impression in all the dark parts and lighten it in others. If a cut is skillfully prepared in this way, all its effects come out; if badly prepared, it looks poor and ineffective, no matter how well the engraver has done his work. Mr. Adams was among the first to perceive the necessity of this sort of preparation for wood-cuts, and in getting up the engravings for the Harper Bible stipulated that he should have the right to prepare each form for the press. So when the first sheet for the work was ready for the press, he pulled off his coat and went to work at what is called "making ready." He prepared "overlays," says an "underlayer," he experimented in this way and in that; he shifted, he adjusted, he studied, until at last the brothers Harper became alarmed at the delay and consequent expense, and hinted it was time the press was at work. But Adams needed neither hints nor remonstrances, and kept on with his experiments. At last the Harpers called in counsel and summoned him before them. To their complaints he answered by appealing to his contract; the contract was referred to and read, and the worthy brothers saw that by its terms Mr. Adams could go on indefinitely with his experiments. With a good grace the brothers laughed and submitted, and Mr. A. went back to his press. Some weeks after this the experiments commenced a good deal of time. Mr. Adams carried to the Harpers a sheet of the work, on which the engraving appeared printed with so much beauty—a richness in the dark and delicacy in the light before unknown to wood engraving—that the publishers were delighted. Of course what took a long time in the way of experiment simplified itself readily in practice; and the printing of the "Pictorial Bible" went on now rapidly, and when the first number appeared it made a tremendous hit. We do better engraving and printing than we do, but Harper's Bible" was a long step in advance of anything that had been done before.

For Moderate Drinkers.

A "moderate prince" of New York, a portly six-footer, of great manly beauty, who never denied without his brandy and water, nor went to bed without a terrapin or oyster supper, and who was never known to be drunk, died of chronic diarrhoea, a common end of those who are never intoxicated and never out of liquor. Hull's Journal of Health gives this account of his death:— Months before he died—he was a year in dying—he could eat nothing without distress, and at death the whole alimentary canal was a mass of disease; in the midst of his millions he died of inanition. That is not a half reader. He had been a steady drinker, a daily drinker, for twenty-eight years. Scarcely a day passed but he had his brandy and water for five years; another is in the mad-house; the third and fourth were of unearthly beauty; but they blighted, paled and faded—into heaven we trust—in their sweet teens; another is tottering on the verge of the grave, and only one is left with all the senses, and each of them as weak as water. The same periodical instances another case that should supplement the one just given:— A gentleman of thirty-five was sitting in a chair with no special critical symptoms present; still, he was known to be a dissipated young man. He rose, ran fifty feet, fell down and died. The whole covering of the brain was thickened; the cavities were filled with fluid that did not belong to it—enough to kill half-a-dozen with apoplexy—a greater portion of one lung was in a state of gangrene, and nearly all the other was hardened and useless; blood and yellow matter plastered the inner covering of the lungs, while angry patches of destructive inflammation were scattered along the whole alimentary canal. Why, there was enough of death in that one man's body to have killed forty. The doctor who talks about guzzling liquor every day being "healthy" is a perfect disgrace to the medical name, and ought to be turned out to break stone for the term of his natural life at a shilling a day, and find himself. —The Birmingham Post says that among the things not generally known is the fact that Tennessee numbers among his chosen friends a Black Country puddler. The said puddler is no unrequited guest at Farringford, and he is presented by the poet with each of his volumes as they appear. The puddler is a poet, too, and his effusions have elicited the Laureate's high praise, but hitherto not a line has seen the light. —A project is on foot for an improvement in the medical service of the French metropolis at night. It is proposed to establish in Paris forty stations, where night doctors shall be in constant attendance. For these sixty doctors will be chosen, so that they may relieve one another. They are to receive a fixed salary from the Government of the town, and it will be their duty to attend to all urgent cases free of charge. —We saw yesterday the authority of nature, that benzol has been applied to a somewhat novel purpose. If poured on a piece of ordinary paper, immediate transparency is produced, to such an extent as to enable one to dispense entirely with tracing-paper. On exposure to air, or better, a gentle heat, the liquid is entirely dissipated, the paper recovers its opacity, and the original design is found to be quite uninjured.

SHIPPING.

LORILLARD STEAMSHIP LINE FOR NEW YORK. RUNNING REGULARLY EVERY TUESDAY, THURSDAY, AND SATURDAY, AT NOON, would call attention of shippers to the SPECIAL NOTICE. Great Reduction of Rates.

