Evening Telegraph

TUESDAY, DECEMBER 6, 1864.

A SERIO-COMIC ELEGY.

WHATELEY ON BUCKLAND.

In his "Common-Place Book," the late Archbishop Whateley records the following Elegy on the late geologist Dr. Buckland:—

"Where shall we our great professor inter,
Not in palaces may it be meet to place
Who hew him a rocky sepulchre
In'll rise and break the stones,
And examine each stone and trace lines around,
For he's quite in his element underground.

With mattock and spade let us softly lay
In the common allotted way
We'll start up and snatch the pebbles away
Of his own geological clay.
A stratum so sacred the Professor disdains
That embedded should be his remains.

Then exposed to the critical eye of the examiner lending
Spring,
His carcass let scientific dissect,
And to Oxford the pebbles carefully bring
When he is cherished all in peace,
Mid mammoths and megatheriodes high on a shelf,
Let him stand as a monument of fame to himself.

RINGS.

Capricious as are the freaks of fashion in dress and personal ornaments, it has been able to work the change in the habit of wearing rings, since the world first took a fancy for them. The material and workmanship differ with the advance of art, but the ring itself, from its regular beauty, apart from all superstitions, sentimental, or mystical associations, must ever be a cherished ornament. Betokening a class which need not labor with its hands, rings have always been the favorite of princes and ladies. The history and poetry of finger-rings are laid up in numerous learned treatises, which no one but Dr. Dryasdust would think of perusing. We shall endeavor, however, in the space of a short article, to give a few particulars, as a sample of the curious history and interesting lore connected with rings, and leave the professed archæologian to disinter as much more as he pleases.

Enduring as rings are, their antiquity reaches far beyond the oldest we can see in museums. The earliest mention of their use occurs in the Book of Genesis, some 1727 years B. C.; but it is quite possible that the famous *homo diluvii testis*, or even the still more mythical pre-historic man, wore a ring. We afterwards hear, in the sacred records, of Pharaoh's ring, and that used by Darius at Babylon; and Herodotus tells us all the Babylonians used to wear rings. They were originally intended strictly for use as signet-rings, and not as ornaments, and their use as such soon spread from the East into Europe. In the Homeric poems there are no traces of wearing rings, and the earliest rings used in Greece (about Solon's time) were signet-rings for use only.

They soon became fashionable as ornaments, however, with precious stones set and engraved on them, dandies crowding their fingers with them up to the nails, like modern Jews or card-playing gamblers. The Lacedæmonians always wore no rings. Some amongst the German tribes, in the time of Tacitus, wore rings of that metal till they had slain an enemy in war. As for the Romans, the best authorities assert that they received the fashion of ring-wearing from the Greeks; but it probably filtered simultaneously through to both nations from the Pelasgians, who at very early times settled on the coasts of the Mediterranean, and kept up friendly intercourse with the orientals.

The Roman rings were at first always of iron, and strictly for use, but increasing luxury corrupted this primitive fashion. Still such men as Camillus, and such families as held what we should call good old Troy principles, never gave up the iron ring. The Roman last young men made an improvement on the Greek profusion, by introducing light rings for summer wear, and heavier ones for winter. From the rings of the Roman knights, and the officer who had the care of the emperor's state signet in later days (answering to our Great Seal), the history of rings comes down to our own time without any other very noteworthy remark.

Rings play an important part in many oriental legends, especially Solomon's ring, which, amongst other marvels, sealed up the refractory djins in jars, and cast them into the Red Sea. A Lydian hero, Gyges, possessed a famous ring which rendered him invisible whenever its stone was turned inwards. As Plato tells of the marvellous manner in which he acquired it, we could almost fancy he had heard the story told by some Eastern Scheherazade, so exactly is it like an Arabian night's entertainment. It is remarkable, as showing the universality of legends which often are the fairy tales of rising nations, that this very same story comes up again in the Welsh romance of "Morte d'Arthur." One is there said to have a ring which possessed this virtue when so handled, and which, with Guendolen's chessboard, was reckoned among the thirteen wonders of Britain. Another famous Greek story tells of the ring of Polycrates. He was warned in the time of his greatest prosperity by a pious king of Egypt to sacrifice whatever article he most valued, in order to propitiate Nemesis. Manning a boat, therefore, he rowed out to the open sea, and flung in the depths his ring, which was of gold, with an emerald gem, the setting of the renowned Theodorus. This being very dear to him, he grieved much over his loss. Five or six days after, however, a fine fish was brought to him, and inside this the royal cooks found the ring, much to their master's delight.

