Wit and Humor.

CHEATING THE PRINTER.

A man who would cheat the printer would steal a meeting house and rob a church yard. If he had a soul, ten thousand of its size would have more room in a musquito's eye than a building in the Pacific ocean. He ought to be winked at by blind people, and kicked across logs by cripples.—*Ann Harbor Wolverine.*

Amen! such a being would steal the molasses out of a sick nigger's ginger cake, take from a drunken man's mouth his last chew of tobacco, walk at night through the rain to deprive a blind sheep of its fodder; travel fifty miles on a fasting stomach to cheat a dying woman out of her coffin, and steal wax out of a dead hog's ears. Such a man ought to be tied to a sheep's tail and butted to death.—*Florence Inquirer.*

Exactly so, and that isn't all. He would break a surveyor's level to get out the alcohol, and his wife's watch for the mock jewels; bid against a widow at her husband's auction, steal the shoe-strings before daylight, and rob a dead cobbler of his *awl.*—*Temperance Banner.*

Yes, thousands of such souls as that man's would rattle in a mustard seed, dance contra dances on the point of a wasp sting, or march abreast through the eye of a cambric needle. A solar microscope would fail to discover them, and when found they would not fill the smallest cranny in creation.—*Hudson Post.*

Yes, and that ain't all. Such a fellow would rob a lame goose's nest of the last egg, steal a rat's tail from a blind kitten, for there is nothing now that he would not do. He should be tied up to a broom stick and scolded to death by old maids, and then his bones should be made into buttons to be worn on the breeches of convicts.—*Rising Sun Mirror.*

That's a fact and that ain't all. Such a scoundrel would steal the clothes from his mother's bed on a cold night, and take his father's coffin to ride down hill on. A man like this ought to have the seven year itch and not allowed to scratch.—*Saturday Gazette.*

All the above ought to be mere preliminary sufferings, "the prologue to the swelling act" of his final doom. He should be eventually consigned to Tophet, where his perpetual punishment would be, to read the newspaper epuibs perperated at his expense.—*Sunday Times.*

To the above we have nothing further to say, for there is nothing too mean for them to do. They would steal the oats from a blind horse and sell them for shoe pegs, pinch the Eagle from a half dollar for the sake of the feathers, and visit the slaughter houses and gather up the hoofs of dead animals to make soup of. If there are any such in this country send them to us, we will spare a half dollar to buy a hemp cord to hang themselves with.—*Wellsboro' Advertiser.*

☞ A NEBRASKA SETTLER:—A few days since, an officer in the Philadelphia Custom House, who was making an excursion on one of the Delaware steamboats, became engaged in an animated controversy on the Nebraska Bill. The discussion was an exciting one, and naturally collected a large crowd around the disputants. At the termination of the argument, a Quaker who was on board the boat, accosted the official thus:

"Friend, do I understand thee to say that thee is in favor of the Nebraska Bill?"

"Yes, I am."

"Well, thee is a stranger to me, but is thee not in the employ of the General Government?"

The official gentleman gave one bewildered look, and immediately disappeared down the stairs in the direction of the bar.—*Trenton Gazette.*

☞ THERE is a great deal of latent knowledge in the world, which only needs a little awakening, to be fully brought out. Witness the following colloquy:

"Annette, my dear, what county is opposite to us on the globe?"

"Don't know, sir."

"Well, now," continued the perplexed teacher, "if I were to bore a hole through the earth, and you were to go in at this end, where would you come out?"

"Out of the *hole*, sir!" replied the pupil with an air of triumph at having solved a great question.

☞ "I say Bill, I see'a Know Nothing."

"Where?"

"Why, on the Museum steps."

"What did he look like?"

"Why, he looked like a man."

"No, but what had he on?"

"Clothes."

"Don't be a fool—tell me how you found out that he was a Know Nothing?"

"Why, he said so."

"Did you ask him to tell you?"

"No, but I asked him whether he would'nt give me a sixpence, and he said 'No, noth ing.'"

