THE DARK FURING THE DERAFH _ PHILADELPHIA, WEDNESSLAY FURIT OF FEHRYING

120/12110-0 1 12 10 1 1 1 10 10 10 10 THE DAILY EVENING TELEGRAPH.-PHILDELPHIA, WEDNESDAY, OCTOBER 17, 1866. CALATING DUITS . JUTEL LA TAIN 7 RISTORI-AN ACROSTIC. POEMS OF CITY LIFE. INSURANCE COMPANIES. INSURANCE COMPANIES BY JOHN BROUGHAM. **BAILROAD LINES.** RAILROAD LINES AND ONL DELAWARE MUTUAL SAFETY INSURANCE C E A D I N G R A I L R O A D. GREAT TRUSK LINE. ROM PHILADELPHIA TO THE INTERIOR OF FENNSYLVANIA, THE SCHUYLERIL, SUSQUE-HANNA, CUMBERLAND AND WYOMING VAL-LEYS. THE NORTH, NORTHWEST, AND THE CONADAS. Robert Buchanan's Last Work. DELAWARE MUTUAL SAFETY INSURANCE COMPANY, INCOBFORATED BY THE LYGIBLATURE OF PENNSYLVANIA 1830. OFFICE, S. E. COBNER THIED AND WALNUT STREETS, PHILADELPBIA MARINE INSURANCE ON VYSSELS. CARGO TO All parts of the world. FREIGHT, INLAND INSURANCES In Goods by River, Canal. Lake, and Land Carriage to all parts of the Union FIEL INSURANCES On Merchandiae generally. 1829-CHARTER PERPETUAL Art has but little share in thy renown: The poet Robert Buchanan, delving in the Direct from heaven above the God-gift came, Enkind hag intellect's celestial flame. "slums" of the English capital in search of the FRANKLIN Lady, born wer't thou to the starlit crown At whose estulgence all the world bows down; poetry which exists even in such vile places. FIRE INSURANCE COMPANY has produced a volumn which he calls "London CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAINS. Imperial Genius, thus compeling Fame Despite itself to glority thy name, Poems." It is published in London by Alexan-07 Leaving the Company's Depot. at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following PHILADELPHIA. der Strahan. The London Spectator, whose Enforcing homage thou alone could'at claim. commendations are echoed by the other Eng-Resist who can thy soul-subduing sway, Assets on January 1, 1866. On Merchandise generally On Stores, Dwelling Houses, etc lish journals, speaks of the poems as "a unique In rapt and sympathetic thraldom bound, Smilling or sorrowing by turns with thee, Through every phase of passion's varied round, \$2,506,851'96. mixture of city-life r-alism with tyrical beauty." ASSETS OF THE COMPANY November 1, 1805. 8160,660 United States 5 per cent oan 'IL... \$35 000 00 120,000 7 3 10 per cent Ioan Treasury Notes. 100 600 State of Pennsylvania Five Per Cent Loan. 54,600 State of Pennsylvania Six Per Cent Loan. 54,000 Its of Pennsylvania Six Per Cent 25 000 Its of Pennsylvania Six Per Cent 53,950 00 and adds :- "There is nothing finer in these On waves impulsive tossed as on a sea, Responsive to the deep heart-love that we Instructive yield to Nature's sovereignty. stations. Express Train at 11:45 A. M. (Sundays excepted), for Estimore and Washington. Express Train at 2 P. M. (Sundays excepted) for Bal-timore and Washington, scopping at hester, Claymont, Wimirgton, Newsra, Fikton, Northeast, Perryville, Bavie de Grace, Aberdeen, Perryman's, Edgewood Mag' nolla, (Darse's, and Stemmer s Ruo J Night Express at 11 P. M. for Baltimore and Wash ington. than the strength with which Mr. Buchapan UNSETTLED CLAIMS, INCOME FOR 1866 combines what Wordsworth called 'the power of bills' with 'the power of cities.' Those who LOSSES PAID SINCE 1829 OVEN APPALLING CONFLAGRATION. feel the one often feel the other. Wordsworth 54,000 State of Fennsylvania Six Per Cent. 53,250 00 25 000 City of Fhiladelphia Six Per Cent. 53,250 00 20,000 Pennsylvania Railroad First Morr-gage Six Fer Cent. Bonds. 20,000-00 25,000 Pennsylvania Railroad Second Mort-25,000 Western Pennsylvania Bailroad Mort-25,000 Western Pennsylvania Bailroad Mort-15,000 Sin Shares Stock Germantown Gas Company, principal and Interest suaranteed by the City of Fhiadel phia. 13,037 59 himself did so, as he showed in the exquisite \$5,000,000. A Large Portion of the City of Quebec De-Ington. Tarretigers by Boat from Baltimore for Portress Mon-ree Norticlk, City Point, and Richmond, will take the 1145 A M train. WILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and WH-mington sonnet written on Westminister Bridge. But strayed-Twenty-five hundred Houses Burned-Ferpetual and Tam porary Policies on Liberal Terms. rarely indeed has the same man the faculty of Contrast Consideration Valley, and Schuyfkill and Susquestants Unissentiated Valley, and Schuyfkill and Susquestants trains for Norhumberland, Williamsport, York, Chambersburg, Pitnerrove.etc.
