The Duel.

You need not turn so pale, love; I'm unhurt,
We quarrelled at the opera last night
About some trifling, say, I scarce know what,
We men will quarrel of the merest slight.
We settled time, place, weapon on the spot!
Bois de Boulogne, this morning, pistols—well,
I fear that you are cold, you shudder so;
At the first shot my adversary fell.
Shot through the heart, stone-dead—nay, now don't faint!
I hate a fainting woman. Here's your fan;
A little water? So you're better now,
Pray hear my story out, love, if you can.
I think he uttered something as he fell;
A woman's name—I scarcely caught the sound;
It passed so quickly that I am not sure,
For he was dead before he reached the ground.
Ah poor De Courcy! Handsome was he not?
A favorite with the ladies, I believe,
They'll miss him sadly. More than one fair dame
Will o'er his sudden fate in secret grieve.
How well he looked this morning, as he stood
Waiting my fire with such a careless grace,
The breeze playing with his raven curls,
The sunshine lighting up his gay, bright face!
Suppose my hand had trembled! If it had,
I would have fallen instead of him. You're white
At the bare thought. Nay, here I am, quite well,
And ready for the opera to-night.
Ronconi plays, and I would like to see
"Marie de Flelange" once more, or else again,
His acting as De Chevreuse is sublime;
How he portrays the jealous husband's pain!
All husbands have not such a wife as you;
Fair as the sun and chaste as Winter's moon!
How very pale you still are, dearest, wife!
There is no danger of another swoon!
How wrong was I to tell you I had fought;
I think you've scarce recovered from the shock;
One kiss upon your brow and then I'll go;
And pray be ready, love, at eight o'clock!

SCIENCE AND ART.

— Brandy began to be distilled in France about the year 1343; but it was prepared only as a medicine, and was considered as possessing such marvellous strengthening powers that the physicians termed it *Eaux de Vie*, "the water of life," a name it retains, though now rendered, by excessive potations, one of life's most powerful and prevalent destroyers. Raymond Lully, a disciple of Arnold de Villa Nova, considered this admirable essence of wine to be an emanation from the Divinity, and that it was intended to reanimate and prolong the life of man. He even thought the discovery indicated that the time had arrived for the consummation of all things—the end of the world. Before the true means of determining the quantity of alcohol in spirits were known, the dealers were in the habit of employing a very rude method of forming a notion of the strength. A given quantity of spirits was poured upon a quantity of gunpowder, in a dish, and set on fire. If, at the end of combustion, the gunpowder continued dry enough, it took fire and exploded, but if it had been wetted by the water in the spirits, the flame of the alcohol went out without setting the powder on fire. This was called the proof. Spirits which kindled gunpowder were said to be below proof. From this origin of the term "proof," it is obvious that its meaning must have been deemed very indefinite.

— Quinine is now the king of medicines; and while every one regards it as the most reliable and invaluable of remedies, there are many who think that with quinine and opium they can treat all diseases. The demand is enormous, and the more especially if we recall the rapidity with which this younger scion of medicine has come into its rights. Into this country it was not brought, for the first time, before the seventeenth century; and in France it won its entrance into the pharmacopœia by curing Louis XIV., being used then for him as a secret remedy, and on the following conditions: 48,000 livres, 2,000 livres as a pension, and the title of chevalier. The communication between French and English physicians was not then complete or intimate, and so this magnificent prize was obtained for Talbot's remedy, which was only a vinous tincture of quinine commonly employed in England. Louis XIV. ordered its admission into the pharmacopœia. The sources of quinine are, however, gradually failing under the pressure of the enormous demand; and although the experiments of the British Government in introducing plantations of cinchona trees in India have met with success in an important degree, yet the best kinds of quinine-bearing trees are said not to have succeeded so well as the others.

— The white swelling has been successfully treated in France in the following manner: Long linen compresses, covered with a plaster composed of 40 grams of Neapolitan ointment, 20 grams of mollin soap, and 10 grams of belladonna; over these compresses slips of diachylon plaster, circularly arranged and enveloping the whole knee joint; over this a thick and strong dextrined bandage, and, lastly, a bandage rolled up from the knee to the thigh. For the space of eight months the dressing was renewed at first once a week, then every twelfth day, thence once a fortnight. Cauterization and regimen were prescribed, and although the patient's limb was much larger than the other, and a fistula had broken out under the kneepan, and the pain dreadful, admitting neither exercise, nor sleep, nor appetite, which caused fever, in eight months the limb was almost entirely restored, excepting that it was somewhat smaller than the other.