On opening of Spring Navigation the steamer of this line will run DAILY, at 5 cents per 100 lbs, 1 cent per foot, or 1/2 cent per gallon, ship's option.

FOR LIVERPOOL AND QUEENSTOWN AND ST. PAUL. STEAMERS are appointed to sail as follows: City of London, Saturday, Feb. 5, at 9 A.M. City of Baltimore, Saturday, Feb. 5, at 11 A.M. City of New York, Saturday, Feb. 5, at 1 P.M. And each succeeding Saturday and alternate Tuesday, from Pier 45, North River.

ONLY DIRECT LINE TO FRANCE. THE GENERAL TRANSLANTIC STEAMSHIP COMPANY. NEW YORK AND HAVRE, CALLING AT BREZEL.

FROM NEW YORK TO HAVRE, every Saturday. FROM HAVRE TO NEW YORK, every Saturday. FROM NEW YORK TO BREZEL, every Saturday.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE. THROUGH RATES to all points in North and South Carolina via Seaboard Air Line Railroad, connecting at Port Deposit, and to Lynchburg, Va., Tennessee, and the Southwestern Railroad.

FOR ST. THOMAS AND BRAZIL. REGULAR MAIL STEAMERS sailing on the 20th of every month.

FOR NEW ORLEANS DIRECT. STEAMSHIPS of this line will leave Pier No. 9, North River, at 3 o'clock P. M. on SATURDAYS.

NEW EXPRESS LINE TO ALEXANDRIA, GEORGETOWN, AND WASHINGTON, D. C. STEAMSHIPS of this line will leave Pier No. 9, North River, at 3 o'clock P. M. on SATURDAYS.

U. S. MAIL TO HAVANA. ATLANTIC MAIL STEAMSHIP CO. sailing regularly EVERY THURSDAY.

FURNITURE. RICHMOND & CO., FIRST-CLASS FURNITURE WAREHOUSES, No. 45 SOUTH SECOND STREET, EAST SIDE, ABOVE CHESTNUT, PHILADELPHIA.

RAILROAD LINES.

PENNSYLVANIA 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, at the following times:

Mail Train. TRAINS LEAVE DEPOT, VIZ.: 6:00 A. M. Paoli Accommodation, 7:00 A. M., 9:00 A. M., 11:00 A. M., 1:00 P. M., 3:00 P. M., 5:00 P. M., 7:00 P. M., 9:00 P. M.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. TRAINS LEAVE DEPOT CORNER BROAD AND WASHINGTON AVENUES AT FOLLOWS:

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PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY. On and after WEDNESDAY, November 11, 1869, Trains will leave as follows:

GREAT SOUTHERN MAIL ROUTE. ONLY ALL RAIL LINE TO NEW ORLEANS, MEMPHIS, NASHVILLE, AT LYNCHBURG, MONROE, MOBILE, MACON, RICHMOND, WELDON, WILMINGTON, GREENSBORO, GALAXIA, and all principal points SOUTH AND SOUTHWEST.

WEST CHESTER AND PHILADELPHIA RAILROAD. Leaving Philadelphia from New Depot, THIRTY-FIRST and MARKET STREETS, at the following times:

PHILADELPHIA AND ERIE RAILROAD. WINTER TIME TABLE. On and after MONDAY, November 15, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows:

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY. On and after WEDNESDAY, November 11, 1869, Trains will leave as follows:

RAILROAD LINES.

READING RAILROAD. GREAT TRUNK LINE. Philadelphia, the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canada.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. TRAINS LEAVE DEPOT CORNER BROAD AND WASHINGTON AVENUES AT FOLLOWS:

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RAILROAD LINES.

1869.—FOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and West Passes.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. TRAINS LEAVE DEPOT CORNER BROAD AND WASHINGTON AVENUES AT FOLLOWS:

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AUCTION SALES.

M. THOMAS & SONS, NOS. 120 AND 124 N. B. & FOURTH STREETS. Sale at the Auction Rooms, Nos. 120 and 124 N. B. & Fourth Streets, on Thursday next, Feb. 3, 1870, at 10 o'clock, A. M.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. TRAINS LEAVE DEPOT CORNER BROAD AND WASHINGTON AVENUES AT FOLLOWS:

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