

A HORRIBLE DEED.

AN OLD MAN DESTROYS HIS LIFE.

[From the Louisville (Ky.) Commercial, 22d.]

A few doors from the spot where John Heitz shot and killed George Lobstein last September—near Cave Hill Cemetery, on the Bardonia place—an old man named Christopher Stamb, who had lived through almost three score and ten years, yesterday destroyed his own life by shooting his head to pieces with a horse-pistol.

The old man lived with his son-in-law, Philip Brown, a blacksmith, and slept in a front room of a small two-story house with two Mr. Brown's workmen.

Yesterday morning, about 8 o'clock, as was his wont, he went to the beer saloon of Adam Sebastian, four doors south, where he seated himself at a table, read the newspaper, which was handed him at his request, and after sitting some time, chatting with those present, apparently in good spirits, arose and went to his own room, took a large horse pistol from the mantle, seated himself in a chair near the wall, crossed his legs as if for comfort, and placing his left hand on his lap, put the pistol to his mouth and discharged it, literally blowing his head to pieces.

The principal cabin will be fitted with every adjunct to ease and luxury. Having to encounter the severe winter storms of the Atlantic while loaded with heavy cargoes, the Egypt has been constructed with regard to strength and safety. She is a complete four-decker. The upper-deck is a flush spar deck fore and aft, with no obstructions but the cabin entrances and skylights. This and the deck below are strongly plated with steel, and planked with pine. The two lower decks are plated with iron amidships, where the strain of the machinery comes, and are also decked over the same as the upper decks.

The saloons, staterooms, and officers' rooms will be heated with steam piping, which is found more effective, and is far less dangerous in a heavy sea-way, than stoves.

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The two-headed girl are being exhibited in Philadelphia. They are 18 years of age and waltzes together beautifully. She are twin sisters.

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SUBORDINATE LODGES. Virginia Lodge, No. 2, meets every Monday night in Covenant hall. W. G. Glazebrook, W. G. Old Dominion Lodge, No. 4, meets every Tuesday night in Marshall block. C. E. Wingo, W. C. G. W. Macfarlane, R. S.

Syracuse Lodge, No. 5, meets every Friday night in Marshall block. J. McCarthy, W. C. E. Crump, R. S. Damon Lodge, No. 7, meets every Friday night, at Mason's hall, Twenty fifth street. G. Watt Taylor, W. C. T. Wiley Day, R. S. Marshall Lodge, No. 12, meets every Thursday night, at their hall corner Second and Broad streets. Chas. Egan, W. C. G.

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The Center and Walnut-tree Hill school districts near New Haven, says a local paper, are blessed with thirty-one widows, intelligent, bewitching matrons, with valuable farms and plethoric purses—magnificent opportunities for enterprising city gentlemen desiring country residences and rural life, who now contemplate going South or West—to save the journey.

A French aeronaut has discovered that a woman's voice can be heard twice as far as a man's. That's nothing new. Any boy that ever ran away to go in swimming and heard his mother's voice in the distance, promising to whip him within an hour of his life, can be heard home, and did it, too, could have told that.

DEAD.—James G. McChain, the only son of the late Rev. James McChain, for many years pastor of the Presbyterian church at Abingdon, Va., died at Greenville, Mississippi, on the 16th inst. He was in the prime and pride of youth, and leaves a widowed mother. His remains were taken to Abingdon for interment.

An attack of a St. Louis religious paper was arrested by the police when a gambling house was pulled a few nights since. He said he was there not to see how the old thing worked, but he didn't participate in any of the exercises.

Two Montreal men went to church, and when the organ began to play the doxology they got up and began to dance. The audience overlooked the eccentricity, and they were "f's" until they shouted the organist to play faster, when they were asked to cease.

A church member at Galesburg, Ill., had his pew rent raised to \$25 a year, and arose and spoke in meeting—said he: "Great Caesar, here's a nice state of affairs—the gospel going up and pork going down! What's to become of us?" The minister advised him to "go West" with his hogs.

The Emperor William is having honors thrust upon him everywhere. A New Orleans fire company has elected him an honorary member, and as if he will come there he can hold the nozzle all he wants to.

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The average Kentucky male is an eminently culpable person. He is a pretty good judge and a fair drinker of Bourbon whiskey, a tolerably skillful poker-player, and, withal, social and talkative. This is what the Louisville Courier-Journal says about it.

An anti-kissing society has been formed by the Galesburg (Ill.) girls. "No kissing before marriage" is their motto.

Another Monster Steamship.