☞ TELEGRAPH WIT.—On Saturday evening last one of our citizens, being anxious to hear the fate of the Nebraska bill, telegraphed to Zanesville, asking if they had heard anything from Nebraska. The reply was, "No, but the cars have just run off the Zanesville bridge." Immediately the gentleman telegraphed back for the particulars. Laconic reply—"*The cars run on one end of the bridge and off at the other.*"—*Coshocton Age.*

☞ "GENTLEMEN of the Jury," said a Western lawyer, "would you set a rat-trap to catch a bear? Would you make fools of yourselves by endeavoring to spear a buffalo with a knitting needle? No, Gentlemen, I'm sure you would not. Then, how can you be guilty of the gross absurdity of finding my client guilty of manslaughter for taking the life of a woman?"

☞ AN inquisitive landlady, recently, on discovering that one of her boarders had left without a valuable article in his room, sent a message to him by the following female: "Tell Mr. ——, if he wants Tamagua, daily, (Sundays excepted,) at 6½ o'clock A.M., and 2½ o'clock P. M., connecting with the Passenger Train on the Reading Railroad, for Philadelphia, and Pottsville.

MORNING LINE.

The Express Train leaves Philadelphia daily except Sundays, at 7½ o'clock, A. M. The Way Train leaves Pottsville daily, Sundays excepted, at 7½ o'clock, A. M.

AFTERNOON LINE.

The Way Train leaves Philadelphia daily, except Sundays, at 2½ o'clock, P. M. The Express Train leaves Pottsville daily, except Sundays, at 2½ o'clock, P. M.

HOURS OF PASSING READING.

For Philadelphia at 9 o'clock 10 minutes, A. M., and 4 o'clock 51 minutes, P. M. For Pottsville at 9 o'clock 34 minutes A. M., and 5 o'clock P. M.

Both Trains stop at all the Stations along the line.

FARES.

	Sections cars	*Sections cars.*
Reading to Philadelphia	$1 75	$1 45
do to Pottsville,	1 05	85
Philad'a to Pottsville,	2 75	2 25

Depot in Pottsville, corner of Union and Railroad streets rear of American House. Passengers cannot enter the carsunless provided with a ticket.

Fifty pounds of baggage will be allowed to each passenger in these lines, and passengers are expressly prohibited from taxing anything as baggage but their own wearing apparel, which will be at the risk of the owner.

By order of the board of Managers.

S. BRADFORD, Secretary.

June 5 1852. 23-tf

SUNDAY EXCURSION TRAINS.

PHILADELPHIA AND READING RAILROAD.

ON and after SUNDAY, June 6th, 1852, and on every following Sunday until further notice, an Express Excursion passenger Train will leave Philadelphia at 7½, A. M., and return from Pottsville at 4 P. M., same day; stopping at all Way Route on the Line and at the following stations at the hours stated

UP TRAIN.		DOWN TRAIN.	
Stations.	Time A.M.	Stations.	Time P.M.
Leaves Philad'a.	7 20	Leaves Pottsville	4.00
Passes Phœnixville	6 31	Passes Mt. Carbon	4.07
" Pottstown	6.56	" S. Haven	4.15
" Reading	9.34	" Reading	5.31
" S. Haven	10.42	" Pottstown	6.00
" Mt. Carbon	10.51	" Phœnixville	6.26
Arrive at Pottsville	11.00	Arrives at Philad'a.	7.30

FARES.

For the round trip, up and down, in No. 1 Cars: From Philadelphia to Phœnixville and back same day, $1 40.

" " " Pottstown, " " " 1 75

" " " Reading, " " " 2 50

" S. Haven, Mt. Carbon & Pottsville " 4 00

" Reading to Pottsville and back same day, 1 50

☞ No Baggage carried with these trains. All Tickets must be purchased before entering the cars.

May 29, 1852. 22-tf

Dauphin & Susquehanna Railroad.

NEW PASSENGER ARRANGEMENT.

