

READING DAILY EAGLE



"FOR THE GOOD THAT LACKS ASSISTANCE; FOR THE WRONG THAT NEEDS RESISTANCE."

VOL. II—NO. 30.

READING, PA., THURSDAY AFTERNOON, MARCH 4, 1869.

10 CENTS PER WEEK.

THE READING DAILY EAGLE
IS PUBLISHED DAILY BY
RITTER & CO.,
AT NO. 542 PENN STREET.
ADVERTISEMENTS INSERTED AT REASONABLE RATES.

MATTHIAS MENDEL,
ALDERMAN AND ATTORNEY
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street. All kinds of collecting and
conveyancing done at the shortest notice.
Also acts as counsel for Administrators in
settling up estates on reasonable terms.
March 1-1

DR. LOUIS DE BARTH KUHN,
OFFICE AND RESIDENCE, No. 644 North
Ninth street, Reading, Pa. (doe 3)

DR. JOHN STEPHEN
Tenders his professional services to the
citizens of Reading.
Office: No. 27 NORTH BIXTH ST.
Can be consulted in the English and Ger-
man languages, at all hours of the day or
night, when not professionally absent.
No 25-5mddw

JOB PRINTING.

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JOB WORK

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FAIR PRICES!

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workmen they are enabled to exe-
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AND BUSINESS MEN,
SUCH AS

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Posters, Handbills,
Programmes, Circulars,
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Notes, Receipts, Bill-Heads,
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DAILY EAGLE AND
GAZETTE OFFICE

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nos 25, 1869.

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STEP LADDERS,

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HARDWARE STORE

THIRD AND PENN STS.

ENGINE

AND

BOILER FOR SALE.

IMPORTANT TO MACHINISTS

AND

MANUFACTURERS.

The undersigned offer for sale, at rea-
sonable rates,

ONE SCROLLING ENGINE OF
FOUR HORSE POWER.

ONE EIGHT-HORSE TUBULAR UP-
RIGHT BOILER.

Apply at the Adm'n Office, or address

RITTER & CO.,

READING, PA.

PHILA. AND READING RAILROAD

WINTER ARRANGEMENT

OF PASSENGER
TRAINS
DORCHESTER LEVEE, 1868.
FIVE TRAINS DOWN TO PHILADEL-
PHIA, passing Reading, at 7.30, 10.30
and 1.30 A. M., and 4.30 and 5.30 P. M.
UP TO PHILADELPHIA, at 10.30 A. M., and
5.30 and 6.00 P. M.
TRAINS WEST TO LEBANON & HARRIS-
BURG.
Western Express Train, New York, at 1.05
A. M., and 1.50 P. M., and 10.10 P. M.
Harrisburg Accommodation Train at 7.15
A. M., and 10.30 A. M., and 5.30 P. M., and
6.00 P. M.
On Sunday, the down trains pass Read-
ing at 7.30 A. M., and 1.30 P. M., and up
trains at 10.30 A. M., and 5.30 P. M. down;
and 10.40 A. M. up
trains only between Philadelphia and Read-
ing.
Up trains leave Philadelphia for Reading,
Harrisburg and Pottsville at 7.30 and 8.15
A. M., 12.30 noon, and 3.30 P. M., and at 4.45
P. M. for Reading only. The 6.15 A. M. train
connects with trains for Tammany, Wil-
liamsport, Elmira, Buffalo, Niagara and
Canada.
The 8.15 A. M., and 8.30 P. M. up trains from
Philadelphia, and 10.30 A. M., and 4.30 P. M.
down trains, stop only at principal sta-
tions below Reading.
Reading Accommodation Train: Leave
Reading at 7.30 A. M., returning from Phila-
delphia at 4.45 P. M.
The Harrisburg Accommodation train
leaves Pottsville at 6.45 A. M., returning
leaves Philadelphia at 4.00 P. M. Returning
leaves Philadelphia at 4.00 P. M. Returning
leaves Harrisburg with Express trains on the
Pennsylvania Railroad for Baltimore, Pitts-
burgh and all points West, and the 10.45 A. M.
train connects at Harrisburg for Pitts-
burgh, Lancaster, Chambersburg, Sunbury,
Scranton, Pottsville, Williamsport, Wilkes-
port, Lock Haven, Elmira, and the Cana-
dian.
Passenger trains leave Upper Depot for
Ephrata, Litz, Columbia and Lancaster at
7.30 A. M., and 6.15 P. M. up trains from
Philadelphia, and 10.30 A. M., and 4.30 P. M.
down trains, stop only at principal sta-
tions below Reading.
Through First-Class Coupon Tickets and
Emigrants' Tickets, at reduced rates, to all
the principal points in the North, West and
the Canadian.
COMMODATION TICKETS.
With 25 Cents, or 25 per cent. dis-
count, between any points desired.
MILEAGE TICKETS.
Good for 2000 miles, between all points,
at 25 Cents for families and business firms.
SEASON TICKETS.
Good for the holder only, for 6, 9 and 12
months, between all points, at reduced
rates. School Season Tickets one-third
less than the above.
Passengers will take the Express
trains West at the UPPER DEPOT, and all
other trains at the LOWER or OLD
DEPOT.
100 pounds Baggage allowed each passen-
ger.
Passengers are requested to purchase
their tickets before entering the cars, as
higher fares are charged if paid in the
cars.
Excursion Tickets, good for one day, by
7.30 A. M. Accommodation Train to Phila-
delphia, and return, at 25 Cents each.
NICKELS,
May 25] General Superintendent.

