INTERESTING ITEMS.

A Troublesome Seal .- An instance of the fearess and voracious nature of the seal has occurred during the present season at the salmon ushing near the mouth of the river Ness. It would appear that during the last two months at least a monster scal has been committing learful depredations among the fish. From the observations of the fishermen, the animal seems to haunt the locality day and night, watching his opportunity for securing a victim, and the number of fish that fall a prey to his insatiable may must be considerable. After retiring for some distance, and with head above water reconnoitring the operations of the boats and parties on shore, as it watching the convenient ent, he einks under water, and evidently

with the ash as they enter, or are end avering to make their escape. The nets have been frequently damaged, and on several occasions fish taken bearing the unmi-takable im-press of their enemy's delicate taste; in one case a fine grike was canoht having the head and a portion of the shoulders bitten clean away. Every endeavor has been made to shoot the erer, and numerous guns and rifles have been brought to bear against him, but without Some of the fishermen declare that he s a veteran at the business, and has visited the ishings for the last few years in succession. Whether this be the case or nor, he seems adroidy trained to the work, and wary enough to clude all chance of capture. The loss to the fishings must be considerable. - Inverses Ad-

The Centenary of a London Theatre. - The oldest theatrical edince in London is Sadler's Wells, O her play houses have been burned or pulled down, and have risen anew from the askes or the cust, but the odd-looking building in St. John street road, which to the outside observer is quite as much like a chapet or mansoleum an a theatre, is the identical Sadier's Wells which was associated with Grimaldt from his very infancy, and to which the ancient inhabitants of Clerken well and Islagton were in the habit of walking across the fields. As far as the eye is concerned it has even outlasted the river on the banks of which it was built. When it first arose the stream was one in which goodly fish were caught, and when these had, passed away, the quest of tittlebals was long prevalent among the prehins of the peighborhood. At last the portion of the New River near the theatre was completely covered over, and many a patron of the drama who approaches Sadler's Wells by the long walk extending from the gateway to the doors is not aware that a stream flows beneath his feet that once supplied water for aquatic dramss which of old filled the northern suburb with wonder and delight. This year is the one-hundredth of the old thentre's existence An accident "music house," which apparently answered the purpose of modern "music ball," was pulled down in 1765, and within a very short time the present bouse was built in its place. Preparations are being made for centenary per ormances, which will shortly take place.

The Influx of American Tourists into Europe The number of American tourists visting England this year is apprecedentedly great, the vealther classes, both in the Northern and Southern States, being only too glad to have a little mental rest and pleasure after the wor-ries and miseries of the civil war. Though Paris is the spot where Americans feel most at home, the majority visit the 'old country," and crowds of our "cousins" are now to be found at our principal watering places, and in cities and towns of world-wide celebrity, espe-cially where the English language is spoken. influx of American visitors is especially gratilying to our shopkeepers, for, owing to the prohibitive tariff now in force in the United States, thousands of articles of both necessity and luxury can be purchased here far cheaper than in the States, even if the purchaser had to pay the duty, which, thanks to Mr. Morrill and friends, the custom officials levy at New York and other American scaports. Tailors hatters, hosiers, etc., are thus greatly benefited by this "Yankee exodus," and share with hotelkeepers and railway companies the dollars which are so lavishly disbursed by Americans when on pleasure bent, and which in these 'tight" times are more than ordinarily welcome.

The Scotch at Home .- Edinburgh numbers 1530 one-roomed houses, of which 825 contain each six inmates and under, whiist no one of the re-maining 705 contain less than that number of still worse; for there the number of one-roomed houses is 2212, of which number 1253 shelter seven human creatures, whilst each of the other 959 dwellings has more than seven inmates. There are in all Scotland no fewer than 7694 houses—if they can be called houses—without windows! and 226,723 houses of only one apartment; proving that nearly one million of the people of Scotland, or nearly one-third of the entire population, are living in houses-places improperly so called-in which neither the comforts nor decencies of lite can be secured, and which are thus totally unfit for human habitation. What wonder that working men like to spend as much of their leisure as possible in public houses, and as little of it as possible in their homes .- Rev. Dr. Begg.

Tyburn Gate.-It may not be generally known among your readers that the centre portion of this gate, with the clock, is still standing on the premises of Mr. Baker, farmer at Crickle wood, who bought it at the time it was taken down. It consists of a high wooden arch, with two doors; under this arch, in its original position, was a weigh bridge, over which all wagons with goods from the midland and western counties passed, and tolls charged according to weight; the height of the load was restricted to the height of the arch. These wagons were drawn by eight, ten, or more horses, and carried goods and passengers; underneath swung a "dog-basket," which was often occupied by children, or even men, when there was no room in the wagon. The arch and doors, with the old clock over, have been erected at the entrance to a wooden cow-shed, and can be seen from the high read through Cricklewood.—Notes and Queries.

Anecdote of Scott.—In the Museum at Abbotts-ford there is a small Roman patera, or goblet, in showing which Sir Walter Scott told the follow ing story:-"I purchased this (said he) at a nobleman's roup near by, at the enormous sum of twenty-five guineas. I would have got it for twenty pence if an antiquary, who knew its value, had not been there and opposed me. However, I was almost consoled by the bitter price it cost by the amusement I derived from an old woman, who had evidently come from a distance to purchase some triffing culinary articles, and who had no taste for the antique Every successive guinea which we bid for the patera this good old lady's mouth grew wider and wider with unsophisticated astonish ment, until at last I heard her mutter to herself in a tone which I shall never forget—'Five-and-twenty guineas! It the parritch-pat gangs at that, what will the kail-pat gang for?"

A Narrow Escape. A short time since Dr. Wilks left Scarborough, England, for Filey, but did not return home as expected in the evening, and, no tidings of what had become of him reaching Scarborough, no small amount of anxreaching Scarborough, no small amount of anxiety was felt for his safety. News came late next day that, although safe, he had a marvellous escape. It appears that he had ventured on the sands, and was overtaken by the tide at a most dangerous spot. Up to the neck in water, he had to remain all night and part of the next day. When relieved he was conveyed to Gayton Waterworks, where he for some time remained in a speechless condition. After some time he was so far convalescent as to allow of his being

The King of Hanover.-King George of Hanover and his descendants may find a consolation which is denied to many of their royal fellow-sufferers in other German States, for their rights princes of the blood and members of the as princes of the blood and members of the English peerage secure for them a station in this country which has little cause to envy the lustre of continental royalty. With these high hereditary privileges, and the wealth which, it is to be hoped, they will save out of the wreck of their private fortune, the Guelphs of Hanover will have in these islands a far different lot from that of many other "monarchs retired from that of many other "monarchs retired from business"—a lot which even these, however, do not find altogether unendurable, - Times.

