NEW PUBLICATIONS.

TURNER BROS. & CO., 808 Chestnut street, have just issued, for the author, THE UNITED STATES BIBLE, an octavo pamphlet of sixteen pages, by Col. Wm. M. Runkel of this city. This is the first description of the Mint we have ever seen outside the newspapers, and is perhaps the briefest, and yet the fullest, description ever furnished to the public.

A condensed history of the institution occupies the first page; the balance of the work is devoted to the description of the manner in which the precious metals are turned into coin, together with most valuable tables of the comparative values of the various coins in United States coin, as recognized at the Mint. Every conceivable question in regard to the making of coins has been answered by Mr. Runkel, and the language is plain and clear. We notice that in most places where it was necessary to use scientific terms, their explanations have been given. This may not add much to the beauty of the work, although it is a most commendable feature in these days of pompous technicalities. The price is not marked in the book, but we understand that it will be retailed for 25 cents.

We learn with pleasure that Turner Bros. & Co. are to be the American publishers of one of the pleasantest contributions lately made to English belles-lettres. They have in press the autobiography of Edward Wortley Montagu, the only son of Lady Mary Wortley Montagu, whose career was, perhaps, one of the most extraordinary of any woman's in the annals of England during the last two hundred years. The Autobiography introduces kings and princes, politicians and poets, men of law and men of letters. In fact, it will give life-like portraits of dead men and women, among whom will be found George the Second—Frederick Prince of Wales—Lady Mary Wortley Montagu—Sarah, Duchess of Marlborough—The Earl of Chesterfield—Walpole—Fielding—Colley Cibber—Pope, whose dunce he was familiar with Lady Mary is described at length—Howard, Duchess of Suffolk—Swift—Lord Lyttleton—Billy Rooke—Lord Scarborough—Molly Segrave—The Duchess of Manchester—Dr. Young—Lady Bute—Lady Pomfret and his wife, the Duchess of Leeds—Kitty Hyde, afterwards the Duchess of Queensbury—Lady Betty Molyneux—Lady Fanny Shirley—Windham—Pulteney—Lady Bolingbroke—Lady Archibald Hamilton—Sir. Wm. Yonge—Tom Warrington—Hogarth—Congreve—Gay—Prior—Fox, afterwards the celebrated Lord Holland—Lord Hervey—The Duke of Kingston—Bishop Burnett—Richard Steele—Lady Bella Bentinck—The profligate Duke of Wharton, &c.

It is printed from advanced proof-sheets, purchased from Mr. Murray, of Newby, at an expense of two hundred pounds sterling.

Little's Living Age, No. 1340, for the week ending February 5th, contains The Rhinegold of the Future, *Gentleman's Magazine*; Glimpses of Christmas in the Days of Old, *Cornhill Magazine*; Mr. Froude and Queen Mary, *Blackwood's Magazine*; The Republican Diplomatists of the Revolution, *Spectator*; John, part III., *Blackwood's Magazine*; *Spectator*; The "Hob Roy" on the Jordan, *Spectator*; besides poetry and gems, ten short articles on various subjects.

The Living Age, besides its usual large amount of the best scientific, literary, historical and political matter, is publishing two new and very interesting serial stories, one by Mrs. Oliphant and the other by Chas. Lever.

Jerusalem as Seen at Sunset.

We generally resorted to the city as the sun declined, says Bartlett's "Jerusalem." Sol-

MEDICAL.

Ayer's Cherry Pectoral,

For Diseases of the Throat and Lungs, such as Coughs, Colds, Whooping Cough, Bronchitis, Asthma, and Consumption.

"Probably never before in the whole history of medicine, has any one remedy been so generally used upon the confidence of manhood, of disinterested advocacy by pulmonary physicians. Through a long series of years, and among most of our races of men, it has been the chief, and *before* the discoveries, as it has become better known, its authors and others, our guide in the treatment of the lungs and throat, have made it known as a remedy of unfailing power against the most fatal of the forms of disease and to young children, it is a cordial and a nutritive, as well as a medicine, to be given for tedious consumption, and the dangerous affections of the throat and lungs. As a precaution against sudden attacks of croup, it should be kept on hand in every family, and failed at all symptoms, subject to colds and coughs, all should be provided with this antidote for them.

Although settled *Consumption* is thought incurable, still great numbers of cases where the disease cannot be settled, have been completely cured, and the patient restored to sound health by the *Cherry Pectoral*. So complete is its mastery over the diseases of the Lungs and Throat, that the most skeptical cannot but be convinced when they see the evidence of their own eyes, that the *Cherry Pectoral* does cure the worst cases.