— At Angerville, in France, a laborer in digging lately brought to light a stone coffin, in the form of an angel, containing the remains of a human skeleton reduced to dust. Several articles of value were likewise found in the coffin, including a large bronze bowl, beautifully sculptured; the fragments of a silver basin, completely oxydized; a large chased gold ring, but wanting the stone which had been set in it, this being the work of the Lower Empire; a very large bronze comb, richly ornamented; a pearl necklace, some broken glass vessels, and a coin of the realm of the Emperor Gratian. This coffin, discovered not far from a very ancient road, appears not to have been alone; and M. Berrver, the owner of the property, has given orders to dig the ground all round, to discover whether it was not a burial-place of the last period of Roman domination in Gaul.

— The flashes of lightning often observed on a summer evening, unaccompanied by thunder, and popularly known as "heat lightning," are merely the light from discharges of electricity from an ordinary thunder cloud, beneath the horizon of the observer, reflected from clouds, or perhaps from the air itself, as in the case of twilight. Mr. Brooks, one of the directors of the telegraph line between Pittsburg and Philadelphia, informs us that on one occasion, to satisfy himself on this point, he asked for information from a distant operator during the appearance of flashes [of this kind in the distant horizon, and learned that they proceeded from a thunder storm then raging fifty miles eastward of that place of observation.

— A new fishing lamp has been invented, which consists principally of a lantern, air-light and water-light, having a double-roof to ratify the air, from which it is conveyed by pipes to the foot of the burner. This air is supplied by means of a flexible tube, and a similar pipe is fixed to the roof to carry off the smoke and consumed air. It may be constructed for oil or gas. It can be let down into the water twelve feet or more to allure the fish, which are readily attracted by the glare of the light, and which almost insures success. It may also be used with advantage for the examination of submerged ships.

— In France no less than 500,000,000 francs are annually expended in the purchase of guano bones, phosphate of lime, and other artificial manures; but, as in America, great frauds are committed by adulteration. It is also said that the oxalic acid contained in guano, hitherto overlooked, is an ingredient of prime importance.

— In 1834 ten thousand tons of slate were shipped from Portmadoc, in Wales; in 1863, seventy-six thousand tons. The slate is from the district known as the Vale of Festiniog, and the shipments from Bangor and Caernarvon have increased in almost an equal ratio. The demand is so brisk at present for slate that buyers, as a rule, have to wait about twelve months before their orders are executed, and there is no doubt that double the yield of the quarries could be easily disposed of.

— It has been satisfactorily ascertained by actual experiment, that the surplus heat in the steam is not sufficient to evaporate enough water to fill its own volume with saturated steam, and thus keep up the pressure, much less to increase it so greatly as to produce an explosion. The theory of boiler explosions from the mixing of water with superheated steam may then be regarded as settled.

— Sir John Herschel, in an article in the *Quarterly Journal of Science*, throws out the suggestion whether the original exciting cause of solar spots may not be found in the circulation of an elliptic ring of planetary matter in a state of division sufficiently minute to elude telescopic vision.

DRAMATIC AND MUSICAL.

—Talma has extremely delighted me; I never go to a French tragedy expecting that close and sober imitation of nature which one looks for on the English stage; one might as well look for it in the midst of opera recitative as in the jingle of rhyme. Still it is pleasure, and great pleasure, too, though of a different nature. I think Talma superior to every performer I ever saw in the expression of bitter scorn, especially when it is mixed with irony. Still I think he never gave me as much pleasure on the stage as he did in Lady Charleville's drawing-room, where I heard him talk over English and French acting; express his wish to unite the merits of both, deprecate the humble accuracy with which the last mortal throes are often represented on our stage. He spoke of Kemble's Macbeth; wondered at his tameness, especially immediately after the commission of the murder; and said that his whole frame ought to have spoken of the horrid deed. Thus far everybody must have agreed with him; but when the very natural question *Qu'auriez vous fait?* was put to him, he proceeded to act his feelings, I for one thought it most absurd, because then my ideas were screwed up to the pitch of Macbeth and nature. Probably I might have admired if I had been screwed up to the pitch of Oreste and French rant. Much ought to be allowed for the superabundance of action which the French bestow on the relation of the common events of life and in ordinary conversation. What would I give to have been present at a scene related to me that evening by Sir J. B. Burgess! He had a few days before introduced Talma to Lady Charleville. After a little common-place, he (Talma) was drawn on, as if electrified, by finding in her a kindred admiration of his hero, Napoleon, and related all that passed on the last memorable day of his departure from Fontainebleau. He gave the speeches of Talleyrand, of Napoleon, of a physician who acted a conspicuous part, with such an accurate imitation of their several manners that Sir James told me that he felt as if he, too, had been present at the scene. This evening, Talma recited to us Hamlet's soliloquy in English. He has been for so large a portion of his early life in England that the thing was upon the whole, much less absurd than might have been expected. There was no very striking Gallicism, excepting the word "consumation."—*Diaries of a Lady of Quality.*