Convent Life.—Count de Montslembert is dying. His daughter took the veil at the Sacre Cour some months since. As an acknowledgment of the great services rendered to the Church of Rome by her distinguished father, his Holiness has granted the young recluse permission to quit her convent during one day in each week, in order to attend her father's deathbed. This is a rare concession. A young lady, the only child of her widowed mother, entered a convent last year. Her mother literally broke her heart from grief, and died. Vainly did her family petition that she might be permitted to take leave of her dying parent in the presence of the clarge summoned to administer the of the clergy summoned to administer the extreme unction. The only concession the Church could be induced to make was that the orphan girl should be permitted to kneel on the pavement of the court-yard whilet the process on accompanying her mother's funeral passed the closed gates of the convent, and thus that she might hear the chant of the attendant pricets. This much the Church conceded to filial affection, but no more .- Paris Letter.

The Su z Canal -M. Ferdinand de Lesseps has obtained a considerable triumph in a libel case against two financial journals, the Conseiller Gazette des Chemins de Fer and the Cyrresnon-dance Autographe. These papers, in the autumn of last and the spring of this year, published a series of articles systematically running down the Suez Canal Company, presuming to allege that, in consequence of shifting sands, the works were making no progress, and that M. de Lesseps' Unancial statement to the shareholders was a "romance," and that his figures were not worthy of serious consideration. For these libels M, de Leiseps claimed 250,000f, damages, M. Aubepin, Judge Advocate, "energetically" supported the plaintiff's case, and the court, M. lienost Chumpy presiding, awarded against four representatives of the two papers-MM. Nouctie de Lorme, De Chabaud, Denechaud, and Soudaine-var.ous sums amounting in the whole to 150,000f', with five years' imprison-ment in default of payment.

A D.vorce Granted—A German named Henry Enbonn, having had domestic difficulties at home in Memphis, Tenn., left with the avowed purpose of going to some place where the cholera was raging, in the hope that he would fall a victim to it. He visited St. Louis and other infecied cities, but the cholera would not take hold of him, so he went to Nasaville, and last Friday drowned himself in the Cumberland

river. He left the following for his wife:—
"Dear Luzzie:—Before these lines reach yen, the Cumberland will be my grave. You asked for a divorce, and you have one, though in a different way from what you expected. It is my poor children, as the last token of an unfortunate lather. As for yourself. I will abide by the Jadzmen of a mer-ciful tribunal in the other world. Farewell "Your loving husband, HENRY ENDONN."

NEW APPOINTMENTS BY THE POPE

A Forthcoming Encyclical. The Pope has proclaimed Monsignor Ignatius Philip Arkus, Bishop of Damascus, who is now in Rome, Patriarch of Antioch; and Monsignor Joseph Checa, Bishop of Listra in partibus, Bishop of Ibarra. The Pope ordained that the new Patriarch of the Syrians, as a special honor, should be proclaimed with the same ceromo observed in the case of Cardinals when, after their investment with the purple, they are appointed Archbishops of a diocese; and, conformably to this arrangement, Monand, conformably to this arrangement, Mon-signor Arkus, instead of asking the pal-lium in the ordinary way by a candi-dature ad hoc, was admitted to prefer the request personally. He entered the saloon of the consistory in company with two Syrian bishops, and repeated his vow, to which the Pope made the customary response, Propediem dabimus. Monsignor Arkus then rendered thanks to his Holiness, and preached a sermon in the Syrian language, at the same time presenting the Pope with a Latin translation of his discourse. He was afterwards, in accordance with the same ceremonial, received officially by the Pope in the throne-room, and by the Cardinal Secretary of State. The ceremonies were completed by a visit to the tomb of the Holy Apostles, where he was awaited by Cardinal Patrizi, Sub-dean of the Sacred College, in a gala robe striped with violet, instead of red, as in the case of cardinals.

As the Pope did not pronounce an allocution on this occasion, it is believed that he will hold another consistory in order to give expressuppression of the religious orders by the regular clergy of Rome, who are dissatisfied at his long silence. But there are rumors that the protest of the Holy Father will take another form, and that Monsignor Brancaleoni Castellani, Secretary of the Congregation of Briefs, and one of the best Latinists of Rome, is pre paring, from the notes of his Holiness, encyclical to all the bishops of the Catholic world, and that this document, to which the authorities attach great importance, is soon to

AUCTION SALES.

O T I. JOHN EDGAR THOMSON, Trustre in a certain indenture of morts age of the property hereinafter described executed by the Tyrone and Clearfield Baifroad Company, to use as mortgages in trust to secure the payment of 1 se principal and interest of bonds of said Company to Lie amount of \$35,000, which mortgage is duted the lat day of November, A. D. 1860, and recorded in the office for Recording Deeds, etc. in and for the country of Blair on the 8th day of November, A. D. 1860, in Mortgage Book "B." pages 167, 168, 169, 119, and 111, do hereby give notice that default having been made for more than ninety days in the payment of the interest due and demanded on the said bonds. I will, in pursuance of the written request to me directed of the holders of more than filters thousand dollars in amount of the said bonds and by vir us of the power conferred upon me in that respect by the said mortgage expose to Public Saie and sell to the highest and best hidder by M. 160MAS & NONS, Auctioneus at the PHILADELFIELA XI HANGE. In the City of Philadelphia, on Thursusy, the 27th day of September, A. D. 1866 upon the terms and conditions hereinaiter stated, the whole of the said Mortgage of primises, viz.:

The whole of that section of the Tyrone and Clearfield Relificad, from the point of intersection with the Pennsylvania Raliroad, at or near tyrone Station, in Biair county to the point of connection with the graded line of the said Tyrone and Clearfield Raliroad, known and designated as "The Intersection," being about three miles and one quarter from the Pennsylvania Raliroad at Tyrone Station, as the same is now constructed, together with all and singular the ralivanys ralis, bridges, teness, privileges, rights, and all real property of every description acquired by and belonging to said company, adjacent to or connected with, or on the line of said section of three and one quarter miles of road, and all the tolis incomes, issues and profits to be derived and to arise from the same and all the lands used and occupied for ra JOHN EDGAR THOMSON, Trustre in a certain AND GENERALLY.

AND GENERALLY.

All the lands, rallways, rails bridges, culverts, trestle works, tool houses, coal houses, wharves, tences, rights of way, workshops machinery, stations, depots, depot-grounds, works. misonry, and other superstructure, teal estate balidities, and improvements of whatever nature of kind appertaining of belonging to the above mentioned property, and to the said section of the said Tyrone and Clearfield Railroad and owned by said company in connection therewith.