The chronicler naively adds that his Egyptian friend, "seeing it was impossible to rescue another from destiny," broke off their alliance, on hearing of this piece of good fortune. It is curious that this story also has an Eastern parentage. A legend there accounts for Solomon losing his wisdom by connecting it with the possession of a marvellous ring. This he, one day, in a fit of fondness, entrusted to one of his wives, who flung it into the Jordan, and thereby for a long time rendered the king reckless and foolish. Luckily it, too, was found inside a fish, and on being restored to the king his wisdom also returned to him.

We need not speak of the numberless rings of antiquity which possessed magical, musical, or medicinal virtues in the estimation of the credulous; can we not, even now, purchase galvanic rings? Nor need we tell how universally the ring has been adopted for the symbol of espousals, betokening eternity in its figure, and the surpassing excellences of true love in its material; and how, being worn on the fourth finger, it thereby (so the ancients believed) pressed a vein that ran straight to the heart. It may be noticed in passing from this, that much curious learning attaches itself to the different fingers on which they are worn. Originally, says that arrant gossip Pliny, rings were worn on the fourth finger, then on the second, afterwards on the least. Our ancestors who "ran wild in the woods" seem to have preferred the fourth finger. The monkish verse,

Miles, Mercator, Stultus, Rusticus, Amor,

assigns them, counting from the thumb, to the soldier, the merchant, the fool, the husband (a suspicious closeness), the lover, as amusingly as a schoolboy determines the rank of the wearer of a waistcoat by the number of its buttons, counting him, as it may happen, tinker, tailor, soldier, sailor, gentleman, apothecary, ploughboy, thief.

When it is remembered how Hannibal carried enough poison in a ring to kill him, when tired of life, no one need suppose that rings which contain hair perfume, or a watch, are modern discoveries. Ere now, there has been a ring which held a familiar inside it. Numerous curious rings, or rings which once belonged to celebrated people, are to be found in most museums; we shall only mention one or two interesting specimens. St. Louis is said to have had a ring of fleur-de-lis and daisies, with the motto, "Can we find love beyond this ring?" At a late exhibition, a very fine ring was shown which was found by a laborer, in the summer of 1862, when digging among the ruins of Glastonbury Abbey, supposed to be of the middle of the sixteenth century.

It was a massive plain band of pure gold, with a motto engraved within the hoop, both outside and over, and the motto (Mainwaring by a true lovers' knot of peculiar form. Wear it for romance lay within the hoop). We must find space for another, from the collection of the thirteenth century at Goodrich Priory, near Oxford, where Fair Rosamond was buried. Massive, and of diameter small enough to have belonged to a lady, it is supposed to have been enamelled, and has been thus described:—"Broad gold mourning ring, the surface of which has been adorned with a raised picture, in which the kneeling figures, in which are engraved the Saviour on the Cross, with the Virgin Mary and St. John, on the ring, on a ground of gold, and six Priests, on the ring, on a ground of Gothic characters:—

"Mestre ingelard me fist fere
Lucam maledicite de mere."

Ancient rings were generally glorious. Hermelinda Matilda, the queen of Hugolin I., wore a ring enough and large enough to be worn on a modern lady's thumb.

The mottoes on rings form a curious department of archæology. At the present day, perhaps, because we are less sentimental than our first grand grandparents, no one ever thinks of having more than a few initials engraved within a ring; but during the sixteenth, seventeenth and eighteenth centuries, it was a very common practice to have mottoes inscribed within the hoop of betrothal, baptism, or merely presentation rings. These were sometimes called "posy rings," probably from such rings having originally been hawked about the country by the gipsies or Bohemians, the East having always been famous for such amulets. The motto itself was called the "posy" or "chanson."

Numerous collections of such mottoes have been formed, from some of which we extract a few for the reader's edification. The ring with which Bishop Ball wedded his wife had a good instance of the "posy" upon it:—"Bene parere parate parere det mihi Deus." We translate this excellent sentence for the benefit of the fair sex:—"God make me a good mother and an obedient housewife." If the lady in question were such a shrew as the judicious Hooker's wife, it may be feared that the good bishop did not venture to translate the portion of it about obedience.

Ring posies are either double or single. The double ones are generally serious; such are:—

God our love continue ever,
That we in heaven may live together.

Or—

Let him never take a wife,
That will not love her as his life.

Occasionally we take a lighter tone—

If I think my wife is fair,
What need other people care?

Love him who gave thee this ring of gold
'Tis he must kiss thee when thou art old.

'Tis fit man should not be alone,
Which made Tom to marry Jane.

As for the last double posy we shall quote, it is to be hoped that the gentleman who gave the ring had not afterwards to repent of his confidence.

I did then commit no folly,
When I married my sweet Molly.

Simple posies are very varied. Here are two beautiful ones to head our list:—

God above, and peace and love,
God and thee, my comfort be.

Several more, worth quoting, cannot be classified—we will give them all round, as Perdita distributed flowers to her guests:—

Sweetheart I pray do not say nay,
Love me little, but love me long.