ON and after MONDAY, May 23d, 1854, the Pass enger Train will, daily (Sundays excepted),

Leave Auburn 8.10 a. m., Ar. at Harrisburg 11.20 a. m.

" Harrisburg 12.25 p. m., Ar. at Auburn 3.30 p. m.

Distance 59 miles. FARE 150c.

Passengers from POTTSVILLE, READING, and *all points in the Schuylkill Valley* will reach Harrisburg in time to take the Western Train for PITTSBURG at 12.35 p. m.

The Cumberland Valley Train for CARLISLE, CHAMBERSBURG, &c., at 1 p. m.

And the Southern Train for BALTIMORE, WASHINGTON, &c., at 3 p. m.

Passengers leaving Harrisburg will find this the cheapest and best route to

POTTSVILLE, READING,

TAMAQUA, MAUCH CHUNK,

and WILKESBARRE,

and will reach Philadelphia, by way of Reading, at 7.30 p. m.

THROUGH TICKETS between Philadelphia and Harrisburg, $3—For sale at the offices of this company, in Harrisburg, and of the Reading Railroad Co., in Philadelphia.

ELLWOOD MURRAY,

Engineer and Superintendent.

☞ All papers hitherto advertising for this Company will please insert the old notice, and inherit the above.

May 27, 1854 21-tf

Philad'a. & Reading Railroad.

Connexion with Harrisburg, Pinegrove, &c., by the Dauphin and Susquehanna Railroad.

ON and after MONDAY, May 23d, 1854, the Down Morning Passenger Train, from Pottsville, and all stations on the Schuylkill Railroad, connects with the only train from Auburn, Westward, on the Dauphin Railroad, leaving Auburn at 8.10 A. M.

An accommodation Passenger Car will also leave Reading at 5 A. M. daily, to connect with above train, at Auburn, for Harrisburg, &c.

The Dauphin Train Eastward returning, leaves Harrisburg at 12.35 noon, and connects at Auburn with the Down Afternoon Passenger Train on the Reading Railroad, for Reading and Philadelphia.

Passengers by this train can also reach Pottsville the same evening, by the up Afternoon Passenger Train.

Reading, May 20, 1854 20-tf

LITTLE SCHUYLKILL RAILROAD.

NEW ARRANGEMENT.

Through to Harrisburg direct, per Little Schuylkill Railroad.

OFFICE OF THE LITTLE SCHUYLKILL NAVIGATION } *Rail-Road and Coal Company.*

From and after April 29th, 1854, the Passenger Trains on the Little Schuylkill Railroad will leave Tamaqua, daily, (Sundays excepted,) at 6½ o'clock A.M., and 2½ o'clock P. M., connecting with the Passenger Train on the Reading Railroad, for Philadelphia, and Pottsville.

Passengers leaving Tamaqua by the 6½ A. M. Train will take the morning train from Philadelphia on the New Jog Railroad to Auburn, and arrive at Harrisburg at 9 o'clock P. M. Passengers Philadelphia leaving Harrisburg by the 12.20 P. M. train, will take the Afternoon train on the Reading Railroad to Port Clinton, and arrive at Tamaqua at 6.30 P. M.

J. EDW. BARNES, Gen'l. Agent.

Tamaqua, May 13, 1854 19-tf

TRANSPORTATION

SCHUYLKILL NAVIGATION CO.

OFFICE of the SCHUYLKILL NAVIGATION CO., March 1st, 1854.

The charge for the use of Cars, and for Tolls on Anthracite Coal carried on the SCHUYLKILL NAVIGATION, will be as follows until July 1st, 1854:

FROM	To Philadelphia,	Cents per Ton.	Cents per Ton.	Cents per Ton.
Port Carbon,		70	60	50
Mount Carbon,	Manayunk,	70	60	50
Schuylkill Haven,	Spring Mill,	60	50	40
Auburn,	Conshohocken,	60	50	40
Port Clinton,	Plymouth Dam,	60	50	40
	Bridgeport,	55	50	40
	Norristown,	55	50	40
	Port Kennedy,	50	45	40
	Valley Forge,	50	45	40
	Phœnixville Dam,	50	45	40
	Port Providence,	50	45	40
	Phœnixville,	45	44	40
	Vincent's Ford,	45	44	40
	Pottstown Landing,	45	42	40
	Port Union,	45	42	40
	Linfield,	41	40	38
	Reading,	38	37	35
	Althouse,	36	37	35
	Mohrsville,	36	37	35
	Hamburg,	35	34	32
	Orwigsburg Landing,	30	29	27