The said section of the Tyrone and Clearfield Railroad extending from the point of intersection of the said Tyrone and Clearfield Railroad with the Pennsylvania Railroad to the point of connection with the graded line of the said Tyrone and Clearfield Railroad, known jand as "The Intersection," is about 3% miles in length. a

TERMS OF SALE.

\$10,000 of the purchase money to be paid in cash when the property is strack off, and the balance within twenty days thereafter.

PAYMENT on account of the said balance of purchase money, to the extent of the dividend thereof payable on the bonds secured by the said morigage and the matured coupons of said bonds may be made in the said bonds or coupons and if the dividend is less than the actual sum due upon the said bonds or coupons. The bolders may retain possession of the said bonds and coupons, on receipting to the said Trustee for the said dividend and endorsing payment of the same on the said bonds or coupons.

Then the purchase money being paid, as atoresaid. Upon the purchase money being paid, as atoresaid, the said Trustee will execute and deliver a deed of conveyance of the premises to the purchaser or purchasers in pursuance of the power conferred upon him by the said mortage.

Any further information in respect to said sale, or premises may be had upon appleation to the undersigned Trustee, at the office of the Pennsylvania Railroad Company, No. 238 S. Third street. Philadelphia.

JOHN EDGAR THOMSON, Trustee,
No. 236 S. THIED Street.

M. THOMAS & SONS, Auctioners.

808. 139 and 141 S. FOURTH Street.
Philadelphia.

DR. KINKELIN CAN BE CONSULTED confidentially on all recent, local, chronic, and constitutional diseases, at his old establishment northwest corner of Third and Union streets. \$14 bm

AUCTION SALES.

1. R. FRANKLIN HALLY, Trustee in a certain Indenture of Morigage, of the property hereinaster described, executed by the Tyrone and Clearfield Railroad Company to me. as mortgage in trust, to secure the Davmen of the principal and interest of bonus of said Company to the amount of \$50,000 which morigage is dated the left day of February, A. D. 1861, and recorded in the office for recording deeds, etc. in and for the county of Blair, on the 4th day of February, A. D., 1861 in mortgage book B, page lise etc. and in the office for recording deeds, etc. in and for the county of the said having of February, A. D., 1861 in mortgage book B, page lise etc. and in the office for recording deeds, etc. in and for the county of teurse on the 26th day of February, A. D., 1861 in mortgage book E, page 400, etc., do hereby sive notice that demail having been made for more than ninety cays in the payment of the interest due and demanded on the said bonds, I will in pursuance of the written request, to me directed of the holders of more than \$25,0 in amount of the said bonds, and be virtue of the power on erred upon me in the respect by the said mortgage, expose to public sale, and seif to the highest and best bidder, by M. I HOMAR & SONS, Auctioners, at the FHILA DELFHILA FXC HANGE in the city of Philadeliphia on Thursday, the 27th day of September, A. D., 1865 at 12 upon the terms and conditions hereinafter stated, the whole of the said morts aged premises and tranchises, viz.—

whole of the said mort aged premises and franchises, wiz.:

The whole of that rection of the Tyrone and Clearneid Railroad from Tyrone Station, Shair county. Pennsylvania, to Philipsong: in Centre county. Pennsylvania, as the same is now constructed, towether with all and singular the railways, rails, cross-ties, chairs, splites from timber, bridges, fences, together with all real property of every description acquired by and elonging to said Company appurtenant to said road and all the rights, tiberties, privileges, and corporate franchises of said road and company and all the toils income, issues and profits to be derived and to arise from the same, and all the lands used and occupied for ran way deports and stations between said points, with all buildings standing thereon or procured therefor. AND GENERALLY.

AND GENERALLY.

All the lands ralaways rais bridges culverts, trestie works, tool-houses, coal-houses wharves, tences, rights of way, workshops, machinery, stations deport a coal estate bridges, and improvements of whatever nature or kind appertaining or belonging to the above-menthened property and to the said see ion of the said Tyrone and Clearing a Railroad and owned by said; company in connection therewith, and all the rights liberies orivileges, and corporate tranchises of said road and company.

The said section of the said Tyrone and Clearing a lialroad extending from said tyrone Station Biair county, to and brough the bolough of Parillpsbury, in Centre county, is about 23% mless in length.

Centre county, is about 235 ml es in length. TERMS OF SA | E. \$10,000 of the purchase noney to be paid in cash when the property is struck off, and the balance within twenty days there lifer.

Payment, on account of the said balance of purchase Payment on account of the said balance of purchase meney to the extent of the dividend thereof payable on the bonds secured by the said mortgage and the matured coupons of the said londs may be made in the said bonds or compons; and if the dividend is less than the actual sum due upon the said bonds and coupons, the ho ders may retain possession or the said bonds and coupons on receipting to the said Trustee for the said dividend, and endorsing payment of the same on the said bonds or coupons.

Upon the purchase-money being raid as aforesaid, the Trustee will execute ma, deliver a deed or conveyance of the premises to the purchaser or purchasers, in purso of the premises to the purchaser or purchasers, in purso of the premises to the purchaser or purchasers, in pursuence of the power conferred upon him by the said Any further information in respect to the said sale o premises may be had on application to the understand Trustee, at his office, No. 42 South THIRD Street, in the city of Philadelph'a. R. FRANKLIN RALEY Trustee.

No. 42 Fouth Third street
M. THOVAS & SONS, suctioneers.
6 11 m2m Nos. 139 and 141 South FOURTH Street.

O T 1 I, JOHN EPGAR THOMSON, Trustee in a certain indenture or Morteage of the property hereimater described executed by the Tyrone and Cleatfield Rai-road Company to me, as Morteage in Trust, to secure the payment of the principal end dimerest of bonds of said Company to the amount of \$25,600 which Morteage is dated the 12th day of May, A. D. 1859, and recorded in the office for recording deeds, etc. in and for the county of Blair, on the 18th day of May, A. D. 1859, and recorded in the office for recording deeds, etc. in and for the county of Centre, on the 12th day of May, A. D. 1859 in hortigage book A. pages 53-4-5-6-7 and S. and in the office for recording deeds, etc. in and for the county of Centre, on the 12th day of May, A. D. 1859 in hortigage book E. page 170 etc., do hereby give notice that default having teen made for more than binety days in the payment of the interest due and demanaed on the said bonds. I will, in pursuance of the written request to me directed of the holders of more than \$50,000 in amount of the said bonds, and by virtue of the power conferred upon me in that respect by the said sorigage expose to public sale and sell to the highest and best bidder by M. THOM. S. & SONS, Auctioneers, at the PHILADELPHIA EX. CHANGE, in the city of this religion. on Thursday, the 27th day of September, A. D. 1866, at 12 o'clock, M. upon the terms and conditions hereimater stated, the whole of the said mortgaged premises, viz.:

The whole of that section of said Tyrone and Clearfield Railroad from the point of intersection with the Tyrone and Lock Laven Hailroad near Tyrone Hilalr county, Pennsylvania, as the same is now constructed together with all and singular the railways, rails, bridges, fences, privilexes, rights, and all real property of every description acquired by and be Jaging to said Company, and all the tolls, income, issues, and profits to be derived and to avise from the same, and all the lands used and occupied for railways, depots, or stations between said points, which bridges, culverts JOHN EDGAR THOMSON, Trustee in a certain

grounds, works, masonry, and other superstructure, real estate buildings and improvements of whatever nature or kind appertaining or belonging to the above-mentioned property, and to the said section of said Tyrone and theartield lealizond, and owned by said Company is connection therewith.