PHILA. AND COLUMBIA RAILROAD.

On and after Thurs-
day, March 4, 1869, the
1869 Passenger Trains will run on this road
as follows:
Leave Reading at 7.00 A. M.,
7.15 P. M.,
Arrive at Lancaster at 9.15 A. M.,
9.25 A. M.,
" " Columbia at 8.30 P. M.,
RETURNING:
Leave Lancaster & Columbia at 8.00 A. M.,
Columbia at 8.30 P. M.,
Lancaster at 8.30 P. M.,
Arrive at Reading at 10.20 A. M.,
at Reading at 5.40 P. M.
Trains No. 1 make close con-
nection at Reading with trains North and
South, on the Philadelphia and Reading
Railroad, and West on the Lebanon Valley
Road. No. 2 also makes close connection
with train for New York.
Tickets can be obtained at the office of the
New Jersey Central R. R. of Liberty
street, New York, and Phila. & Read-
ing R. R. Thirteenth and Callowhill Sts.,
Philadelphia.
Through Tickets to New York and Phila-
delphia, sold at all the principal stations
and baggage checked through.
Trains are run by Philadelphia and Read-
ing Railroad time, which is ten minutes
faster than Pennsylvania R. R. time.
GEORGE F. UGGE,
Superintendent.
E. F. KEYSER, Gen. Frt. & Ticket Agent,
Feb 19-1869

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JOB WORK,

GERMAN AND ENGLISH,

DONE AT THE

SHORTEST NOTICE,

AT THE

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No. 542 PENN STREET.

HOUSE FOR RENT—A THREE-STORY

BRICK HOUSE, with two-story back
building, situated at 514 Penn street, be-
tween Fifth and Sixth, suitable for a
store. The third story is arranged for a
Lodge Room. Apply to
FREDERICK SCHULTZ,
100 South Ninth street,
mar 1-1

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EMPLOYMENT

AT YOUR OWN HOMES.

FITNESS FOR—Suits for steady hands,
and good profits.—Address for particulars
at once,
"COSTAR," No. 10 CROSBY ST. N. Y.

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LATEST NEW YORK NEWS

LOOK OUT!! LOOK OUT!!

LOOK OUT!! LOOK OUT!!

LADIES!!

LOOK OUT!! LOOK OUT!!

LOOK OUT!! LOOK OUT!!

LADIES!!

LOOK OUT!! LOOK OUT!!

LOOK OUT!! LOOK OUT!!

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LADIES!!

LOOK OUT!! LOOK OUT!!

LOOK OUT!! LOOK OUT!!

LADIES!!

"Can't Rub it Out."

"Don't write there," said a father to
the son, who was writing with a diamond
on his window.
"Why not?"
"Because you can't rub it out."
Did it ever occur to you, my child,
that you are daily writing that which you
can't rub out?

You made a cruel speech to your
mother the other day. I wrote it on
her loving heart, and gave her great
pain. It is there now, and hurts her
every time she thinks of it. You can't
rub it out.

You whispered a wicked thought one
day in the ear of your playmate. I
wrote it on his mind, and led him to
do a wicked act. It is there now; you
can't rub it out.

All your thoughts, all your words, all
your acts are written in the book of God.
The record is a very sad one. You can't
rub it out.

Mind me! What you write on the
minds of others will stay there! It can't
be rubbed out anyhow. But glorious
news! What is written in God's book
can be blotted out.

Go then, O my child, and ask Jesus to
blot out the bad things you have written
in the book of God.

SINGULAR SUPERSTITION.—Steamboat-

men, or at least a portion of them, have
a superstition that when an accident be-
falls a steamer that two others of a simi-
lar nature are sure to follow, making the
mystic number 3. Recent events pre-
sent singular coincidences. In Decem-
ber, the United States and America were
destroyed by fire. The same night the
D. M. Boehler was burned. A few
months ago the J. P. Webb sunk on the
falls, was followed by the LeClaire and
Falls City, making in each instance the
fatal number 3. A few nights ago the Mit-
tle Stephens was burned on Red river,
Wednesday the Glendale caught fire, and
only by almost superhuman exertions
was her total destruction prevented.
What steamer is to fill the fatal comple-
ment of the fire fleet?—*Louisville Cour-*

ter.

ANECDOTE OF GEN. JACKSON.—Captain

Andrew E. Dick, of Washington county,
Missouri, died on the 7th ult., aged
about 75 years. He was a soldier in the
war of 1812. On one occasion, elated by
a victory, young Dickey, then acting
color sergeant, seeing "Old Hickory"
approach on a mottled steed, by way of
an enthusiastic salute, waved his colors
in the General's face. The horse not
liking the bright colors, dashed away at
reckless speed. As soon, however, as
the General succeeded in reigning up his
charger, he rode directly back to the spot
where the young sergeant stood, and with
a look that assured him that the com-