Foreign Items.

Kiel, March 7.— Shocks of earthquakes were felt here and throughout Central Germany at intervals during the night.

The operatives in the silk factories of Leek, in Staffordshire, to the number of 3,800, have been "locked out" for refusing to accept the terms offered them by the masters. This throws a third of the town's population out of work.

The celebrated Tichborne case which has occupied several months of the court, has at last been brought to an end. The plaintiff's lawyer submitted to a non suit, and the claimant was arrested for conspiracy to defraud the rightful heirs.

Queen Victoria is to visit Germany for a week. She has presented her groom, John Benn, with a gold medal, and has granted him an annuity of £25, in recognition of his promptness in arresting O'Connor, when he asaulted her Majesty. The assault proves to have been made with a pistol which was not loaded, and was also so badly broken that it could not have been used, even if it had have been charged.

The London *Times*, in its article on the Alabama claims, infers from the the admissions made by the press of the United States, that the Americans now acknowledged the extravagance of the demand for indirect damages, although they showed no disposition to withdraw them from their case. The *Times* says: "If the fifth claim for losses by the transfer of American commercial marine to the British flag, is not abandoned, England will declare the reference to the Geneva tribunal inadmissible, which course is approved by English statesmen and jurists."

Cannibals at the Astor House.

P. T. Barnum the veteran showman of the U. S. has created a sensation in New York by importing a few cannibals. A few days ago a private exhibition was given at the Astor House to a party of editors and reporters. A New York paper gives the following account of the affair:

P. T. Barnum gave, yesterday, at the Astor House, to about 150 editors, ministers, missionaries and correspondents, &c., a private exhibition of the cannibals he obtained from the Fiji Islands. There were three males—one a dwarf—and a woman called a princess. The princess was in appearance the same as an ordinary colored woman, with hair a la Circassienne. She accompanied the dancers on three sticks called a drum. She kept excellent time. Various dances were indulged in for the benefit of the critics assembled—a fan dance, challenge dance, festive dance, war dance and one in honor of the king. They were half naked, with thongs of hair around their limbs, pieces of native cloth, made from a kind of pulp from the Papuan mulberry, which hung from a belt on their waists. The dark olive-colored skins were savagely decorated with war paint, of the most approved cannibal order, and they wore around their necks a curious necklace of human bones and whale teeth, giving them a truly savage aspect. The princess read from the Fiji Bible, and appeared to be quite intelligent. We believe these are the first cannibals which were ever brought to the United States, especially under these peculiar circumstances, and they cannot fail to be a very attractive and interesting feature of the great showman's traveling exhibition.

Otavah, the princess, is a fair specimen of a Fiji woman redeemed from cannibalism by the missionaries. Kena Bosa Yaca, Kora Tumasamora and General Ra Biau, the three captives, are wild uncultivated savages. They were secured by Mr. Barnum's agents in Fiji, who paid a large sum for three years' use of them, and also gave bonds in $15,000 through the United States Consul at Levanka, the Hon. J. W. Brauer, for their safe return to King Thockambau, at Na-Viti Levu, at the expiration of that time. As they would be speedily remanded to their carnivorous persecutors immediately on their return, to be eaten alive by piece-meal, according to the custom of the Cannibal Islands, it need hardly be necessary to add that the philanthropic showman, now turned missionary in earnest, will never allow these poor fellows to return, prefering to forfeit his bonds instead. All the spectators were deeply interested in their strange performances.

☞ A few days since, says the Indianapolis "News," the friends of a gentleman of this city who was dangerously sick with some disease of the spine, upon the advice of the attending physicians, gave him up and prepared for his death. The case was an interesting one to the doctors, who desired to have a post mortem examination held, and to this end had secured the consent of the sorrowing wife.

Preparations were made for holding the examination the next day, as it was conceded that the sick man could not survive the night. The time came but the obstinate man would not die, and is not yet dead. In fact he is now able to be about and badger unmercifully those who wanted to carve him.

☞ It is now the law in Kansas that persons convicted of murder shall be confined in the Penitentiary one year before being hung, and then not executed until the Governor issues his warrant.

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Pennsylvania R. R. Time Table.

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On and after Nov. 12th, 1871, Passenger trains will run as follows:

EAST.
Mail, ... 6.16 P. M., daily except Sunday
Harrisburg Accom 12.24 P. M., daily " Sunday.