The said section of the Tyrone and Clearfield Railroad, exterding from the intersection of the 1 vrone and Clearfield Bailroad with the railroad formerly belonging to the Tyrone and Lockhaven Railroad Company, but now to the Haid Eagle Valley Railroad Company, is about 20 miles in length.

Si6,060 of the purchase money to be paid in cash when the property is struck off, and the balance within 30 days thereafter.

the property is stitle a one and the said balance of purchase thereafter. Pay MENT on account of the said balance of purchase money, to the extent of the dividend thereof payable on the bonds secured by the said mortgage and the matured coupons of the said honds, may be made in the said bonds of coupons; and if the dividend is less than the actual sum que upon the said bonds or coupons, the holders may retain possession or the said bonds and coupons on receipting to the said Trustee for the said dividend and endorsing payment of the same on the said decident and coupons. bonds or coupons.

Upon the purchase money being paid as aforesaid, the Trustee will execute and deliver a deed of conveyance of the premises to the purchaser or purchasers. In pursuance of the power conferred upon him by the said mortgage.

Any further information in respect to said sale, or premises may be had upon application to the under signed Trustee, at the office of the Pennsylvania Rail road Company, No. 238 S. Third street. Philadelphia.

JOHN EDGAR THOMSON, Trustee.
No. 238 S. THIRD Street.
M. THOMAS & SONS, Auctionects,
Nos. 126 and 141 S. FOURTH S. roet.

INTERNAL REVENUE.

UNITED STATES REVENUE STAMPS

PRINCIPAL DEPOT.

No. 304 CHESNUT Street.

CENTRAL DEPOT.

No. 103 South FIFTH Street,

ONE DOOR BELOW CHESNUT

ESTABLISHED 1862.

Revenue Stamps of every description constantly

on hand in any amount. Orders by Mail or Express promptly attended to. United States Notes, Draits on Philadelphia, or New York, or current funds received in payment.

Particular attention paid to small orders. The decisions of the Commission can be consulted and any information regarding the law cheerfully

The following rates of discount are allowed :-

ON ALL ORDERS OF \$25, TWO PER CENT, DISCOUNT

ON ALL ORDERS OF \$100, THREE PER CENT, DISCOUNT

ON ALL ORDERS OF \$300,

FOUR PER CENT, DISCOUNT

All orders should be sent to the STAMP AGENCY,

No. 304 CHESNUT Street, PHILADELPHIA.

RAILROAD LINES.

READING RAILEOAD
PENN PHILADELPHIA TO THE INTERIOR O
PENNSYLVANIE, THE SCHUYLRILL, SUSQUE
HANNA, UMBERHAND, ASD WYOMING VALLEYS, THE NORTH, NORTHWEST, AND TRE LEYS, THE NORTH, NORTHWEST, AND THE CANADAS SUMMER ARRANGEMENT OF PASSENGER Leaving the Comeany's Depot, at THIRTEENTH ABOALLOWHILL Streets Philadelphia, at the follow in

Leaves Pathagelphia at the follow a bours:—

MORNING ACCOMMODATION.

At 738 A. M. for Resonny are intermediate Statio

A OWNING EXPRESS.

At 815 A. M. for Resonny are intermediate Statio

A OWNING EXPRESS.

At 815 A. M. for Resonny are intermediate Statio

A OWNING EXPRESS.

At 815 A. M. for Resonny are intermediate Statio

A STATE A. M. for Resonny are intermediate Statio

Language Station and All Station and All Station and Resonny. Williamspole Limits, Roches et Nis. sars Pa s. Budfalo A lentow Wilkesbarre. Fitiston, York, Carrisle, Chambersbur Hagerstown, clocker and the Lebas of Villiams of Allentown etc. and the Lebas of Villiams and Villiams for Allentown etc. and the Lebas of Villiams and Villiams of Allentown etc. at PORT CLINTON with Catawissa Relifered trains for Williamsburg, Lock Haven, Fimits etc.; at HARRIS ULEG with Northern Central Cumberland Valley and Schuvikili and Susquehanna trains for Northamber land, will immeport, York Chambersburg, Phegrove, etc.

Leaves Paddaelphia at 328 P. M., for Reading Pottsville, Harrisburg etc., connecting with Reading and Culumbia Rel road rangs for Coumbin, etc.

HEADING acc COMMODATION.

Leaves Reading at 668 A. M., stopping at all way stations, ariving at Philadelphia at 85 A. M., Beturning, leaves Philadelphia at 85 A. M., Trains for Philadelphia leave Harrisburg at 816 A. M., and Pottsville at 845 A. M., arriving in Philadelphia at 645 P. M., Pottsville at 245 P. M., arriving in Philadelphia at 645 P. M., pottsville at 245 P. M., arriving in Philadelphia at 645 P. M., pottsville at 245 P. M., arriving in Philadelphia at 645 P. M., pottsville at 245 P. M., arriving in Philadelphia at 645 P. M., pottsville at 245 P. M., arriving in Philadelphia at 645 P. M., pottsville at 245 P. M., arriving in Philadelphia at 645 P. M., pottsville at 245 P. M., arriving in Philadelphia at 645 P. M., pottsville at 245 P. M., arriving in Philadelphia at 645 P. M., pottsville at 245 P. M., arriving in Philadelphia at 645 P. M.

P. M., Pottsville at 2.45 P. M., arriving in Philadelphia at 6.45 P. M.

Leaves Bending at 7.50 A. M. and Harrisburg at 4.10 P. M. Connec ing at Reading with Atternoon Accommodation south at 6.30 P. M., arriving in Philadelphia at 6.40 P. M., arriving in Philadelphia Market train, with passenger car attached, leaves Philadelphia at 12 45 neon for Reading and all way stations. Leaves Reading at 11 25 A. M. and Downingtown at 12 36 P. M., for Philadelphia and all way stations. All the above rains run daily, unday excepted. Somilay trains leave Potaville at 809 A. M., and Philadelphia at 315 P. M. Leave Philadelphia for Reading at 800 A. M.; it curning from Reading at 4 25 P. M. Ches. P.R. V. LLEY RAILROAD.