Diagnosis and Public Speakers find great protection from it.

Asthma is always relieved, and very wholly cured by it.

Bronchitis is generally cured by taking the *Cherry Pectoral* in small and frequent doses.

So thoroughly are the medical virtues of the *Pectoral* not published the certificates of them here, or do many there assume the public that its qualities are fully maintained.

Ayer's Ague Cure,

For Fever and Ague, Intermittent Fever, Chill Fever, Remittent Fever, Dumb Ague, Periodical or Bilious Fever, &c., and indeed all the affections which arise from Malaria, or Miasmatic Poisons.

Its name implies, it does *Cure*, and does not pill. Containing neither Arsenic, Quinine, Bismuth, Zinc, nor any mineral or poisonous substance whatever, it is noxious injury any patient. The numbers of testimonials we publish of its wonderful cures, are literally beyond account, and we believe there is no disease in the range of human medicine, Our pride is gratified by the acknowledgments we receive of the unerring protection it gives from disease, and where other remedies had wholly failed, the relief it has afforded.

Intermittents, or those who reside in, or travelling through miasmatic localities, will find in this Cure a sure guard, if they will but use it on the *Liver Complaint*, arising from fertility of the Liver, which is the first effect of Miasmatic poisons, and which is the forerunner of all the rest.

For Bilious Disorders and Liver Complaints, it is the best medicine we can give, and many will be astonished at the ease with which these are cured, and how quickly the system recovers from the effects of the Liver Complaint, arising from fertility of the Liver, when the cause is removed by the use of this Cure.

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PRICE, $1.00 PER BOTTLE.

At wholesale by J. M. HARIS & CO., Philadelphia.

OPAL DENTALLINA.—A SUPERIOR article for cleansing the teeth and preserving them which infest them, giving tone to the gums, and leaving behind a pearl like lustre, and a fragrance to the mouth, may be used daily, and will be found a most effectual preventive against the formation of tartar, and the decay of the teeth. Prepared only by the inventor and manufacturer, Dr. Dentist, Physician and Chemist, 1 Dentalline Place, New York. For sale by all Druggists.

TRAVELERS' GUIDE.

NORTH PENNSYLVANIA RAILROAD.—DEPOT, CORNER OF CAMBRIA STREET.

Trains leave for Philadelphia to the sources of Pennsylvania Railroad, Reading, Pottsville, Hazleton, the Cross Wyoming Valley, the North, Northwest and the Canal Counties, Bethlehem, Easton, Phillipsburg, Belvidere, Delaware Water Gap, Stroudsburg, Port Jervis, Tuesday and Colowhill streets, Philadelphia, Pa.

SUNDAY TRAINS leave Passenger Depot, corner of Cambria street and Germantown avenue:

7.45 A. M. Accommodation for Fort Washington.

8.45 A. M. Express for Bethlehem and Allentown.

9 A. M. Accommodation for Lansdale, Norristown, Phoenixville, Reading and Pottsville.

4.30 P. M. Accommodation for Fort Washington.

7.15 P. M. Express for Bethlehem, Allentown, Easton, Phillipsburg, Belvidere, Delaware Water Gap, Stroudsburg, Port Jervis, Reading and Pottsville.

DAILY TRAINS leave Passenger Depot, corner of Cambria street and Germantown avenue:

7.45 A. M. Accommodation for Fort Washington.

8.45 A. M. Express for Bethlehem, Allentown, Easton, Phillipsburg, Belvidere, Delaware Water Gap, Stroudsburg, Port Jervis, Reading and Pottsville.

11.45 A. M. Accommodation for Lansdale, Norristown, Phoenixville, Reading and Pottsville.

2.30 P. M. Accommodation for Fort Washington.

4.30 P. M. Express for Bethlehem, Allentown, Easton, Phillipsburg, Belvidere, Delaware Water Gap, Stroudsburg, Port Jervis, Reading and Pottsville.

7.15 P. M. Express for Bethlehem, Allentown, Easton, Phillipsburg, Belvidere, Delaware Water Gap, Stroudsburg, Port Jervis, Reading and Pottsville.

11.45 P. M. Accommodation for Lansdale, Norristown, Phoenixville, Reading and Pottsville.

Trains leaving WILMINGTON at 6.30 A. M. and 4.15 P. M. connect at Fort Washington only.

Trains leaving Bethlehem at 7.20 A. M. and 3.25 P. M. connect at Lansdale only.