WEST.
Thro' Pass. 4.05 A. M. (flag) daily exc'pt Monday.
Way Pass. 8.46 A. M., daily, except Sunday.
Mail, ...2.30 P. M. daily except Sunday.
Mixed 6.31 P. M., daily except Sunday.
Cincin'ti Ex. (flag) 11.36 P. M., daily, exc'pt Sat'rday

J. J. BARCLAY, Agent.

P. S.—Mail East reaches Philadelphia at 11.10 P. M.

DUNCANNON STATION.

On and after Sunday, Nov 12th, 1871, trains will leave Duncannon, as follows:

WESTWARD.
Cincinnati Express (flag) 11.05 P. M. Daily.
Way Passenger. 8.12 A. M., daily except Sunday
Mail, 1.56 P. M., ...daily except Sunday
Mixed, 5.47 P. M., daily except Sunday.

EASTWARD.
Haris'burg Accom 12.59 P. M., daily except Sunday.
Mail 6.46 P. M., " "
Cincinnati Express 10.05 P. M. daily.

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Northern Central Railway.

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Through and Direct Route to and from Washington, Baltimore, Elmira, Erie, Buffalo, Rochester and Niagara Falls.

ON AND AFTER SUNDAY, November 12th 1871, the trains on the Northern Central Railway will run as follows:

NORTHWARD.

MAIL TRAIN.
Leaves Baltimore, 8.30 a.m. | Harrisburg, 1.45 p m
Williamsport 7.00 p. m., and arr. at Elmira, 10.45

BUFFALO EXPRESS.
Leaves Baltimore, 7.35 p.m. | Harrisburg, 10.40 p.m
Williamsport, 2.25 a. m. | Elmira, 5.30 a. m.
Arrives at Canandaigua at 8.15 a.m.

FAST LINE.
Leaves Baltimore 12.40 p. m. | Harrisburg 4.40 p.m.
Arr. at Williamsport 8.15p.m.,

WESTERN EXPRESS.
Leaves Baltimore 10.05p.m. ar. Harrisburg 12.50 a.m.

NIAGARA EXPRESS.
Lvs. Baltimore 8.00 a.m., Harrisburg 10.55 a. m
Arrives at Canandaigua at 8.25 p. m.

SOUTHWARD.

MAIL TRAIN.
Leaves Elmira 5.40 a. m. | Williamsport 9.15 a. m.
Harrisburg 2.10 p. m. | Ar. Baltimore at 6.50 p.m

BUFFALO EXPRESS.
Leaves Canandaigua 6.55 p. m., Elmira 9.40 p. m.
Williamsport 12.25 a. m., Harrisburg at 4.05 a. m.
Arrives at Baltimore at 7.20 a.m.

ERIE EXPRESS.
Lvs. Sunbury 9.25 a. m., Ar. Harrisburg 11.20 a.m

PACIFIC EXPRESS.
Lvs. Harrisburg 11.45 a.m., Ar. Baltimore 3.00 p.m.

NIAGARA EXPRESS SOUTH.
Lvs Canandagua 9.10 a.m. | Elmira 12.15 p. m.
" Williamsport 3.05 p.m. | Sunbury 4.40 p. m.
" Harrisburg 7.00 p.m. | ar. Baltimore, 10.10 p.m

HARRISBURG ACCOMMODATION.
Lvs. Harrisburg 7.30 a. m., Ar. Baltimore 12.00. m.

☞ Mail Train north and south, Fast Line north, Pacific Express and Erie Express, daily except Sunday.

Buffalo Express north and south and Cincinnati Express south, leave daily.

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READING RAIL-ROAD.

WINTER ARRANGEMENT.

Monday, Nov. 13th, 1871.

GREAT TRUNK LINE FROM THE NORTH and North-West for Philadelphia, New York, Reading, Pottsville, Tamaqua, Ashland, Shamokin, Lebanon, Allentown, Easton, Ephrata, Litiz, Lancaster, Columbia, &c., &c.

Trains leave Harrisburg for New York, as follows: At 2.45, 8.10, A. M., and 2.00, P. M., connecting with similar trains on the Pennsylvania Railroad, and arriving at New York at 10:07 a. m., 3.42, and 9:45 p. m., respectively.

Sleeping cars accompany the 2.45 a. m., train without change.

