

SUBLIME SPECTACLE. A Column of Fire One Thousand Feet in Height, and a River of Flame Thirty-Five Miles Long.

A few days of more stupendous proportions than any ever conceived of is described by Mr. Coan, in the Honolulu Friend, of February, in his account of the eruption of Manua Loa, on the island of Hawaii.

The eruption commenced near the summit of the mountain, and only five or six miles southeast of the eruption of 1843. For two days this summit crater sent down its burning floods along the northern slope of the mountain;

It would seem that the summit lava had found a subterranean tunnel, for half way down the mountain, when coming to a weak point, it burst out vertically, sending a column of incandescent lava 1000 feet in diameter, and it was sustained for twenty days and nights, varying in height from 500 to 1600 feet.

It was a pyrotechnical display more magnificent and marvellous than was made by an early mousethrow. In the daytime the atmosphere for thousands of square miles would be filled with a dirty haze, through which the sunbeams shed a pale and sickly light.

All Eastern Hawaii was a sheet of light, and our night was turned into day. So great was the illumination at night, that one could read without a lamp, and labor, travelling, and recreation might go on in the same manner.

There was no witness for the spectator. The fierce, red glare, the subterranean mutterings and struggles, the rapid explosion of gases, the rushing and roar, the sudden and startling bursts, of as crashing thunder—all, all were awe-inspiring, and of indescribable brilliancy and terrible sublimity.

ICE COMPANIES. INCORPORATED 1864. THOMAS E. CAHILL, President. JOHN GOODYEAR, Secretary. HENRY THOMAS, Superintendent.

ICE! ICE! ICE! ICE! ICE! INCORPORATED 1864. THOMAS E. CAHILL, President. JOHN GOODYEAR, Secretary. HENRY THOMAS, Superintendent.

TEAS, &c. A NEW INVOICE OF OOLONG TEAS. FOR SALE AT THE Market Street Tea House.

BOYD & CO., 49 Market Street, No. 112 MARKET STREET. TEAS REDUCED TO 31 CTS. AT INGRAM'S TEA WAREHOUSE, No. 48 S. SECOND STREET.

SIMON COLTON & CLARKE, TO FAMILIES RESIDING IN OR GOING TO THE COUNTRY. Those who wish to purchase supplies of the best quality of FINE GROCERIES will find a full and choice stock of the best that can be imported or procured from the New York, Boston, or Philadelphia markets.

WALL PAPERS. PAPER HANGINGS. FRANCIS NEWLAND & SON, No. 52 North NINTH Street.

STOVES RANGES, &c. CULVER'S NEW PATENT DEEP SAND-JOINT HOT-AIR FURNACE. RANGES OF ALL SIZES.

LEGAL NOTICES. ESTATE OF DAVID JAYNE, M. D., LATE OF THE City of Philadelphia. Letters testamentary upon the above Estate having been granted to the undersigned by the Register of Wills for the City and County of Philadelphia, all persons indebted to the said Estate are requested to make payment to the undersigned at the office of the same at No. 112 S. SECOND STREET, Philadelphia, where he will endeavor to give satisfactory attention to all who may require his professional services.

INSURANCE COMPANIES. GIRARD FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 415 WALNUT STREET, PHILADELPHIA. CAPITAL PAID IN, IN CASH, \$200,000.

THE PROVIDENT LIFE AND TRUST COMPANY, OF PHILADELPHIA. Incorporated by the State of Pennsylvania, Third March 22d, 1865. INSURES LIVES, ALLOWS INTEREST ON DEPOSITS, AND GRANTS ANNUITIES.

UNITED STATES BUILDER'S MILL, Nos. 24, 26, and 28 S. FIFTEENTH ST., PHILADELPHIA. ESLER & BROTHER, WOOD MOULDINGS, BRACKETS, STAIR BALUSTERS, NEWEL POSTS, GENERAL TURNING, SCROLL WORK, ETC.

INSURANCE COMPANIES. DELAWARE MUTUAL SAFETY INSURANCE COMPANY, INCORPORATED BY LEGISLATURE PENNSYLVANIA 1855. OFFICE, No. 112 S. SECOND STREET, PHILADELPHIA.

THE PHILADELPHIA CENTRAL RAILROAD. The Trains of the Pennsylvania Central Railroad leave Philadelphia for New York at 7:30 A. M., and for Baltimore at 9:30 A. M.

NORTH AMERICAN TRANSIT INSURANCE COMPANY, No. 133 South FOURTH Street PHILADELPHIA. Annual Policies issued against General Accidents at descriptions at exceedingly low rates.

