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Pennsylvania Telegraph

"INDEPENDENT IN ALL THINGS—NEUTRAL IN NONE."

VOL. XVI. HARRISBURG, PA., MONDAY AFTERNOON, NOVEMBER 11, 1861. NO. 54.

Miscellaneous.

On and after Monday, Nov. 4th, 1861, the mails at the Harrisburg Post Office will close as follows:

East. PENNSYLVANIA RAILROAD. For all places adjacent to the line of the railroad, between Harrisburg and Philadelphia.—WAY MAIL.—6.30 A. M.

West. PENNSYLVANIA RAILROAD. For all places between Harrisburg and Altoona.—WAY MAIL.—6.30 A. M.

North. NORTHERN CENTRAL RAILROAD. For all places between Harrisburg and Lock Haven, and those adjacent to the line of the railroad.—WAY MAIL.—12.00 M.

South. NORTHERN CENTRAL RAILROAD. For Washington, Baltimore, York and all places along and adjacent to the line of the railroad.—WAY MAIL.—10.00 A. M.

For Pottsville, Ellwood, Pinegrove, Summit station and Auburn, 12.30 P. M. STAGE ROUTES.

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DR. JOHNSON'S LOCK HOSPITAL.

HAS discovered the most certain, speedy and effectual remedy in the world for DISORDERS OF IMPUDENCE.

Organic Weakness. He who places himself under the care of Dr. J. may rely upon his skill as a physician.

Dr. Johnson member of the Royal College of Surgeons, London, graduate from one of the most eminent Colleges of the United States, and the greatest part of whose life has been spent in the study of medicine.

Dr. J. addresses all those who have injured themselves by private and improper indulgence, that secret and insidious enemy to health and mind.

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Lines of Travel & Transportation.

PENNSYLVANIA RAIL ROAD.



WINTER TIME TABLE.

FIVE TRAINS DAILY TO AND FROM PHILADELPHIA.

ON AND AFTER MONDAY NOVEMBER 4th, 1861.

THE Passenger Trains of the Pennsylvania Railroad Company will depart from and arrive at Harrisburg and Philadelphia as follows:

EASTWARD. THROUGH EXPRESS TRAIN leaves Harrisburg daily at 8.20 A. M., and arrives at West Philadelphia at 7.40 P. M.

WESTWARD. THROUGH EXPRESS TRAIN leaves Philadelphia at 10.30 P. M., Harrisburg at 3.05 A. M., Altoona 8.40 A. M., and arrives at Harrisburg at 1.25 P. M.

Accommodation Train, via Mount Joy, leaves Harrisburg at 7.00 A. M., and arrives at West Philadelphia at 12.10 P. M.

Harrisburg Accommodation Train, via Columbia, leaves Harrisburg at 1.10 P. M., and arrives at West Philadelphia at 8.20 P. M.

Westward. THROUGH EXPRESS TRAIN leaves Philadelphia at 10.30 P. M., Harrisburg at 3.05 A. M., Altoona 8.40 A. M., and arrives at Harrisburg at 1.25 P. M.

Accommodation Train, via Mount Joy, leaves Harrisburg at 7.00 A. M., and arrives at West Philadelphia at 12.10 P. M.

Harrisburg Accommodation Train, via Columbia, leaves Harrisburg at 1.10 P. M., and arrives at West Philadelphia at 8.20 P. M.

Change of Schedule. WINTER ARRANGEMENT. THREE TRAINS DAILY TO AND FROM BALTIMORE.

CLOSE CONNECTION MADE AT HARRISBURG TO AND FROM NEW YORK.

SLEEPING CARS RUN ON ALL NIGHT TRAINS.

ON AND AFTER SUNDAY, NOV. 3d, 1861, the Passenger Trains of the Northern Central Railway will arrive at and depart from Harrisburg and Baltimore as follows:

GOING SOUTH. MAIL TRAIN arrives at Harrisburg at 11.01 A. M., and leaves at 11.15 A. M.

GOING NORTH. MAIL TRAIN leaves Baltimore at 8.25 A. M., and arrives at Harrisburg at 1.00 P. M.

Harrisburg Accommodation Train. Leaves Harrisburg for Baltimore at 8.30 A. M., returning leaves Baltimore at 8.45 P. M.

WINTER TIME ARRANGEMENT. NEW AIR LINE ROUTE.

THREE TRAINS DAILY TO NEW YORK, AND PHILADELPHIA WITHOUT CHANGE OF CARS.

ON AND AFTER MONDAY, NOVEMBER 4, 1861, the Passenger Trains will leave the Philadelphia and Reading Railroad Depot, at Harrisburg, for New York and Philadelphia, as follows:

EASTWARD. EXPRESS LINE leaves Harrisburg at 8.30 A. M., on arrival of Pennsylvania Railroad Express Train from the West, arriving in New York at 11.5 A. M., and at Philadelphia at 9.00 A. M.