— Paul Bedford, a London actor, in his book of "Recollections and Wanderings," relates the following: "J. L. Toole was ever ready to lend a helping hand to the needy of our craft. For example, on one night last season he played at three theatres, first at the Surrey, secondly at the Adelphi, and thirdly at Sadler's Wells. A comic incident occurred in the transit from the Adelphi to Sadler's Wells. He (Toole) played the clockmaker boy in 'Janet Pride,' at the Adelphi, having to finish at Sadler's Wells as *Old Grimnidge* in the 'Green Bushes.' Being pressed for time, he changed garments in the cab. When arrived at the theatre, cabby was astonished to see the old man turn out, and said, 'What have you done with the boy? this old cove didn't get in at the Adelphi; what have you done with the young 'un? I ain't easy in mind about that there lad.' We laughed, and told the Jarvey it was all right."

— Jael, the pianist, has been playing in London, but with indifferent success. The London *Musical World* gives the following rhymes, which can be made to jingle by practice:

There was an old pianist called Jael,
Who to please those he played for did fail,
When a few notes they heard,
They cried, "How absurd
To set up as a pianist this Jael!"

— A discussion is going on in London musical circles as to the proper position of holding the harp, some declaring that the prevailing manner of resting the instrument upon the right shoulder is wrong, and others persistently maintaining that it is right.

— A Welch cantata called "Llewellyn" has been produced in London, the music composed by John Thomas, the harpist. The words recount the loves and wars of Llewellyn, Prince of Wales ab Gruffydd Tywysog Cymru.

— Grisi, Mario, Madame Sainton-Dolby, and Sainton, the violinist, have been engaged by Mr. Dolby to go on a concert tour through England.

— *Punch* cites two of Shakspeare's characters to prove that the immortal bard had a future Irish drama in his eye, and might have written it himself—if he had time. These are Miss Ophelia and Corry O'Lanus. Then there is McDuff and O'Thello, and we have no doubt lots of others, if we could think of them.

— Mdlle Lucca left London and the Grand Opera in a huff, refusing to sing any more, "because," as she complains, she was encored too often, and was angered by the way the English ridiculed her fellow-countrymen, the Austrians. "I shall ruin my voice," she wrote, "in your fog and your coal dust, when you get a black nose from every flower you smell; and am I to stop and listen to your insults in addition to all this?"

— Avonia Jones played *Camille* at her benefit in New York. A critic styles the play an essay on consumption, late suppers, and bad morals.

— Frezzolini is about to bring an action against Calzado, formerly director of the Paris Italian Opera. She claims back pay amounting to 72,000 francs.

— Brignoli is going to Europe.

LITERARY.

—The one hundred and tenth thousand of "Tupper's Proverbial Philosophy" has just been published in England.

— Charles Dickens is to receive £12,000 for his new serial novel from his publishers, Messrs. Bradbury & Hall—£6,000 on the publication of the first number, and the remainder on the completion of the work.

— Mr. William E. S. Whitman, of Augusta, is engaged in writing a history of what Maine has done in the war.

— It chances sometimes that there is lowness or barrenness in a name and it is cast off; or there is promise of fortune, or glory of sound, and it is assumed. Mr. Horne expected something substantial from his relative Mr. Tooke; accordingly he wrote himself Horne Tooke and got disappointed for his pains. Voltaire is world-famous; so is Lamartine; yet "Voltaire" was merely the anagrammatic invention of him, who, by the grace of his father, was Francois Arouette; and M. de Lamartine is nobody but Alphonse Prat.

— Dr. O. A. Brownson, the distinguished reviewer, bears the name of two members of the happy family of Atreus, Orestes (who killed his mother), and Agamemnon (who was killed by his wife).

— Rossini has just finished a composition in memoriam of his brother. The inspiration is said to have been derived from the mournful spectacle of the funeral.

— Medori, the prima donna, notwithstanding her intended marriage with a New York lawyer, does not intend to leave the stage. It is announced that she has been engaged for the Teatro Regio, at Turin, for the season of 1864-65.

GENERAL NEWS.

A WESTERN BARBECUE.—The barbecued meat which gives the characteristic name to these parties, is the sweetest meat, from the manner in which it is cooked, and the appetite the occasion usually gives, ever cooked by mortal hands, the delicate brown and crisp morsels reminding one of the glowing description given by Charles Lamb in his dissertation on the roast pig. The mode of preparing this Western country masterpiece of cuisine is the simplest. No iron or metal of any kind comes in contact with the flesh during the process, and no stone coal or smoking wood is used. A deep pit is dug in the earth some six feet long by three wide and three deep, in which a bed of live coals is thrown. Choice cuts of beef, mutton, and young pork, sometimes a whole pig or lamb, barbed on a long thin sharp pole, are then placed in rows across the pit, and slowly turned over the live coals by swarthy black cooks, who swab the dripping pieces, from time to time, with rags fastened on the sticks and dipped in the fluid, which is kept in a bucket close by. This way the meat is cooked in its own juice, and place it near where you stand or sit, and the appetite which the excitement of the drive and the country give, which, in our estimation, rivals the ambrosial and bromatic feasts of the Olympians.