Passeners for Downingtown and intermediate points take the 736 and 8.5 A. M. and 5 0 P. M. trains from Fall adelphia, returning from Downingtown at 6.25 A. M. and 12 30 noon.

and 12 30 noon.

NEW YORK ENPRESS FOR FITTSBURG AND THE Leaves New York at 9 A M., and 8 00 P M., passing Beading at 1 05 and 11 52 A. M. and 1 48 P. M., and connecting at Harrisburg with Penney vania and Northern Ceutral Bailroad express trains for Pittsburg, Chleago, Williamsport, Elmira, Baltimore, etc.

Returbing, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9 55 A. M. and 9 15 P. M., passing Beading at 4 49 and 10 52 A. M., and 11 52 P. A. and arriving in New York at 10 A. M. and 2 45 P. Seeping cars accommany these trains through between Jerse) City and Pittsburg, with out change.

A mell train for New York leaves Harrisburg at 2 2 6 P.

out change.

A mail train for New York leaves Harrisburg at 2 16 P.

M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.

Train leave Potswille at 7 and 41:30 A. M., and 7:15
P. M. returning from 2 smaqua at 7:35 A. M. and 1:40
and 4:15 P. M.

P. M. refurning from Tamaqua at 735 A. M. and 140 and 415 P. M. Subuylkill AND Finegrove and Tremost at 750 A. M. for Pinegrove and Tremost subuylkill AND S At 25 per cent, discount, between any points desired,

for tamilies and firms.

MILEAGE TICKETS.

Good for 2000 miles, between all points, \$52.50 each, for lamilies and firms

SEASON TICKETS.

families and firms

SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points at reduced rates.

Estding on the line of the road will be furnished caros entitling the miselves and wives to tickets at hall lare.

EX: URSION TICKETS

From Philadelphia to principal sia lons, good for 8a tuday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THILTEENTH and CALLOWHILL Streets

FREIGHT.—Goods of all descriptions forwarded to all the above points, from the company's new Freight Depot, BROAD and WILLOW Streets.

Leave Philadelphia daily at \$50 A M., 1245 noon, and \$P. M., for Keading, Lebanon, Harrisburg, Pottsville Port Clinton, and all points beyond.

Close at the Philadelphia Post Office for sil pinces on for leading its bianches at \$A, M., and for the principal stations only at \$15 P. M.

1 HILADELPHIA, GERMANTOWN, AND NORRISTOWS RAILROAD.
On and after WEINESDAY, May 16, 1886.
FOR GERMANTOWN
Leave Philadelphia 5, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 lb.
1, 4, 5, 55, 8, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 54, 6, 68, 7, 8, 9, 10, 11 P. M.
The 8, 20 cown train, and 35; and 55; up trains will no step on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 9 lb A. M., 2, 2, 5, 8, 105; P. M.
Leave Germantown B. M., 1, 4, 68, 93; P. M.
Leave Chematown 8, M., 1, 4, 68, 93; P. M.
Leave Philadelphia 9 lb A. M., 2, 3, 8, 105; P. M.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 38, 55; 7, and 11 P. M.
Leave Chesnat Hill 7:10 minutes, 8, 240, 11:40 A. M.
140, 3 db, 5 db, 6 db, 8 db, and 10:40 minutes P. M.
Leave Chesnat Hill 7:42 minutes A. M., 1, 2, 5, and 8 P. M.
Leave Chesnat Hill 7:42 minutes A. M., 12 db, 6 db, an
925 minutes P. M.
Leave Chesnat Hill 7:42 minutes A. M., 12 db, 6 db, an
925 minutes P. M.
Leave Chesnat Hill 7:43 minutes A. M., 12 db, 6 db, an
925 minutes P. M.
Leave Chesnat Hill 7:45 minutes A. M., 12 db, 6 db, an
925 minutes P. M.
Leave Chesnat Hill 7:45 minutes A. M., 12 db, 6 db, an
925 minutes P. M.
Leave Chesnat Hill 7:45 minutes A. M., 12 db, 6 db, an
925 minutes P. M.
Leave Chesnat Hill 7:45 minutes A. M., 12 db, 6 db, an
925 minutes P. M.
Leave Chesnat Hill 7:45 minutes A. M., 12 db, 6 db, an
925 minutes P. M.
Leave Rotristown 54, 7, 750, 9, 11 A., M., 18, 45; 63; and 8 P. M.
The 53 P. M. train will stop at School Lane, Wissa

Leave Philadelphia 9 A. M. 186, 28 A. M. 186, 48 M.

Leave Philadelphia 9 A. M. 28 4 and 74 P. M.

Leave Philadelphia 9 A. M. 28 4 and 74 P. M.

Leave Philadelphia 6, 8 35 minutes, 11 95 A. M., 18, 65, 65, 65, 805, and 11 P. M.

Leave Manayunk 6A, 74, 820, 98, 11 5, A. M., 2, 5, 69, 88 P. M.

ON SUNDAYS.

S. P. M.

ON SUNDAYS.

Leave Philisdelphia 9 A. M., 2%, 4, and 7% P. M.

Leave Manayunk 7% A. M. 1%, 6, and 9% P. M.

W. S. WILSON, General Superintender t,

[Depot NINTH and GREEN Streets

NORTH PENNSYLVANIA RAILROAD,-Deno: THIRD Street above Thompson.
For BETHLEHEM, DOYLESTOWN, MAUCH
CHUNK, EASTON, WILLIAMSPORT, and WILKES,
BARRE.
At 738 A. M. (Express), for Beinlehem, Allentown
Mauch Chunk, Hazleton, Williamsport, and Wilkes barre. Al 3-30 P. M. (Express), for Bethlebem, Easton, etc. reaching Easton at 6-45 P. M. At 5-15 P. M., for Bethlebem, Allentown, Mauel

At 515 P. M., for Bethlehem, Allentown, Mauel Chunk.
For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M.
For Fort Washington at 10 A. M. and 11 P. M.
For Lansdate at 6:16 P. M.
White cars of the Second and Third Streets Line City
Passenger Cars run direct to the depot.
TRAINS FOR PHILADELIPHA,
Leave Bethlehem at 6:25 A. M. and 12:25 Noon, and
5:15 P. M.
Leave Doylestown at 6:40 A. M., 3:15 and 5:30 P. M.
Leave Lansdate at 6:00 A. M., 3:15 and 5:30 P. M.
Leave Fort Washington at 10:50 A. M., and 2:15 P. M.
Philadelphia for Bethlehem at 2:A. M.
Philadelphia for Bethlehem at 2:30 P. M.