Trains leaving Reading at 7.45 A. M. and 4.30 P. M. connect at Pottsville only.

Trains leaving PHILADELPHIA for Bethlehem at 8.45 A. M. and 4.30 P. M. connect at Fort Washington only.

Trains leaving Lansdale at 9 A. M. and 3.30 P. M. connect at Bethlehem only.

Trains leaving Pottsville at 7.45 A. M. and 3.25 P. M. connect at Reading only.

Trains leaving Fort Washington at 9.25 and 10.30 A. M. and 2.30 P. M. connect at Philadelphia.

Trains leaving Bethlehem at 7.20 A. M. and 3.25 P. M. connect at Philadelphia.

Trains leaving Lansdale at 9 A. M. and 3.30 P. M. connect at Philadelphia.

Trains leaving Pottsville at 7.45 A. M. and 3.25 P. M. connect at Philadelphia.

Trains leaving Reading at 8.45 A. M. and 4.30 P. M. connect at Philadelphia.

Trains leaving PHILADELPHIA for Fort Washington at 7.45 A. M. and 4.30 P. M. connect at Bethlehem.

Trains leaving PHILADELPHIA for Lansdale at 8.45 A. M. and 4.30 P. M. connect at Bethlehem.

Trains leaving PHILADELPHIA for Pottsville at 8.45 A. M. and 4.30 P. M. connect at Reading.

Trains leaving PHILADELPHIA for Reading at 7.45 A. M. and 4.30 P. M. connect at Pottsville.

Tickets can be procured at the Ticket Office, in order of the Superintendent.

ELLIS CLARK, Agent.

Office, No. 116 South Fifth street.

DENNSYLVANIA CENTRAL RAILROAD.—ON AND AFTER SUNDAY, NOVEMBER 14, 1869.

The trains of the Pennsylvania Central Railroad and its connections will leave the new depot, Market street, between Thirty-fourth and Thirty-fifth streets, West Philadelphia, the last car connecting with each train passing over the Market street and Chestnut street City Passenger Railroad.

Trains leave Harrisburg for Philadelphia at 2.10 A. M., 8.10 A. M. (Philadelphia Express, with Parlor Car attached, through to Philadelphia without change, arrives at 12.10 P. M.), 12.40 P. M. (Pacific Express), 8.00 P. M. (Mail), 11.55 P. M. (Fast Line).

Trains leave Pittsburgh for Harrisburg at 4.00 A. M. (Mail), 8.25 A. M. (Philadelphia Express, with Parlor Car attached, through to Philadelphia without change, arrives at 12.10 P. M.), 12.10 P. M. (Pacific Express), 8.00 P. M. (Fast Line).

Trains leave Philadelphia for Harrisburg at 8.00 A. M. (Mail), 12.00 M. (Pacific Express), 3.30 P. M. (Philadelphia Express, with Parlor Car attached, through to Pittsburgh without change, arrives at 10.00 P. M.), 11.45 P. M. (Fast Line).

Trains leave Harrisburg for Pittsburgh at 2.10 A. M. (Mail), 12.40 P. M. (Pacific Express), 8.00 P. M. (Fast Line).

Sleeping Cars accompany the Philadelphia Express Eastward and Westward, and the Pacific Express Westward between Philadelphia and Pittsburgh.

Passengers are allowed to take Washing Apparatus only in the Baggage Car, and the Company will not be responsible for any other baggage exceeding one hundred dollars in value, unless a special contract is made therefor.

WILLIAM C. WRIGHT, General Ticket Agent.

WEST JERSEY RAILROAD.—ARRANGEMENT OF PASSENGER TRAINS.—COMMENCING TUESDAY, SEPT. 21st, 1869.

Trains leave Camden and foot of West Jersey Ferry:

6.17 A. M. Mail, for Bridgeton, Salem, Millville, Vineland and Intermediate Stations, connecting at Glassboro' with Express for Cape May.

7.30 P. M. Mail, for Cape May, Millville, Vineland and Intermediate Stations, connecting at Glassboro' with Express for Cape May.

4.45 P. M. Accommodation, for Bridgeton, Salem, Swedesboro' and Intermediate Stations.

Trains for Camden leave Bridgeton at 6.30 A. M. and 3 P. M.

EXTRA TRAIN FOR CAPE MAY.

Leave Philadelphia, 8.35 A. M.

Leave Camden, 9.15 A. M.

Freight train for all stations leave Camden daily, at 4 P. M. Freight car will accompany.