Returning: Leave New York at 9 A. M., 12.30 noon, and 5 p. m., Philadelphia at 7.30, 8.30 a. m. 3.30 P. M. Sleeping cars accompany the 5 P. M., train from New York, without change.

Leave Harrisburg for Reading, Pottsville, Tamaqua, Minersville, Ashland, Shamokin, Allentown, and Philadelphia, at 8.10, A. M., and 2.00, and 4.05, P. M., stopping at Lebanon and principal way stations; the 4.05 p. m. train connecting for Philadelphia, Pottsville and Columbia only. For Pottsville, Schuylkill Haven and Auburn, via Schuylkill and Susquehanna Railroad, leave Harrisburg at 3.40 P. M.

East Penna. Railroad trains leave Reading for Allentown, Easton and New York at .34, 10.40 a. m. and 4.05 p. m. Returning leave New York at 9.00 a. m., 12.30 noon and 5.00 p. m. and Allentown at 7.20 a. m. 12.25 noon, 2.15, 4.25 and 8.35 p.m.

Way passenger train leaves Philadelphia at 7.30 A. M., connecting with similar train on East Penn'a Railroad, returning from Reading at 6.20 P. M., stopping at all Stations.

Leave Pottsville at nine o'clock in the morning and 2.30 P. M.; Herndon at 10.00 o'clock A. M. Shamokin at 5.40 and 11.15 A. M.; Ashland, 7.05 A. M. and 12.43 noon; Mahony City at 7.51 A. M., and 1.20 P. M.; Tamaqua at 8.35 A. M. and 2.10 P. M. for Philadelphia and New York, Reading, Harrisburg, &c.

Leave Pottsville via Schuylkill and Susquehanna Railroad at 8.15 A. M., for Harrisburg, and 11:45 a. m. for Pine Grove and Tremont.

Reading accommodation train: leaves Pottsville at 5.40 A. M., passing Reading at 7.30 A. M., arriving at Philadelphia at 10.20 A. M., returning leaves Philadelphia at 4.45 P. M. passing Reading at 7.35 P. M., arriving at Pottsville at 9.20 P. M.

Pottstown Accommodation train: Leaves Pottstown at 7.00 a. m., returning, leaves Philadelphia at 4.15 p.m.

Columbia Railroad trains leave Reading at 7.20 a. m. and 6.15 p. m. for Ephrata, Litiz, Lancaster, Columbia, &c.

Returning, leave Lancaster at 8.20 a. m., and 3.25 p. m., and Columbia at 8.15 a. m., and 3.15 p. m.

Perkiomen Railroad trains leave Perkiomen Junction at 7.25, and 9.05 a. m., 3.00 and 5.45 p. m. Returning, leaves Schwenksville at 6.45 A. M., and 8.10 a. m. and 12.50 noon, and 4:45 p. m., connecting with similar trains on Reading road.

Colebrookdale Railroad train leaves Pottstown at 9.40 a. m., and 1.15 and 6.30 p. m., returning leave Mt. Pleasant at 7.15, 11:25 a. m., and 2.54 p. m., connecting with similar trains on Reading R. R.

Chester Valley Railroad trains leave Bridgeport at 8.30 a. m., 2.05 and 5.20 p. m. Returning, leave Downingtown at 6.55 a. m., 12.50, noon, and 5.15 p. m., connecting with trains on Reading Railroad.

On Sundays: Leave New York at 5 p. m.; Phila. at 8 a. m. and 3.15 p. m.; the 8 a. m. train running only to Reading; Pottsville 8 a. m.; Harrisburg 2.45 a. m., and 2.00 p. m.; leave Allentown at and 8.35 p. m. leave Reading at 7:15 a. m., and 9.50 P. M., for Harrisburg, at 4:34 a. m., for New York 9:40 a. m., and 4.15 p. m., for Philadelphia.

Commutation, Mileage, Season, School and Excursion Tickets to and from all points at reduced rates.

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Reading, Pa., Nov. 13, 1871.

Stage Line Between Newport and New Germantown.

STAGES leave New Germantown daily at four o'clock a. m. Landisburg at 7, 30 a. m. Greenpark at 8 a. m. New Bloomfield at 9½ a. m.

Arriving at Newport to connect with the Accommodation train East.

Returning leaves Newport on the arrival of the Mail Train from Philadelphia, at 2.30 p. m.

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