Philadelphia for Bethenem at 2 30 F. M.
Philadelphia for Doviestown at 2 30 F. M.
Doviestown for Fhi adelphia at 7 20 A. M.
Bethlehem for Philadelphia at 4 20 F. M.
Through Tickets must be produced at the ticket offices.
THIRD Street, or BEKKS Street.

FILIS CLARK, Agent. W EST JERSEY RAILROAD LINES, FROM

W EST JERSEY RAILROAD LINES, FROM toot of MARKET Street (Upper Ferry), commencing TUESDAY, August 18, 1886
S.A. M. Mail for Bridgeton, Salem, Millville, and all intermediate stations.
3 P. M. Mail for Cape May, stopping at Woodbury and Glassboro, and all stations beow Glassboro. Due at Cape May, 700 P. M.
3 30 P. M. Passenger, for Bridgeton, Salem, and all intermediate stations.
6 P. M., Woodbury Accommodation.
J. VAN RENSELAEL, Superintendent.
Freight will be received at Second Covered Whart below Walnut street, from 740 A. M. until 500 P. M. That received before 960 A. M. will go through the same day.

That received before 9 60 A. M. will go through the same day.

Freight Delivery, No. 228 S. BELAWARE Avenue.

The West Jersey Express Compony will attend to all the usual branches of Express business. A Special Messenger accompanies each through train. Office, No. 5 WALNUT Street Philadelphia.

RETURNING TRAINS.

Leave Cape May at 876 A. M., mail. stopping at all Stations on C. M. & M. B. R. and Vineland, Glassboro, and Woodbury. Due 11 37 A. M. and 3 56 P. M. Leave Bridgeton, 7 15 A. M. and 3 55 P. M. Leave Milville 655 and 944 A. M. and — P. M. J. VAN RENSSALAER, Superintendent, West Jersey Salem, and Cape May, and Miliville R. Rs.

1866 - PHILADELPHIA AND ERIE RAIL, ern and Northwest Counties of Fennsylvania to the city of Eric on Lake Eric. It has been leased and is operated by the Pennsylvania Rairoad Company. TIME OF PASSENGER TRAINS AT PHILADELPHIA. Arrive Eastward-Eric Mail Train, 7 A. M.; Eric Express Train, 1 P. M.

Leave Westward-Eric Mail, P. M; Eric Express Train 12 M.

Passenger cars run through on the Eric Mail and Ex Train 12 M.

Passenger cars run through on the Eric Mail and Express trains both ways between Philade phis and Eric.

NEW YORK CONNECTION.

Leave New York at 9 A M. strive at Eric 920 A. M.

Leave Kric at 4:45 P. M., strive at New York 4 10 P. M.

Elegant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at corner Thilatter II and MARKET Syrotta Phila.

And for teach business, of the Company's Agents, 8.

B. Kingston, Jr., corner Thirteenth and Market streets

Philadelphia: J. W. Reynolds, brie; William Brown.

Agent N. C. B. R., Baltimore.

H. H. HOUSTON, General Freight Agent, Phila.

H. W. GWINNER, General Ticket Agent, Phila.

A. L. TYLER G. eval Sup. Williamsport. RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALL
TIMORE RAILBOAD,
Commencing MONDAY, July 2, 1869, Trains will
ica; Chenot corner of BROAD Street and WASHINGTo Navenue, as follows:
Express Train at 415 a. M. (Mondays excepted), for
Builmore and Washington stopping at Chestar, Wilmington Newark, Likits, Northeast, Perryulie, Havre,
de Grace, Aberdeen, Perryman's, Magnois, Chase's and
Strumer's Run. Stronmer's Ron.

Stronmer's Ron.

Way Mail Train at 8 15 A. M. (Sundays excepted), for Baitmore, stopping at all regular stations between Philodelphia and Laltimore.

Delaware Raircoad Train at 8 A. M. (Sundays excepted), for Princess Anne, Millord, and intermediate stations. stations.
Express Train at H-45 A. M. (Sundays excepted), for Baltimore and Washington.
Express Train at 3 P. M. (Sundays excepted) for Baltimore and Washington, stopping at hester, Claymont, Wilmirgton, Newsix, Filton, Northesst Perryville, Havie de Grace, Aberdeen, Perryman's, Edgewood Mag bolla, (haze's, and Slemmer's Rus!

Night Lypress at 11 P. M. for Baltimore and Washington. incton

Y assengers by Boat from Baltimore for For ress Monree Nortelk, City Point, and Richmond, will take the
H 45 A M rain.

WILMINGTON ACCOMMODATION TRAINS,
Stopping at all Stations between Philadelphia and Wil-

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 9 A. M., 12 30, 4 30 6 and 11 30

1. 31. The 4 30 P. M. their converse with Pelaware
Rairroad for Harrington and intermediate stations.

Leave Wilmington at 6 30 7 15 and 9 30 A. M., 4 and 6 30

P. M. The 7 15 A. M. train will not stop at mations
between Chester and Philadelphia

Trains for New Castle leave Philadelphia at 9 A. M.,

4 30 and 6 P. M.

Tilrough Trains From Railtimore
Leave Wilmington at 11 A. M., 4 30 and 10 P. M.

Citie-7 12 R. FO 6 Philadelphia

Leave Chester at 7 28, 7 55, 10 14, and 11 40 A. M., 4 43,

5 10, 7 26 and 10 36 P. M.

VEOM BALTIMORE TO PHILADELPHIA.

Leave Raitimore 7 25 A. M., Was-mail. 8 20 A. M.,

Express 1 10 P. M., Express, 6 35 P. M., Express, 8 35

P. M., Express

TRAINS FOR BALTIMORE

Express 110 P. M., Express, 635 P. M., Express, 826 P. M., Express

ecting at Wilmington with 7-lb A. M. train for Philadephia.

SUNDAY TRAINS.

Express Train at 4-lb A. M. for Baltimore and Washington stopping at a bester. Wilmin ton, Newark, Elkton, Nor heavy Perryville Havre-de-Grace, Aberdeen, Perryman's Magno in, chase's, and Stemmer's Run.

Night Express, 11 P. M. for Baltimore and Washington Accommodation Train at 11-30 P. M. for Wilmington and intermediate statiops.

BALTIMORY FOR PHILADELPHIA.

Leave Paritmore at 8-25 P. M. stopping at Havre-de-Grac. Perryvine, and Wilmington. Also Stops at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

Accommedation Team trem WI mington for Philadel this and intermediate stations at 5 % r. M. 4 16 H. F. KENNEY, Superintendent.