Freight for Philadelphia at second covered freight house below Market.

Commutation tickets, at reduced rates, between Commutation tickets, at reduced rates, between Camden and Philadelphia.

JAMES ALDRIDGE, Superintendent.

CAMDEN AND ATLANTIC RAILROAD.—CHANGE OF HOURS.—WINTER ARRANGEMENT.—COMMENCING MONDAY, NOV. 15, 1869.

Leave Philadelphia, foot of Market street, 7.30 P. M. Mail and Express.

Leave Atlantic City, 7.30 A. M. Express.

Accommodation leaves Atlantic City at 3.30 P. M.

Accommodation leaves Atlantic City at 7.30 A. M.

SUNDAYS.

Leave Philadelphia, 8.30 A. M. and 4.30 P. M.

Leave Atlantic City, 8.30 A. M. and 4.30 P. M.

Allowing persons nearly five hours on the beach.

WILLIAM J. SEWELL, Superintendent.

CAMDEN AND ATLANTIC RAILROAD.—CHANGE OF HOURS.—WINTER ARRANGEMENT.—COMMENCING MONDAY, NOV. 15, 1869.

Leave Camden, foot of Kaighn avenue, 3.30 P. M. Mail and Express.

Leave Atlantic City, 7.30 A. M. Express.

Accommodation leaves Atlantic City at 3.30 P. M.

Accommodation leaves Atlantic City at 7.30 A. M.

SUNDAYS.

Leave Camden, 8.30 A. M. and 4.30 P. M.

Leave Atlantic City, 8.30 A. M. and 4.30 P. M.

Allowing persons nearly five hours on the beach.

WILLIAM J. SEWELL, Superintendent.

EAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Williamsport, Elmira, Rochester, Buffalo, Oswego, Lake Ontario ports, Northern Central Railway, Baltimore City, and the other principal points in Maryland and Northern Ohio.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

MERICK & SONS,

SOUTHWARK FOUNDRY,

40 WASHINGTON AVENUE, PHILADELPHIA,

MANUFACTURERS

STEAM ENGINES, Steam Boilers, Pressure, Horizon tal, Vertical, Beam, Oscillating, Blast and Cornish Pumping Engines.

STEAM HAMMERS—Nasmyth and Davy styles, and of other patterns.

Sugar Machinery—Cane, Drop and Roller Grind, Brass, Iron, Copper, Tubes, Screws, Castings, Forgings, &c.

Tanners' Cast or Wrought Iron Sole or Heel Plates, Screws, &c.

MACHINERY, IRON, &c.

WM. SELLERS & CO.,

MANUFACTURERS AND DEALERS IN

MACHINERY, MACHINE TOOLS, TOOLS, ETC.

Nos. 600 to 616 WALNUT STREET, and 1 to 11 ST. JOSEPH'S LANE, PHILADELPHIA.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.—TIME TABLE.—On and after MONDAY, NOV. 15, 1869.

Trains will leave Philadelphia daily at 8.30 A. M., 2.00 and 11.30 P. M. for Baltimore and Washington.

Leave Philadelphia, 8.30 A. M., 2.00 and 11.30 P. M. for Wilmington.

Leave Wilmington, 6.50 A. M., 12.30 and 7.20 P. M. for Philadelphia.

Leave Baltimore, 8.00 A. M., 12.00 and 7.00 P. M. for Philadelphia.

Leave Washington, 8.15 A. M., 12.15 and 7.15 P. M. for Philadelphia.

Leave Perryville, 9.37 A. M. and 8.37 P. M. for Philadelphia.

Leave Havre de Grace, 9.47 A. M. and 8.47 P. M. for Philadelphia.

Leave Chester, 9.17 A. M. and 7.47 P. M. for Philadelphia.

Leave Philadelphia, 8.30 A. M. and 2.00 P. M. for Chester.

Leave Philadelphia, 8.30 A. M. and 2.00 P. M. for Havre de Grace.

Leave Philadelphia, 8.30 A. M. and 2.00 P. M. for Perryville.

Leave Philadelphia, 8.30 A. M. and 2.00 P. M. for Baltimore.

Leave Philadelphia, 8.30 A. M. and 2.00 P. M. for Washington.

Leave Philadelphia, 8.30 A. M. and 2.00 P. M. for Wilmington.

Leave Philadelphia, 8.30 A. M. and 2.00 P. M. for Chester.

Leave Philadelphia, 8.30 A. M. and 2.00 P. M. for Media