M. NATHANS & SONS, IMPORTERS OF BRANDIES, WINES, GINS, &c. No. 19 N. FRONT STREET, PHILADELPHIA.

1829-CHARTER PERPETUAL FRANKLIN FIRE INSURANCE COMPANY OF PHILADELPHIA. Assets on January 1, 1866, \$2,506,851'96.

PHILADELPHIA AND TRENTON RAILROAD COMPANY. Change of Time of Departure of Lines for New York and West from Kensington Depot, May 1, 1866.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD. On and after Wednesday, November 1st, 1865, will be run as follows:

REVENUE STAMPS, REVENUE STAMPS. Always on hand, at the lowest rates.

VOX POPULI. WRIGHT'S TAR SYRUP. PRINCIPAL DEPOT, No. 771 South THIRD Street. Price, \$1.00 per Bottle; \$5.00 for half-a-dozen.

The undersigned citizens take pleasure in cheerfully recommending the use of Wright's Tar Syrup for coughs, colds, consumption, whooping-cough, etc.

DIKERS & SON, Druggists, No. E. corner Pine and Sixth streets. For sale also JOHNSON, HOLLOWAY & COWDEN'S, DYE & CO.'S, And all principal Druggists and Dealers.

CHESTNUT GROVE WHISKY. No. 228 North THIRD Street. If anything was wanted to prove the absolute purity of this Whisky, the following certificates should do it.

M. NATHANS & SONS, IMPORTERS OF BRANDIES, WINES, GINS, &c. No. 19 N. FRONT STREET, PHILADELPHIA.

RAILROAD LINES. PHILADELPHIA AND TRENTON RAILROAD COMPANY. Change of Time of Departure of Lines for New York and West from Kensington Depot, May 1, 1866.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD. On and after Wednesday, November 1st, 1865, will be run as follows:

REVENUE STAMPS, REVENUE STAMPS. Always on hand, at the lowest rates.

REVENUE STAMPS, REVENUE STAMPS. Always on hand, at the lowest rates.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. COMMUNICATED MONDAY, APRIL 18, 1866. Trains will leave Trenton for Philadelphia and WASHINGTON.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. COMMUNICATED MONDAY, APRIL 18, 1866. Trains will leave Philadelphia for Wilmington and BALTIMORE.

PHILADELPHIA CENTRAL RAILROAD. COMMUNICATED MONDAY, APRIL 18, 1866. Trains will leave Philadelphia for New York at 7:30 A. M., and for Baltimore at 9:30 A. M.

PHILADELPHIA CENTRAL RAILROAD. COMMUNICATED MONDAY, APRIL 18, 1866. Trains will leave Philadelphia for New York at 7:30 A. M., and for Baltimore at 9:30 A. M.

PHILADELPHIA CENTRAL RAILROAD. COMMUNICATED MONDAY, APRIL 18, 1866. Trains will leave Philadelphia for New York at 7:30 A. M., and for Baltimore at 9:30 A. M.

PHILADELPHIA CENTRAL RAILROAD. COMMUNICATED MONDAY, APRIL 18, 1866. Trains will leave Philadelphia for New York at 7:30 A. M., and for Baltimore at 9:30 A. M.

PHILADELPHIA CENTRAL RAILROAD. COMMUNICATED MONDAY, APRIL 18, 1866. Trains will leave Philadelphia for New York at 7:30 A. M., and for Baltimore at 9:30 A. M.

PHILADELPHIA CENTRAL RAILROAD. COMMUNICATED MONDAY, APRIL 18, 1866. Trains will leave Philadelphia for New York at 7:30 A. M., and for Baltimore at 9:30 A. M.

PHILADELPHIA CENTRAL RAILROAD. COMMUNICATED MONDAY, APRIL 18, 1866. Trains will leave Philadelphia for New York at 7:30 A. M., and for Baltimore at 9:30 A. M.

RAILROAD LINES. GREAT TRUNK LINE. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL VALLEY, AND WYOMING VALLEY.

RAILROAD LINES. GREAT TRUNK LINE. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL VALLEY, AND WYOMING VALLEY.

RAILROAD LINES. GREAT TRUNK LINE. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL VALLEY, AND WYOMING VALLEY.

RAILROAD LINES. GREAT TRUNK LINE. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL VALLEY, AND WYOMING VALLEY.

RAILROAD LINES. GREAT TRUNK LINE. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL VALLEY, AND WYOMING VALLEY.

RAILROAD LINES. GREAT TRUNK LINE. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL VALLEY, AND WYOMING VALLEY.

RAILROAD LINES. GREAT TRUNK LINE. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL VALLEY, AND WYOMING VALLEY.

RAILROAD LINES. GREAT TRUNK LINE. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL VALLEY, AND WYOMING VALLEY.

RAILROAD LINES. GREAT TRUNK LINE. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL VALLEY, AND WYOMING VALLEY.