EVERYTHING IN BAGS.—The whole world of organized beings is put into bags and is made up of bags. If you examine our own bodies you find that every organ is placed in its appropriate sack, and each is formed of a series of sacks. The brain is surrounded by a membranous pericranium, the heart by the pericardium, each bone by the periosteum, and all of these are delicate membranous bags. Each one of us, as well as each of the myriads of lower orders of animals and vegetables that have appeared on the earth, commenced its existence as a simple sack or cell, and its growth proceeded by the addition of other cells. Yet, if we examine the thin shaving of any bone, or a mere scrap of any organ under a microscope, we find that it is formed of multitudes of minute cells or bags. And finally the whole system is put into the perfect bag, the skin. Bags also play a great part in civilization. The whole organization of society—with its commerce, manufactures and agriculture, its armies and navies, its churches and colleges, its republics and monarchies, its opulence and its pauperism—all depends upon that little cloth bag the pocket.

— NARROW ESCAPE.—A few days ago one of our ordinary light-draft gunboats belonging to Admiral Lee's fleet, on the James river, was fired at from a rebel shore battery. One of the shells struck and entered the magazine, but did not explode. Upon a search being made for the rebel missile, it was discovered that it had passed through *two barrels of powder and lodged in a third*, from which it was removed. At the time this kindly shell made its grand entrance there were about one hundred and one hundred souls, officers and men, on board of the gunboat, every one of whom would, undoubtedly, have been blown to atoms had it exploded. It is also to be remembered that in constructing our light-draft gunboats it is impossible to sink the magazine, machinery, and boilers below water-mark.

— 'Tis true 'tis pity, and pity 'tis 'tis—One of the most careful railroad conductors that ever took a train over the Portland, Saco and Portsmouth Railroad, was approached by a lacerum, was inquired of by an impatient passenger, while the train was holding up at a turn-out, how long he intended to wait there. A passing train was over due, and the passengers were in luxury for a good rest on an all passenger train. "I wait," said Akerman, "unless the missing train arrives, or I am directed by the proper authorities to go on, *and not then unless I run off!*" These words should be written in gold for the guidance of every conductor. They tell the whole story in a nutshell. How many lives would have been saved that have been lost in consequence of such railroad disasters, if the train spoken of had not been implicitly obeyed!—*Eastern Argus.*

EXTRAVAGANCE FROM NASSAU to the 25th ult. is to the effect that blockade-running is not active just now, owing principally to the Wilmington quarantine regulations, but in the meantime the blockade-runners are making extensive preparations for the fall business. More merchants are coming to Nassau, and new steamers are arriving, or are on the ocean. "Of large vessels," a correspondent writes, "came in last week, and a dozen more are expected. There are ten in port to-day. Many of our old ones are running to Bermuda for the summer. By doing so they avoid the quarantine in Dixie."

THE ANT TRAP.—As the season is now at hand for these pests (the ants), housewives and others who are troubled with them may probably use the following trap to advantage: Procure a large sponge, wash it well, and press it dry, which will leave the cells quite open; then sprinkle over it some fine white sugar, and place it near where ants are troublesome. They will soon collect upon the sponge and take up their abode in the cells. It is only necessary to dip the sponge in scalding water, which will wash them out dead by the tens of thousands. Put on more sugar, and set the trap for a new haul. This process will soon clear the house of every ant.

A POLITE JUDGE.—Some curious stories are told of the uniform politeness of Baron Graham, an English judge, while on the bench. In his day it was customary to strictly interrogate the criminal cases till the conclusion of the assizes, and deliver all the sentences in a lump. A name had been accidentally omitted in the roll of capital punishments, of which he was reminded on coming to the end of the list. "Oh, yes, I see, John Thompson; John Thompson, I beg your pardon; you are also to be hanged by the neck until you are dead, and may the Lord have mercy on your miserable soul, too!"

MORE GOLD.—A new gold field has been discovered at Gay's river, which gives promise of a profitable yield. This locality was spoken of in the Commissioner's report last winter, but no importance was attached to it. It now appears, however, to be deserving of more attention than Mr. Hamilton appears to have bestowed on it. The Messrs. Gay, on whose property the gold has been discovered, have been at work a part of this summer, and receiving a fair return for their labor; and in three days last week four men took out nine ounces of pure gold—a pretty fair indication of the richness of the deposit.—*Halifax Reporter.*

GUNS FOR RUSSIA.—The Russian Government has ordered 220 guns of 8-inch, 9-inch and 11-inch bore, on rifled-muzzle loaders, together with a number of steel shot and adjusting cylinders for loading. The value of the contract will be about $3,000,000. The 11-inch gun will weigh about 27½ tons, and cost $60,000. The extreme length is 17 feet 2 inches. The diameter at the re-enforce is 47½ inches. The whole gun is of cast iron, and the barrel will require an ingot of 40 tons weight to forge, which cast-steel rings of a peculiar form are shrunk.