WESTWARD. EXPRESS LINE leaves New York at 8 A. M., and Philadelphia at 8.30 A. M., and Harrisburg at 1.10 P. M.

Accommodation Train. Leaves Harrisburg for New York at 11.5 A. M., and Philadelphia at 9.00 A. M., and Harrisburg at 1.10 P. M.

Accommodation Train. Leaves Harrisburg for Philadelphia at 1.10 P. M., and Philadelphia at 8.20 P. M., and Harrisburg at 1.10 P. M.

Accommodation Train. Leaves Harrisburg for New York at 11.5 A. M., and Philadelphia at 9.00 A. M., and Harrisburg at 1.10 P. M.

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The Telegraph.

Port Royal.

We glean from different sources the following account of this place, which is an island situated at the mouth of Broad River, near the entrance of the Atlantic.

Port Royal, it appears, possesses an interesting history, and was a point of some notoriety three centuries ago. We quote the following from the New York Times:

The region around Port Royal Entrance and Island has a strange, eventful and romantic history. It was, in fact, the first settled spot on the coast of North America.

It was almost a century after this before the English began to colonize Port Royal. Early in the seventeenth century Lord Cardross led a colony from Scotland, and settled in Port Royal.

In 1670, Wm. Sayle was sent out as Governor, and in his letter of instruction he was told to "cause all the people of Port Royal to assemble to their own coronation day."

The relation between England and the United States is now more amicable than it was a few weeks ago; something to eat is a more urgent necessity than something to wear.

The Enfield Rifle.

On the banks of the River Lee, about ten miles from London, is situated the little town of Enfield, now rendered famous as the site of the Government factory for the manufacture of the Enfield rifle.

The buildings which constitute the factory are situated on the banks of the river, the site being undoubtedly chosen in consideration of the available water-power, and also the means of transport which the navigable portion of the river presents.

The barrel is then again heated in a reverberatory furnace, and passed through a series of rollers on a set of rods until it is drawn out to the proper length.

The stocks are made by a copying lathe, which is a machine in use, and the copying lathe is a machine in which a steel model is placed below the actual stock in the same relative position, and both made to revolve at exactly the same rate, thirty-five times per minute.

There are nearly 2,000 hands employed in the factory, who are paid by the piece. Any material that is wasted is charged to the account of the workman who injures it, and as every part of the rifle passes through the hands of the workmen, a continual check is kept on each, giving a receipt for the material he takes in hand, to the foreman of his department.

A COOL AVENGER.—A mysterious murder took place in a train on the Grand Trunk Railway, between Detroit and Ridgeway, on the night of the 24th ult.

This battle-ground in the present war seems to fall upon places of outstanding names, such as Bull's Run, Ball's Bluff, Bull's Bay, &c., &c.

Steam Printing Office.

Having procured Steam Power Presses, we are enabled to execute JOB AND BOOK PRINTING of every description, cheaper than it can be done at any other establishment in the country.

BY TELEGRAPH.

News from the Great Fleet.

BEAUFORT TAKEN BY THE FEDERAL TROOPS.

The Stars and Stripes Waving Triumphant over the Court House. THE TROOPS MARCHING INLAND.

From Fortress Monroe.

Arrival of the Commodore Perry from the Expedition.

The Rebels Refuse to Give News Concerning the Fleet.

The ferry boat Commodore Perry arrived this morning from the great expedition. She lost sight of the fleet on Friday evening of last week about thirty miles off Bull's Bay.

FROM THE BLOCKADE.

Capture of Five Schooners off New Orleans.

Ten Thousand Stands of Arms and a Large Quantity of Powder Captured.

The United States storeship Nighthawk, which arrived here to-day from the Southwest Pass of the Mississippi river, boarded the schooner Sally Gay, of Norwich, Ct., on the 31st ultimo.

NEW YORK MARKET.

Cotton firm—sales 1,400 bales at 24 1/2. Flour heavy—sales 16,500 bbls. Wheat advancing—sales 20,000 bus. at \$1 20 @ 1 22 for Chicago spring, \$1 22 @ 25 for Milwaukee club, \$1 38 @ 1 45 for white, \$1 30 @ 35 for red. Corn advancing—sales 216,000 bus. at 68 @ 69 c. Whisky lower at 21 c.

MILITARY ABUSE OF HORSES.

By the way, speaking of mules, I have a suggestion to offer to the military authorities: Mount a portion of the cavalry here on mules, instead of horses—they don't know how to trust horses decently, and they don't deserve to have them. Take all the brainless "cavalrymen," who are constantly racing their horses up and down at the top of their speed, as if legions of fiends were after them, and clap them on mules for a time.