I bed adieu to all but you.
For a kiss, takethis.

Like and take, mislike forsake.
This and my heart,
True blue will never stain.

One more must be mentioned in a year when everything turns to Shakespeare's honor—Nerissa's ring:—

Whose posy was,
For all the world, like cutler's poetry
Upon a knife—Love me, and leave me not.

Of all the familiar objects of domestic life, it may be remarked, in conclusion, none are so intimately connected with our deepest feelings and most cherished memories as rings. The spousal ring touches the chords of all that is noble and elevated in either sex; it is "the enchantment of human life," calling up devotion and chivalric tenderness in man, and mellowing the kindly impulses which draw the maiden to all that is good, into the most intense and self-denying love for one.

Friendship and departed relatives leave their mementoes with us in rings. Who cares for a ring that has no fond memory clinging to it? The whole life-history of two souls is compassed in the wedding-ring. Love, loss, chastisement, endurance, the false life of the past dropping away, glimpses of the perfect future revealing themselves, the unfolding of aims and hopes that are the buds of our race's development—such winged thoughts hover around a wedding-ring. There is no romance, for those who can read it, like that of an old, worn wedding-ring. The thoughts it awakes in a contemplative mind are precious as its own gold, bright as its lustre, and boundless as the circle of eternity.

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BOSTON AND PHILADELPHIA
Steamship Line, sailing from each port on SATURDAYS, from first wharf above PINE Street, Philadelphia, and Long Wharf, Boston. From first wharf above PINE Street, on Saturday, December 10, 1864.
The steamship NORMAN, Baker, will sail from Philadelphia for Boston, on Saturday, December 10, at 10 A. M., and the steamship SAXON, Matthews, from Boston for Philadelphia, on same day, at 4 P. M.
These new and substantial steamships form a regular line, sailing from each port punctually on Saturdays.
Insurance effected at one-half the premium charged on sale vessels.
Freights taken at fair rates.
Shippers are requested to send Bills Receipts and Bills Lading with their goods.
For Freight or Passage (having fine accommodations) apply to HENRY WINSOR & CO.,
ja4-tf No. 322 S. DELAWARE Avenue.

FOR NEW YORK.—DESPATCH and Swiftsure Lines, via Delaware and Raritan Canal. The steamers of these lines are leaving daily at 12 o'clock M., and 5 o'clock P. M., from third pier above Walnut street.
For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO., No. 134 DELAWARE Avenue.

1864. ARRANGEMENTS OF NEW YORK LINES. 1864.
The Camden and Amboy and Philadelphia and Trenton Railroad Companies' Lines from Philadelphia to New York and Way Places
FROM WALNUT STREET WHARF.
Will leave as follows, via:— 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 11:30 M., via Camden and Amboy, C. and A. Accommodation 2 25
At 2 P. M. via Camden and Amboy, C. and A. Express 2 00
At 12:30 P. M., via Camden and Amboy, Accommodation (Freight and Passenger) 1 75
At 6 P. M., via Camden and Amboy, Accommodation (Freight and Passenger) 1st Class Ticket 2 25
2d Class do. 1 50
At 11½ P. M., via Camden and Amboy Accommodation (Freight and Passenger), 1st Class Ticket 2 25
2d Class do. 1 50
For Belvidere, Easton, Lambertville, Flemington, &c., 2:30 P. M.
For Lambertville and intermediate Stations, at 8 P. M.
For Mount Holly, Evansville, Pemberton, and Vincentown, at 6 A. M., 2 and 5 P. M.
For Freehold at 6 A. M. and P. M.
For Palmyra, Riverton, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, &c., at 6 and 11:30 A. M., 12:30 3:30, 5, 6, and 11½ P. M. The 3:30 and 5 P. M. lines run direct through to Trenton.
For Palmyra, Riverton, Delanco, Beverly, and Burlington at 7 P. M.
Steamboat Trenton, for Bristol, Burlington, Beverly, Torresdale, and Tacony at 9:30 A. M. and 3:30 P. M.
LINES FROM KENSINGTON DEPOT
Will leave as follows:—
At 11:15 A. M., via Kensington and Jersey City Express 3 00
At 4:30 P. M., via Kensington and Jersey City Express 3 00
At 6:45 P. M., via Kensington and Jersey City, Washington and New York Express 3 00
At 12 P. M. (night), via Kensington and Jersey City, Washington and New York 2 25
The 6:45 P. M. line will run daily. All others Sunday excepted.
For Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Manch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 7:15 A. M. This line connects with the train leaving Easton for Manch Chunk at 3:30 P. M.
For Lambertville at 5 P. M. on Saturdays only.
For Bristol, Trenton, &c., at 7:15 and 11:15 A. M., and 5 P. M., and 12 midnight.
For Homesburg, Tacony, Wissinoming, Bridesburg, and Frankford at 9 A. M., 5, 6 and 8 P. M.
☞ For New York and Way Lines leaving Kensington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The Cars run into the Depot, and on arrival of each train run from the Depot.
Fifty pounds of baggage only allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, 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. WM. H. GATZMER, Agent.
December 1, 1864.
LINES FROM NEW YORK FOR PHILADELPHIA WILL LEAVE
From foot of Courtlandt street at 12 M. and 4 P. M., via Jersey City and Camden; at 7, 10, and 11:30 A. M., 6 P. M., and 12 Night, via Jersey City and Kensington.
From foot of Barclay street, at 6 A. M. and 2 P. M., via Amboy and Camden.
From Pier No. 1 North River, at 12 M., 4 and 9 P. M. (Freight and Passenger) via Amboy and Camden.