HOR NEW YORK.—THE CAMPEN AND
Amboy and Paladelphia and Trenton Railroad
ompany's Lines.
FROM PHILADELPHIA TO NEW YORK
and Way Places, from Walnut Street Whanf, will leave
as follows, viz:—
At 5 A. M., via Camden and Amboy, Accommoda
2225 At 5 A. M. via Camden and Amboy, Accoum oda \$2.25 At 8 A. M. via Camden and Jersey City Express... 3-06 At 2 P. M., via Camden and Amboy Express... 3-06 At 5 P. M., via Camden and Amboy Accommodation 2.25 At 6 P. M. via Camden and Amboy Accommodation 2.25 At 6 P. M. via Camden and Amboy Accommodation 2.25 At 6 P. M. via Camden and Amboy Accommodation 2.25 At 6 P. M. via Camden and Amboy Accommodation 2.25 At 6 P. M. via Camden and Amboy Accommodation 2.25 At 6 P. M. via Camden and Vincentown At 5 A. M. and 2 P. M. for Fiebboth 4. S. A. M. and 2 P. M. for Fiebboth 4. S. A. m. and 3 P. M. for Fiebboth 4. S. A. M. and 4 P. M. lines run givest through to Trenon.

LINES FROM KENSINGTON DEPOT WILL LEAJE, At 11 A. M., 436 645 P. M., and 2 P. M. (Night), via Kensington and Jersey City | Xoress Lines, fare \$3.69 The 646 P. M. Line will run daily. All others Sundays excepted.

excepted At 7:50 and 11 A. M., 3, 3:30, 4:30, 5, and 6:45 P. M. a. d. At 7:30 and 11 A. M., 3 3:30 7:00, 5, and 6 45 P. M. a. d. 5 dollett for bristol. Trenton, etc.

At 7 and 10 15 A. M. 12 M. 3 4.5 and 6 P. M., for Cornwe l's Torrisdale Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 16 15 A. M. [or Bristol. Schenek's, Eddington, and 8 P. M. for Holmes-Bristol Schemer's, Educations, and S.P. M. for Holmes-burg and intermedia e stations. 17:30 A.M. and 2:30 P. M. for Niagara Falls, Buffalo, Dunkirk Camandalk un, Elmira, Ithaca Owego, Ro-ches er Binkhampton Oswego, Syracuse Great Bend, Montrose Wilkesourre Scranton Stroudsburg, Water Gap, Leividere, Laston, Lambertville, slemington, etc. 2 he 3:20 I. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethie bern etc. hem etc. At 5 P. M. for Lumbertville and intermediate stations. June 1, 1860. WILLIAM H. GAIZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD. DENNSYLVANIA CENTRAL RAILROAD.—
SUMMER AIRANGEMENT.
The Trains of the Pennsylvania Central Railroad have the Denot at Thirty-risk and Market streets, which is trached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car knees Front street about 30 minutes prior to the departure of each Train.
On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of each Trains.

HELIGHT LINES FOR NEW YORK AND

REIGHT LINES FOR NEW YORK AND

I sat the Stations on the CAMDEN and AMBOY and
connecting Estroads. INCEFASED DESPATOR.

THE CAMDEN AND AMBOY BAILEOAD AND
TEANSFOR ATION COMPANY SEERSHT LINES
for New York will leave WALNUT Street Wharf at 6
o'cock P M. daily (Sundays excepted).

Freight must be delivered before \$2 o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12
noon and 4 and 8 P. M.

Freight for Trenton, Frinceton, Kingston, New Brunswick, and al points on the Camden and Aunooy Railroad; also, on the Bery dere. Delaware and Flemington the New Jersey, the Freehold and Jamesburg, and
the Burlington and Mount Holly Railroads, received
and torwarded up to 1 P. M.

The Belvidere De aware Reliroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Mannakachank with all points on the Delaware, Lackawanna,
and Western Railroad, forwarding to syracuse, Buffalo,
and other soints in Western New York.

The New Jersey Lutria Railroad, and at Newark with
the Moris and Essex Railroad.

A slip memorandum, specifying the marks and numbers, shippers, and consiprees, must, in every instance,
be sent with each load of goods, or no receipt will be
given.

X. B.—Increased lacilities have been made for the N. B.—Increased incilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is turnished in quantities of two carloads or more, it will be delivered at the foot of Fortieth street near the Drove Yard, or at Pier No. 1. North River, as the shippers may designate at the time offshipment.

fishipment.
For terms, or other information, apply to
WALTER FREED AN, Freight Agent,
No. 226 S. DELAWARF Avenue, Philadelphia

O RANGE AND ALEXANDRIA RAILROAD.

On and aner MONDAY, February 12 two daily trains will run between Washington and Lynchburg, connecting at Gordonsvile with Virginia Central Railroad trains to and from Richmond. as follows:

Leave Washington daily (sunday excepted), at 6:40 A. M., and arrive at Lynchburg at 5:46 P. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 5:26 P. M.

Expression daily (including Sunday) at 6:65 F. M.

Leave Washington daily (including Sunday) at 6:65 F. M.

Leave Lynchburg at 6:30 P. M. and arrive at Washington at 6:10 A. M.

Both trains making close connections at Lynchburg for all points South, and Southwest, and at Washington Leave Lynchburg at 930 P. Al. and arrive at Washing ton at 619 A. M.

Both trains making close connections at Lynchburg for all points South and Southwest, and at Washington for North and Northwest.

First-class sleeping cars attached to the night trains. The road is attractive, not only for its comfortable accommodations, but for the fact that it passes the now historic localities of Fairfax, Bull Run, Manassas, Bristoe, Catlett's, Rappahannock, Culpeper, Orange, and Gordonsville, places of imperishable interest in the popular mind.

Through tickets to all points South and Southwest may be had in Boston, New York, Philadelphis, and Bairtimore and at the chaese of the road in Washington Malexandria.

W. H. McCAPPERTY, MEDICAL.

VOX POPULI. WRIGHT'S TAR SYRUP.

PRINCIPAL DEPOT. No. 771 South THIRD Stree

Price, \$1.00 per Bottle; \$5.00 for half-a-dozen.

Price, \$1.00 per Bottle; \$5.00 for half-a-dozen.

The undersigned citizens take pleasure in cheering recommending the use of Wright's Tax syrup (a cough is colds, consumption, whooping-cough, spotted ever, lver compaint, pains in the breast, bronchidae, information, and restriction of air venues in the lungs, etc. The remedy should be in every lumity—Charles C. Wiscon Forms. Press office.

Charles R. Grahen, Sunday Mercury office.