WARNING TO LADIES RIDING IN BROADWAY STAGES.—While Miss Josie Spencer was riding from Broadway to a Fourth avenue stage on Wednesday, a woman, all aglow with fashion, got in, and as she sat down threw her multitudinous skirts and cloaks over the lady above mentioned. Within half a mile the mass of skirts got out, and five minutes afterwards Miss S. found that the innocent female had slipped her hand under her dress, cut her pocket with a spring-knife (in a trice), and abstracted her portmonnaie, which contained a considerable sum of money.—*N. Y. Express.*

A HEARTLESS WRETCH.—A little girl fell into the canal at Weik Troy, N. Y. Her mother beseeched a man to jump in and save her child. He answered: "Do you think I am going into the water when I've got no dry clothes to put on? I might catch my death of cold." Subsequently a young man not quite so careful of his clothes, jumped in and brought out the child, but life was gone.

THE LAST DAY IN BALTIMORE.—Mayor Chapman has issued his proclamation, requesting the citizens of Baltimore to comply with the President's recommendation to abstain from all secular employment on Thursday next, and to observe the same as a day of fasting, humiliation, and prayer. All the city public offices and banks will be closed on Thursday.

ALL OF THE CREEK, Chickasaw, and Cherokee Indians have been removed to Indian Territory, and preparations are being made for the removal of the Seminoles. These several tribes express great satisfaction with their return to their old homes in the Territory, and are united in their loyalty to the Government.

A LADY was playing with a favorite magpie the other day, in Hartford, which had been accustomed to receive its daily bits from her mouth, when, perched on her shoulder, it dropped upon her tongue an immense green fat caterpillar.

A ROBIN'S NEST was found recently in a tree at the Oneida Community, which had interwoven its structure twenty-nine ladies' collars, all of which had been purloined by the birds from the grass-plat where they had been placed after the wash.

WAGING NO DIE.—A sharpshooter, being mortally wounded the other day, just before his death expressed his willingness to die, declaring to the surgeon that he had killed sixty rebels since the war began.

THE FAST DAY IN NEW HAMPSHIRE.—Governor Gilmore, of New Hampshire, has issued a proclamation, calling upon the people of that State to observe the fast appointed by the President, on Thursday next.

RAILROAD LINES.

1864. PENNSYLVANIA CENTRAL RAILROAD. 1864.

PHILADELPHIA TO PITTSBURG 350 MILES DOUBLE TRACK.
THE SHORT ROUTE TO THE WEST.
Trains leave the Depot at ELEVENTH and MARKET Streets, as follows:

Mail Train at	7.20 A. M.
Fast Line at	11.20 A. M.
Through Express at	10.30 P. M.
Parkesburg Train, No. 1, at	10.00 A. M.
Parkesburg Train, No. 2, at	1.00 P. M.
Harrisburg Accommodation Train at	2.30 P. M.
Lancaster Train at	4.00 P. M.
Paoli Accommodation Train, (leaving West Philadelphia)	6.00 P. M.

The Through Express Train runs daily—all the other trains daily, except Sunday.
FOR PITTSBURG AND THE WEST.
The Mail Train, Fast Line, and Through Express connect at Pittsburg with through trains on all the diverging roads from that point, North to the Lakes, West to the Mississippi and Missouri Rivers, and South and Southwest to all points accessible by Railroad.
INDIANA BRANCH RAILROAD.
The Through Express connects at Blairsville Intersection with a train on this road for Blairsville, Indiana, &c.
BEENSBURG AND CRESSON BRANCH RAILROAD.
The Mail Train and Through Express connect at Cresson at 10.45 A. M., with a train on this road for Ebensburg. A train also leaves Cresson for Ebensburg at 4.45 P. M.
HOLLIDAYSBURG BRANCH RAILROAD.
The Mail Train and Through Express connect at Altoona with Hollidaysburg Accommodation at 7.00 P. M. and 5.40 A. M.
TYRONE AND CLEARFIELD BRANCH RAILROAD.
The Through Express Train connects at Tyrone with trains for Sandy Ridge, Philipsburg, Port Matilda, Milesburg, and Bellefonte.
HUNTINGDON AND BROAD-TOP RAILROAD.
The Through Express Train connects at Huntingdon with a train on this road for Mount Dallas, &c.
NORTHERN CENTRAL AND PHILADELPHIA AND ERIE RAILROAD.
FOR SUNBURY, WILLIAMSPORT, LOCK HAVEN, and all points on the Philadelphia and Erie Railroad, and Elmira, Canandaigua, and all points on the Northern Central. Passengers taking the Mail Train at 7.00 A. M. will reach Williamsport at 10.30 P. M., daily (except Sundays), go directly through, without change of cars between Philadelphia and Williamsport.
FOR YORK, HANOVER, GETTYSBURG, and the Columbia with trains on the Northern Central Railroad.
CUMBERLAND VALLEY RAILROAD.
The Mail Train and Through Express connect at Harrisburg, with trains for Carlisle, Chambersburg, and Hagerstown.
WAYNESBURG BRANCH RAILROAD.
The trains leaving at 7.25 A. M. and 2.30 P. M. connect at Downington with trains on this road for Waynesburg and all intermediate stations.
MANN'S BAGGAGE EXPRESS.
An Agent of this reliable Express Company will pass through each train before reaching the depot, and take up checks and deliver baggage to any part of the city.
For further information, apply at the Passenger Station S. E. corner of ELEVENTH and MARKET Streets.
JAMES COWDEN, Ticket Agent.