The largest vessel ever built on the banks of the Mersey was launched on Thursday, February 9. The Liverpool Courier says that with the exception of the Great Eastern, no larger craft exists in any waters. The new ship is the screw steamer Egypt, built for the service of the National Steamship Company between Liverpool and New York. All the vessels of the company's fleet are of great size, but this latest addition is more immense than any of the others. The Egypt is in length over 440 feet, on the load line 436 feet, beam 44 feet, depth of hold 36 feet, gross measurement 5,150 tons. This enormous vessel, which has been built at the yard of the Liverpool Shipbuilding Company, Limited, Sefton street, will be propelled by engines of nominally five hundred horse-power, but capable of working up to two thousand five hundred horse-power. They are on the compound principle of high and low pressure, and will be supplied with steam from six boilers, arranged in two sets of three each. The boilers will be fired at each end, and will carry a pressure of 75 lbs. per square inch. The engines have been made by the Victoria Foundry, Liverpool, and they are expected, from the fine lines and great length of the vessel, to drive her at from twelve to thirteen knots an hour during her voyages in ordinary weather. The great length to which ships have reached since the general adoption of iron for building them has made the straight stem a necessity on account of the difficulty of turning very long vessels in dock, and the Egypt is an instance of the new fashion. The Egypt will be fitted for 190 first-class and 1,400 stowage passengers, for whose comfort and safety during the Atlantic voyage every provision will be made.

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RAILROADS AND STEAMBOATS.

PENNSYLVANIA CENTRAL RAILROAD. After 8 P. M., SUNDAY, Dec. 4, 1870, the trains of the Pennsylvania Central Railroad leave the Depot at Thirty-first and Market streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets, thirty minutes before its departure. The Chestnut and Walnut street cars run within 100 feet of the Depot. Tickets can be had on application at the Ticket Office, north-west corner of Ninth and Chestnut streets, and at the Depot. Orders left for and delivered baggage at the Depot. Orders left at No. 201 Chestnut street or 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ: Pittsburg Express.....12:11 P. M. Lock Haven and Elmira Express.....12:40 P. M. Erie Express.....12:40 P. M. Harrisburg Accommodation.....1:30 P. M. Lancaster Accommodation.....1:40 P. M. Parkersburg Train.....1:50 P. M. Cincinnati Express.....2:00 P. M. Erie Mail and Buffalo Express.....2:50 P. M. Pacific Express.....3:00 P. M. Way Passenger.....10:30 P. M.

Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 10:10 P. M. Cincinnati and Erie Express leaves daily. All other trains daily, except Sunday. The Western Accommodation Train runs daily, except Sundays. For this train tickets must be procured, and baggage delivered by 7 P. M. at 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M. Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:30 P. M.

TRAINS ARRIVE AT DEPOT, VIZ: Cincinnati Express.....8:10 A. M. Erie Mail.....7:40 P. M. Paoli Accommodation.....8:20 A. M. Parkersburg Train.....1:50 P. M. Harrisburg Accommodation.....1:30 P. M. Lancaster Accommodation.....1:40 P. M. Erie Express.....12:40 P. M. Erie Mail and Buffalo Express.....2:50 P. M. Pacific Express.....3:00 P. M. Way Passenger.....10:30 P. M.

For further information, apply to JOHN VANLEIR, Jr., Ticket Agent, 901 Chestnut street. FRANCIS FUNK, Ticket Agent at Market street. SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania Railroad Company will not assume any risk for baggage, except for wearing apparel, and limit their responsibility to one hundred dollars in value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

THE BALTIMORE AND OHIO RAILROAD. On and after Sunday, 12th June, 1870, THREE DAILY TRAINS will be run between Baltimore and Washington, as follows: The MAIL TRAIN, for all ways points, east of Pikesville, will leave Baltimore at 8:00 A. M. (except Sundays) at 8:00 A. M.; returning will arrive at Baltimore at 6:00 P. M. The S. M. Train connects with Strasburg and Harrisonburg via Manassas Gap Railroad. The FAST LINE will leave daily at 4 P. M.; returning will arrive at Baltimore at 12:30 P. M. The CINCINNATI EXPRESS will leave Baltimore daily at 8:45 P. M.; returning will arrive at Baltimore at 8:00 P. M. The WINCHESTER AND STRASBURG ACCOMMODATION TRAIN will leave Baltimore daily (except Sundays) at 4:00 P. M.; returning will arrive at Baltimore at 10:40 A. M. The MOUNT AIRY ACCOMMODATION TRAIN will leave daily (except Sundays) at 6:30 P. M.; returning will leave Mount Airy at 6:15 A. M., and arrive at Baltimore at 8:10 A. M. The ELLICOTT'S MILLS TRAIN will leave at 1:20 P. M. daily (except Sundays); returning, will arrive at Baltimore at 10:00 A. M.