FREIGHT LINES FOR NEW YORK AND all the stations on the Camden and Amboy and connecting Railroads.
INCREASED DESPATCH.
The Camden and Amboy Railroad and Transportation Company's Freight Lines for New York will leave Walnut street wharf, on and after January 8, daily (Sundays excepted) at 4 o'clock P. M.
Returning, the above Lines will leave New York at 1 and 4 P. M.
Freight must be delivered before 3½ P. M. to be forwarded the same day.
Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 12½ o'clock P. M. Small packages for Mount Holly received up to 2 o'clock P. M.
The Belvidere Delaware Railroad connects at Phillipsburg with the Lehigh Valley Railroad. The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad.
A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each load of goods, or no receipt will be given.
Increased facilities having been made for the transportation of LIVE STOCK, drovers are invited to try this route.
When the stock is furnished in quantities of TWO CAR LOADS or more, it will be delivered at the foot of Fortieth street, near the Drove Yards, or at Pier No. 1 North River, as the shippers may designate at the time of the shipment.
WALTER FREEMAN, Freight Agent,
No. 208 S. Delaware avenue, Philadelphia.
GEO. B. RAYMOND, Freight Agent,
ja5-tf Pier No. 1 North River, New York.

NEW RAILROAD LINE NORTH,
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 the Camden and Atlantic 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.
Travelers 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. 9-20-tf
W. F. GRIFFITTS, General Superintendent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.
CHANGE OF HOURS.
On and after SUNDAY, November 13, 1864,
Passenger trains leave Philadelphia for
Baltimore at 8:00 (Express, Mondays excepted), 8:40 A. M., 12 M., 2:30, 5:30 and 10 P. M.
Chester at 8:00, 11:15 A. M., 2:30, 4:00, 5:30 and 11:00 P. M.
Wilmington at 5:00 (Mondays excepted), 8:00, 10:30 A. M., 2:30, 4:00, 5:30, 10:30 and 11:45 P. M.
New Castle at 8:50 A. M. and 4:50 P. M.
Dover at 8:05 A. M. and 4:00 P. M.
Milford at 8:05 A. M.
Salisbury at 9:15 A. M.
TRAINS FOR PHILADELPHIA
Leave Baltimore at 5:45, 7:40 A. M. (Express), 11:00, 6:05, and 10:20 P. M.
Wilmington at 7:00, 7:45, 9:15 A. M., 12:34, 1:00, 2:30, 3:00, 6:30, 9:35, and 10:00 P. M.
Salisbury at 11:45 A. M.
Milford at 7:20 P. M.
Dover at 6:40 A. M., and 7:55 P. M.
New Castle at 8:10 A. M., and 6:00 P. M.
Chester at 8:15, 9:55 A. M., 1:00, 3:12, 5:00, 7:20, 9:18 P. M.
Leave Baltimore for Salisbury and intermediate stations at 10:30 P. M.
Leave Baltimore for Dover and intermediate stations at 3:00 P. M.
TRAINS FOR BALTIMORE
Leave Chester at 6:05 A. M., 9:05 and 11:05 P. M.
Leave Wilmington at 6:11, 9:25 A. M., 3:51, 4:50, and 12:46 P. M.
Freight Trains, with Passenger Car attached, will run as follows:—
Leave Wilmington for Perryville and intermediate places at 7:00 P. M.
SUNDAYS—Only at 8:00 A. M., 10:30 P. M., from Philadelphia to Baltimore.
From Philadelphia to Wilmington at 3:00 A. M., 10:30, and 11:00 P. M.
From Wilmington to Philadelphia at 1:45 A. M. and 6:30 P. M. Only at 10:25 P. M., from Baltimore to Philadelphia.
H. F. KENNEY, Superintendent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD, OPEN TO OXFORD—SPRING ARRANGEMENT.
On