WESTERN EMIGRATION.
An Emigrant Accommodation Train leaves No. 127 DOCK street daily (Sundays excepted), at 4 o'clock P. M.
For full information apply to
FRANCIS FUNK, Emigrant Agent,
127 DOCK Street.

FREIGHTS.
By this route freights of all descriptions can be forwarded to and from any point on the Railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, by *railroad direct*, or by connecting with the navigable rivers of the West, by steamers from Pittsburg.
For freight contracts or other arrangements, apply to
S. S. KINGSTON, Jr., Philadelphia.
JOHN LEWIS,
jal1-tf General Superintendent, Altoona, Pa.

ARRANGEMENTS OF
1864. NEW YORK LINES. 1864.
THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY'S LINES, FOM CHESTNUT STREET WHARF, NEW-YORK AND WAY PLACES,
THE DELAWARE RIVER.
WILL LEAVE AS FOLLOWS—VIZ:

	FARE.
At 6 A. M., via Camden and Amboy, C. and A. Accommodation	$2 25
At 8 A. M., via Camden and Jersey City, Morning Express	3 00
At 8 A. M., via Camden and Jersey City, 24 Class Ticket	2 25
At 12 M., via Camden and Amboy, C. and A. Accommodation	2 25
At 2 P. M., via Camden and Amboy, C. and A. Express	2 25
At 4 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger)	1 75
At 5 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger)	2 25
Do. do. 2d Class do	1 50
At 7 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger—1st Class Ticket	2 25
Do. do. 2d Class do	1 50

For Mount Holly, Ewansville, and Pemberton, at 6 A. M., and 2 P. M.
For Freehold at 6 A. M. and 2 P. M.
For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, Edgewater, 6 A. M., 12 M., 3.30, 5, and 6 P. M. The 3.30 and 5 P. M. lines run direct to Burlington.
For Palmyra, Riverton, Delanco, Beverly, and Burlington, 8.30 P. M.
Steamboat Trenton, for Bristol, Burlington, Beverly, Torresdale, and Tacony, at 9.30 A. M. and 2.30 P. M.
LEAVE NEW-YORK FOR PHILADELPHIA AS FOLLOWS:
At 4 A. M. (Night), via Kensington and New York, Washington and New York Express, leaves at 11.15 A. M., via Kensington and Jersey City, Express, leaves at 3 P. M.
At 4.30 P. M., via Kensington and Jersey City, Express, leaves at 11 P. M.
At 5 P. M., via Kensington and Jersey City, Express, leaves at 11.30 A. M., via Kensington and New York Express, leaves at 12 M.
For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, Manch Chunk, Allentown, Bethlehem, Easton, and Belvidere, leave Kensington Depot, &c., at 7.15 A. M. This line connects with the train leaving Easton for Harrisburg at 3.30 P. M.
For Freehold, Trenton, &c., at 7.15 and 11.15 A. M., and 5 P. M.
For Holmesburg, Tacony, Wissonoming, Bridesburg, and Frankford, at 9 A. M., 5, 5.45, and 8 P. M.
For New York and Way Lines leaving Kensington Depot, foot of Market street, Philadelphia, one hour and a half an hour before departure. The cars run into the Depot, and on the arrival of each train run from the Ferry.
Fifty pounds of Baggage only allowed each passenger. Passengers are notified from time to time that all baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Hundred Dollars in value, and will not be liable for any amount beyond $100, except by special contract.
Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at No. 3 Walnut street, or at Graham's Hotel.
H. PAIN, Agent.
June 20, 1864.