The charge will be per ton of 2240 lbs., less for Junior amounts, with allowance for waste, as usual, and no charge less than twenty-five cents per ton will be made for any distance. By order of the Managers.

F. FRALEY, President.

March 18, 1854 11-tf

PHILAD'A. & READING RAILROAD.

OFFICE OF THE PHILAD'A & READING R. R. Co. } *Philadelphia, March 2, 1854.*

The Rates of Freight and Tolls on Coal transported by this Company, will be as follows, from March 1 to July 1, 1854:

FROM	To Richmond,	Cents per Ton.	Cents per Ton.	Cents per Ton.
Mount Carbon,	Philadelphia,	170	165	150
Schuylkill Haven,	Kalbfleisch,	160	155	140
Auburn,	Norris's,	160	155	140
Port Clinton,	Germantown, R.R.,	160	155	140
	Falls of Schuylkill,	160	155	140
	Manayunk,	160	155	140
	Spring Mills,	155	150	135
	Conshohocken and Plymouth Railroad,	155	140	125
	Bridgeport and Potts and Swede,	140	135	125
	Norristown Bridgeport	140	135	125
	Port Kennedy,	140	135	120
	Valley Forge,	135	130	120
	Phœnixville,	125	120	110
	Boyer's Ford,	125	120	105
	Pottstown,	120	115	105
	Douglassville,	120	105	105
	Birdsboro',	110	105	95
	Reading,	100	95	85
	Between Reading and Mohrsville,	100	95	85
	Mohrsville,	100	95	85
	Hamburg,	100	90	85
	Orwigsburg,	100	95	—

By order of the Board of Managers.

S. BRADFORD, Sec'y.

March 18, 1854

PHILADA. & READING RAIL ROAD

REDUCTION OF FREIGHT ON MERCHANDIZE to commence March 1, 1853.

RATES OF FREIGHT PER 100 LBS.

| ARTICLES TRANSPORTED. | Baltimore, Philadelphia, Wilmington, Delaware City, Chesapeake City, Frenchtown, Bordentown, Burlington, Camden, Kensington, Port Richmond, Richmond, Point Breeze, Gray's Ferry, Southwark, Navy Yard, Kaighn's Point, Gloucester, Greenwich, Salem, Bridgeton, Millville, Cumberland, Port Norris, Dennisville, Cape May, Cape Island, Tuckahoe, Somers' Point, Absecon, Atlantic City, Egg Harbor, Tuckerton, Manahawkin, Barnegat, Forked River, Toms River, Mantoloking, Squan, Shark River, Long Branch, Shrewsbury, Red Bank, Middletown, Keyport, Matawan, Perth Amboy, Amboy, Bergen Point, Jersey City, Hoboken, New York, Brooklyn, Williamsburg, Greenpoint, Astoria, Flushing, Whitestone, Throgg's Neck, Westchester, Port Morris, Hunt's Point, Morrisania, Fordham, Yonkers, Hastings, Dobbs Ferry, Tarrytown, Sing Sing, Verplanck's Point, Peekskill, Caldwell's, Cornwall, Newburgh, Milton, Poughkeepsie, Hyde Park, Staatsburgh, Rhinebeck, Barrytown, Tivoli, Upper Red Hook, Lower Red Hook, Catskill, Hudson, Stockport, Coxsackie, Athens, Stuyvesant, Castleton, Schodack, Troy, Lansingburgh, Waterford, Mechanicville, Stillwater, Lansingburgh, Troy, Albany, Greenbush, Rensselaer, Hudson, Catskill