FOR HAGERSTOWN AND FREDERICK. Leave at 8:00 A. M. and 4 and 4:45 P. M.; returning, will arrive at 8:20 and 10:40 A. M. and 6:05 P. M. FOR WINCHESTER AND STRASBURG. Leave Baltimore at 8:00 A. M. and 4:00 P. M.; returning, will arrive at 10:40 A. M. and 6:05 P. M. FOR WASHINGTON. Leave Baltimore at 4:20, 5:08, 7:30 and 11:50 A. M., and 2:30, 4:45 and 8:30 P. M. FROM WASHINGTON. Trains leave at 6:45, 8:00 and 9:25 A. M. and 12:45, 2:50, 4:15, 5:40, 7:40 and 9 P. M. FOR ANNAPOLIS. Leave Baltimore at 7 and 11:30 A. M. and 4:45 P. M.; arrive at Annapolis at 8:15 A. M. and 4:10 P. M. SUNDAY TRAIN—WASHINGTON DIVISION. Leave Baltimore at 4:20, 5:08 and 8:10 A. M. and 4:45 and 8:30 P. M. Leave Washington at 7:25 A. M. and 2:50, 5:40, 7:45 and 9 P. M. Tickets can be purchased at the Office, No. 149 West Baltimore street, corner of Calvert, where orders can be left for baggage to be called for, and where will be checked in passenger's residence. For further information, tickets of every kind, apply to J. T. England, Agent, Camden Station, or at the Ticket Office, Master of Transportation, L. M. COLB, General Ticket Agent.

PHILADELPHIA AND ERIO RAILROAD. WINTER TIME-TABLE. On and after MONDAY, December 5, 1870, the trains on the Philadelphia and Erie Railroad will run as follows: WESTWARD. Mail Train leaves Philadelphia.....9:40 P. M. Erie Express leaves Philadelphia.....12:40 P. M. Harrisburg Accommodation.....1:30 P. M. Lancaster Accommodation.....1:40 P. M. Parkersburg Train.....1:50 P. M. Cincinnati Express.....2:00 P. M. Erie Mail and Buffalo Express.....2:50 P. M. Pacific Express.....3:00 P. M. Way Passenger.....10:30 P. M.

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RAILROADS AND STEAMBOATS.

NORTHERN CENTRAL RAILROAD. On and after SUNDAY, December 4, 1870, Trains will leave as follows: 8:00 A. M.—Mail (except Sundays) for the West and North to Buffalo and Niagara Falls. 10:30 P. M.—Daily (except Sundays) for the West and North to Buffalo and Niagara Falls. 7:40 P. M.—Daily (except Sundays) for the West. 10:20 P. M.—Daily for the West. North to Buffalo, Rochester, Niagara Falls and the Canada. Trains for Western Maryland road at 8:30 A. M. and 8:30 P. M. Trains for Gettysburg at 8:30 A. M. and 12:40 P. M. Trains for Hanover at 8:50 A. M., 12:40 and 3:30 P. M. Trains for Cumberland Valley Road at 8:30 A. M. and 12:40 P. M.

ACCOMMODATION TRAINS. For York (except Sundays)—3:30 P. M. For Parkersburg (except Sundays)—4:30 P. M. TRAINS ARRIVE AT BALTIMORE. From the West and North—2:30 and 9:15 A. M., 12:30, 2:45 and 8:15 P. M. York Accommodation—10:15 A. M. Parkersburg Accommodation—8:20 A. M.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. Commencing MONDAY, November 23, 1870, Passenger Trains will leave President Street Depot as follows: Way Mail Train for Philadelphia and New York at 7:25 A. M. Express Train for Philadelphia and New York at 9:35 A. M. Accommodation Train for Port Deposit Intermediates Stations at 11 A. M. Express Train for Philadelphia at 7:55 P. M. Express Train for New York at 10:40 P. M. SUNDAY TRAINS. For Philadelphia at 7:25 P. M. For New York at 10:40 P. M.

CONNECTIONS. 7:25 A. M. Train connects at New Castle Junction with train for all Stations Delaware Railroad, and at Perryville for all Stations on Philadelphia and Baltimore Central Railroad. 9:25 A. M. Train at Perryville for Port Deposit. 2:40 P. M. Train at Perryville for all Stations on Philadelphia and Baltimore Central Railroad and at Wilmington for Stations on Delaware Railroad between Wilmington and Harrington. Through Tickets may be procured either at President Street Depot, or at the Office, No. 117 Baltimore street.

Secured seats in the reclining back car and berth or state rooms in this road will be received daily, at more street office during the day. On application at 147 Baltimore street, the Union Transfer Company will call for and check baggage at private residences, thus avoiding the confusion attending the same at the depot. W. M. CRAWFORD, General Superintendent.