LINES FROM NEW YORK FOR PHILADELPHIA.
WILL LEAVE FROM THE FOOT OF COURTLAND STREET, AND FOOT OF LIBERTY STREET, New Jersey Ferries:
At 7 and 10 A. M., and 5 P. M., and 12 (Night), via Jersey City and Kensington.
From the foot of Barclay street at 6 A. M. and 3 P. M., via Amboy and Camden.
From the foot of Spring street, at 12 M., 4, and 8 P. M., (freight and passenger,) Amboy and Camden. jal-tf

1864. PHILADELPHIA AND ERIE RAILROAD. 1864.
This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie, on Lake Erie.
It has been leased by the PENNSYLVANIA RAILROAD COMPANY, and is now under their auspices is being rapidly opened throughout its entire length.
It is now in use for Passenger and Freight business from Sunbury to Erie, a distance of 175 miles on the Eastern Division, and from Sheffield to Erie (78 miles), on the Western Division.
FOR INFORMATION OF PASSENGER TRAINS AT PHILADELPHIA, Leave Westward.

Mail Train	7.25 A. M.
Express Train	10.30 P. M.

Cars run through without change both ways on these trains between Philadelphia and Erie, and between Baltimore and Lock Haven.
Elegant Sleeping Cars accompany the Express Trains both ways between Williamsport and Baltimore, and Williamsport and Philadelphia.
For information respecting Passenger business, apply at the S. E. corner ELEVENTH and MARKET Streets.
And for Freight business of the Company, at the OFFICE, No. 228 SOUTH DELAWARE AVENUE, corner THIRTEENTH and MARKET Streets, Philadelphia.
W. H. GRAHAM, Agent, Erie.
J. M. DEILL, Agent N. C. R. R., Baltimore.
W. H. KNIGHT, Agent P. W. & B. R. R.
General Freight Agent, Philadelphia.
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia.
JOSEPH D. POTTS,
General Manager, Williamsport.

NORTH PENNSYLVANIA RAILROAD.
BETHLEHEM DOYLESTOWN AND PENNSYLVANIA RAILROAD.
EASTON, WILLIAMSPORT, WILKESBARRE, &c.
SUMMER ARRANGEMENT, 1864.
Passenger Trains leave the new Depot, THIRD Street, above Thompson street, daily (Sundays excepted), as follows:
At 7 A. M. (Express) for Bethlehem, Allentown, Manch Chunk, Hazleton, Williamsport, Wilkesbarre, &c.
At 8.45 P. M. (Express) for Bethlehem, Easton, &c.
At 5.15 P. M. for Bethlehem, Allentown, Manch Chunk.
For Doylestown at 9.15 A. M., 3 P. M. and 4.15 P. M.
For Fort Washington, 10.15 A. M., 7.30 P. M. and 11 P. M.
For Lansdale at 6 P. M.
White cars of the Second and Third streets Line City Passenger Cars pass to the new Depot.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6.30 A. M., 9.30 A. M. and 6.07 P. M.
Leave Doylestown at 6.40 A. M., 3.45 P. M., and 7 P. M.
Leave Lansdale at 5 A. M.
Leave Fort Washington at 11.25 A. M. and 2 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 4.30 P. M.
Doylestown for Philadelphia at 7.20 A. M.
Bethlehem for Philadelphia at 4 P. M.
ELLIS CLARK, Agent.
jel8

1864. CAMDEN AND AT. 1864.
ATLANTIC RAILROAD.
SUMMER ARRANGEMENT—THROUGH IN TWO HOURS.
FOUR TRAINS DAILY TO ATLANTIC CITY.
On and after MONDAY, July 4th, trains will leave VINE Street Ferry as follows:

Mail, at	7.30 A. M.
Freight, with passenger car attached	9.15 A. M.
Express (through in two hours)	2.00 P. M.
Atlantic Accommodation	4.15 P. M.
Junction Accommodation	5.30 P. M.

RETURNING, leaves Atlantic:

Atlantic Accommodation	5.46 A. M.
Express	7.08 A. M.
Freight	4.48 P. M.
Junction Accommodation	6.15 P. M.

Fare to Atlantic, $2. Round-trip Tickets, good only for the day and train on which they are issued, $3.
EXTRA BAGGAGE WILL BE CHARGED.
Leave Vine street at 10.15 A. M. and 1 P. M.
Leave Haddonfield at 11.45 A. M. and 2.45 P. M.
Mail Train for Atlantic leaves Vine street at 7.30 A. M.
Leaves Atlantic at 4.45 P. M.
ING. G. BRYANT, Agent.
The bar which formed last year has entirely disappeared, leaving the beach one of the most delightful on the coast. jel30-tsel