James Nolen Agurer office
Whitiam E. Corbit, Associated Press.
William B. Carpenier. Fire Asarm and Poitoe T graph. Fitth and Chesnut streets.

A Endolph Front and ombard streets.

James W. Ferrice No. 122 Charles street.

R. A. Davis No. 232 tisselil street.

John Woodside No 1331 Frank in street.

R. G. Marco, No. 655 Franklin street.

J. Gebloft No. 73: 8. Second street.

J. Gebloft No. 73: 8. Second street.

J. M. Erray of No. 1002 Sansom street.

J. H. C. Fartlett No. 27 S. Cound street.

Altert Martin, No. 11 S. Second street.

Marty Caldwell No. 1023 Sansom street.

W. Homas, No. 30 N. Fourth street.

M. J. Hassett, No. 119 Canal street.

S. Symour Rose Bustleton.

Charles Rosers, No. 69 North Second street.

M. J. Hassett, No. 119 Canal street.

S. Symour Rose Bustleton.

Charles Rosers, No. 20 Bouth street.

H. T. W. 119 Charles and Quarry street.

E. T. We ing on, Second and Quarry street.

William Barna, No. 136 South Front street.

William Barna, No. 136 South Front street.

M. J. Hassett, No. 119 Canal street.

S. Sautord, Opera Manages.

John Maginnis, rear of No. 194 North Second street.

Mr. S. L. Choate, Newark, Del.

Mr. William Barna, Rose 118 South Front street.

Mr. S. R. Choate, Newark, Del.

Air. William B. Wright:—

Sin:—We take cleasure in recommending your Frame SybuP (or which we have already sold considerable quantities) as a most excellent and efficacious remedy for the complaints set forth in your printed bill stready submitted to the public. As a gratifying act to suffer humanity we will cheerfully recommend your preparation to all afflicted with diseases which it is designed to

Yours, etc., DILKS & SON, Druggests, N. E. corner Pine and Sixth streets;

For sale also at JOHNSON, HOLLOWAY & COWDEN S. DYCTT & CO's.

A nd all principal Druggists and Dealers.

The subscriber would beg leave turther to say that he is prepared to ful orders and forward the Syrup t any part of the country. Persons desiring other fines mation by mail will inclose a postage stamp and answer will be returned as soon as the exigencies of business will admit. Address

320 No 771 S. THIRD Street, Philadelphia, Pa. GLAD NEWS

FOR THE UNFORTUNATE. BELL'S SPECIFIC REMEDIES Are warranted in all cases for the SPEADY and PREMA-NART CURE of all diseases arising from excesses in youth Physical and Nervous Debility, etc. etc. NO CHANGE OF DIET IS NECESSARY. They can be used without described, and never fall to effect a Cure, if used according to instructions.

BELL'S SPECIFIC PILLS. Price One Dotlar per Box, or Six Boxes for Five Dot lars; also, Large Boxes, containing Four Small, Frice Three Dollars. From four to six boxes are generally required to cure ordinary cases though benefit is derived from using a single box Chronic Cases, where Nervous Prostration ha

affected the sys BELL'S TONIC PILLS Are recommended as the most Efficacious, Rejuvenating and Invigorating Remedy in the world.

A Fackage Files Five Dollars, will last a month, and is generally sufficient.

In extreme cases of Debility, BELL'S EXTERNAL REMEDY. Price Two Dollars, sufficient for a month, can be use good advantage. will effect a complete Restoration
A Famphlet of 100 pages, on the ERRORS OF YOUTH, designed as a Lecture and Cau ion to Young Men, sour tree, Ten Cents required to pay postage.

It you cannot purchase BELL's SPECIFIC REMEDIES of your Druggist, take no other, but send the money DR. JAMES BRYAN, Consulting Physician,

And you will receive them by return of mail post past, and nee from observation.

For sale by DYOTT & Co., No. 232 N. SECOND street

WHISKY, BRANDY, WINE, ETC. CHESNUT GROVE WHISKY.

No. 225 North THIRD Street.

It snything was wanted to prove the absolute parties of this Whishy, the following certificates should do it. There is no alcohold stimulant known commanding such each mendation 1 on such high sources:

We have carefully tested the sample of CHESNUZ GEOVE WHISKY which you send us, and find that it contains note of the Principles of Substance known as still oil, which is the characteristic and injurious in gredient of the whiskies in general use.

BOOTH, GARRETT & CAMAC, Analytical Chemists

NEW YORK September 3, 1858, I have analyzed a sample of CHESNUT GROVE WHISKY received from Mr Charles Wharton, Jr., I Philadelphia: and baving carefully tested it, I amplicated to state that it is entirely PREF FROM POISONOW OR A.E. ERICLE Substances. It is an unusually parand fine 2. v. red quality of whisky,

JAMES R. CHILTON, M. D.,

Analytical Chemis

Analytical Chemis

Boston, March 7 1859

I have made a chemical analysis of commercials are ples of CHESNUT GROVE WHISKY, which provesse he tree from the heavy Fusil Olis, and perfectly pure an unadulterated. The fine flavor of this whisky is derive from the grain used in manufacturing it.

Respectfully. A. A. HAYES, M. D., State Assayer, No. 16 Boyiston street.

For sale by barrel, demisonn, or bottle at No. 225 North THIRD Street Pulladeinhia. M. NATHANS & SONS

IMPORTERS

BRANDIES, WINES, GINS, Etc. Etc. No. 19 North FRONT Street.

PHILADELPHIA. MOSES NATHANS, HORACE A. NATHANS, ORLANDO D. NATHANS, FRED. BALTZ & CO.,

IMPORTERS OF WINES, GINS, Etc. SOLE AGENTS FOR

Riviere, Gardat & Co.'s COGNAC.

No. 116 WALNUT STREET, PHILADELPHIA. (9 3 am

CHAMPAGNE. Just received, in bond and store, a new Champagne,

EUGENIA. far superior to most of the Wines now in use in this country. Imported exclusively by the subscriber. Also on hand (and the only place where it cam be procured in this city) the very celebrated South

ANGOSTURA BITTERS. GEORGE M. LAUMAN, No. 128 S. NINTH 8 reet.

ROBERT SHOEMAKER & CO.,

WHOLESALE DRUGGISTS, MANUFACTURERS,

> 1MPORTERS. AND DEALERS IN

Paints, Varnishes, and Oils,

No. 201 NORTH FOURTH STREET, COUNER OF RACE. ANDSCAPE DRAWING CARDS, A BEAUtirul series of views, fifteen in number, designed,
for the instruction of fuvenile artists. Price, is central
package. With the EVENING TELEGRAPH, ERW
YORK CLIPPER tc., will be found on sale at the
NEWS STAND,
S. W. C. VENTE and CHESNUT Streets.