WEST JERSEY RAILROAD LINES.
COMMENCING MONDAY, JUNE 20, 1864, from WALNUT-STREET PIER.
FOR CAPE MAY.
At 6 and 10 A. M. and 4 P. M.
For Salem and Bridgeton at 9 A. M. and 4 P. M.
For Glassboro at 6, 8, and 10 A. M., and 4.30 P. M.
For Woodbury, Gloucester, &c., at 6 and 9 A. M., 12 M., and 4 and 6 P. M.
RETURNING TRAINS.
Leave Cape May at 6 and 11.45 A. M., and 5.10 P. M.
Leave Bridgeton at 6.30 A. M. and 6.00 P. M.
Leave Salem at 6 A. M. and 1.15 P. M.
Leave Bridgeton at 6.15 A. M. and 1.30 P. M.
Leave Glassboro at 7.10 and 8 A. M., and 2.23, 5, and 7.00 P. M.
Leave Woodbury at 7, 7.40, and 8.54 A. M., and 2.50, 3.29, 5.05, and 8.12 P. M.
THE WEST JERSEY EXPRESS COMPANY, Office 5 WALNUT Street, will call for and deliver Baggage, and attend to all the usual branches of Express business. Heavy articles taken by Car. Freight only, and must be sent to the office the evening previous. Portable articles by this line must be sent before 5½ A. M.
A special messenger accompanies each train.
jel6-tf J. VAN RENSSELAER, Superintendent.

PHILADELPHIA AND ELMIRA R. R. LINE.
1864. SPRING AND SUMMER ARRANGEMENT. 1864.
FOR WILLIAMSPORT, SCRANTON, ELMIRA, BUFFALO, NIAGARA FALLS, CLEVELAND, TOLEDO, CHICAGO, DETROIT, MILWAUKEE, CINCINNATI, ST. LOUIS, and all points in the West and Northwest.
Passenger Trains leave foot of Philadelphia and Reading Railroad, corner BROAD and CALLOWHILL Streets, at 8.15 A. M. and 3.30 P. M., daily, except Sundays.
"QUICKEST ROUTE from Philadelphia to points in Northern and Western Pennsylvania, Western New York, &c., &c.
For further information apply at the office, N. W. corner SIXTH and CHESTNUT Streets.
N. VAN HORN, Ticket Agent.
JOHN S. HILLS, General Agent.
my18-tf THIRTEENTH and CALLOWHILL Sts.

NEW RAILROAD LINE SOUTH.
PHILADELPHIA TO BROOKLYN.
THROUGH IN FIVE HOURS.
FARE $2. EXCURSION TICKETS $3, GOOD FOR THREE DAYS.
On and after MONDAY, AUGUST 1, 1864, trains will leave foot of Vine street, Philadelphia, every morning at 8 A. M., Sundays excepted, thence by Camden and Atlantic, Long Branch and Seaside, and Raritan and Delaware Bay Railroads to Port Monmouth, and by the commodious steamer Jesse Hoyt, to foot of Atlantic street, Brooklyn. Returning, leave Atlantic street wharf every day, Sundays excepted, at 11 A. M.
Travellers to the city of New York are notified not to apply for passage by this line, the State of New Jersey having granted to the Camden and Amboy monopoly the exclusive privilege of carrying passengers and freight between the cities of Philadelphia and New York. ap1-tf

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.
TIME TABLE.
On and after MONDAY, August 1st, 1864, Passenger Trains leave Philadelphia for
Baltimore at 4 30, (Express, Mondays excepted,) 8.05 A. M., 12 M., 2 30 and 10.30 P. M.
Chester at 8.05, 11.15 A. M., 1.30, 2.30, 4.30, 6 and 11 P. M.
Wilmington at 4 30, (Mondays excepted,) 8.05, 11.15 A. M., 1.30, 2.30, 4.30, 6, 10.30, and 11 P. M.
New Castle at 8 (9 A. M. and 4.30 P. M.
Dover at 8.00 A. M. and 4 30 P. M.
Milford at 8 05 A. M.
Salisbury at 8.06 A. M.
TRAINS FOR PHILADELPHIA LEAVE
Baltimore at 5.45, 9.40 A. M., (Express,) 1.10, 5.22 and 10.25 P. M.
Wilmington at 1.48, 6.45, 9 A. M., 12.24, 1, 1.45, 4, 4.38, 7 and 9.10 P. M.
Chester at 7.45, 9.40 A. M., 1, 2.45, 4.40, 5, 7.56 and 9.40 P. M.
Leave Baltimore for Salisbury and intermediate stations at 9.25 P. M.
Leave Baltimore for Dover and intermediate stations at 1.10 P. M.
TRAINS FOR BALTIMORE
Leave Chester at 6 40, 8 and 11.05 P. M.
Leave Wilmington at 5.35, 9.25 A. M., 3.40 and 11.40 P. M.
Freight Train with Passenger Car attached will leave Wilmington for Perryville and intermediate places, at 7.45 P. M.
SUNDAYS.
From Philadelphia to Baltimore only at 4.30 A. M. and 10.30 P. M.