 AF/ERNOON EXPRESS
 Leaves Philadelphia at 3 30 P. M., for Reseding Potts-ville, Harrisburg, etc., connect ns with Reading and Columbia Railwoad trains for Columbia, etc.
 Leaves Reacing at 0'30 A. M., stopping at all way stations, arriving at 2 fulladelphia at 2 40 A. M.
 Returning, leaves Philadelphia at 4 30 P. M.; arrives in Reading at 7 35 P. M.
 Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Fortsville at 8:46 A. M., arriving in Philadelphia at 6:06 P. M.
 M., Antentoon trains leave Harrisburg at 2:10 P. M., and Fortsville at 2:45 P. M., arriving in Philadelphia at 6:50 P. M.
 HARHISBUKG ACCOMMODATION
 Leaves Reading at 7:50 A. M., and Harrisburg at 4:10 P. M.
 Connecting at 8:50 P. M., arriving in Philadelphia at 6:50 P. M.
 M. Connecting at 7:50 A. M., arriving in Philadelphia at 9:10 P. M.
 Market train, with passenger car attached, leaves Phila. Eighteen Thousand People Rendered Homeless-DIRECTORS. Charles N Bancker, Tobias Wagner, George W. Richards, Isaac Lea, JAS. W. MCALLISTER, Becretary protem. Charles N Bancker, George Vales, Alfred Filter, Peter McGail EDWARD C DALE, Vice-President. JAS. W. MCALLISTER, Becretary protem. 23 412 giving voice to both. The great feature in the Stopping at all Stations between Philadelphia and Win-mington.
 Leave Philadelphia at 9 A. M., 12 30, 4 30, 4 and 478.
 P. M. The 4'30 P. M. train connects with Delawares Rairond or Harrington and miermediate stations.
 Teave Winnington at 60 715 and 9'30 A M., 4 and 6'30 P. M. The 715 A. M. train will not stop at stational between Chester and Philadelphia
 Tains for New Cashe seave Philadelphia at 9 A. M., 450 ato 6 P. M.
 THROUGH TRAINS FROM BALTIMORE Leave Winnington at 16 M. A. 436 and 16 P. M. Child The New Cashe seave Philadelphia at 9 A. M., 450 ato 6 P. M.
 THROUGH TRAINS FROM BALTIMORE Leave Winnington at 178, 7:35 10 14 and 11 40 A' M., 4'47, From HALTIMORE TO PHILADELPHIA.
 Leave Chester at 728, 7:35 10 14 and 11 40 A' M., 4'47, From BALTIMORE TO PHILADELPHIA.
 Leave Chester at 28, 7:35 10 14 and 11 40 A' M., 4'47, From BALTIMORE TO PHILADELPHIA.
 Leave Chester at 28, 7:35 10 14 and 11 40 A' M., 4'47, From BALTIMORE TO PHILADELPHIA.
 Leave Chester at 28, 7:35 10 14 and 11 40 A' M., 4'47, A. The Chester at 28, 7:35 10 14 and 11 40 A' M., 4'47, and the from the form t Several Churches and Convents Laid in Ashesmost striking of these poems-'Liz' and 'Nell'-Loss Nearly Three Millions-Three Great Fires is the force with which both of them express Raging Simultaneously - Description of the the peculiar and mighty attraction of a great Burned District. QUEREO, October 16.—At 4 o'c'ock ye'terday morning a fire began in the house of Mr. Frudel, grocer, on St Joseph street, near the Jacques Car-tier Market Owing to the early hour of the morn-ing few people were about. The wind, which had blown halt a gale rom the cast all night, had slightly at ateo, but stil continued with such violence as to cruse serious approlensions, which were after wards unio tuna ely realized. By the time the fire brigade reached the scene, Trucel's house was enveloped in flames. The same city-London most of all great cilies-for those 7.150 143 Shares Stock Pennsylvania Hall-13.587 59 who have become familiar with it." FIRE INSURANCE EXCLUSIVELY.-THE FENNSYLVANIA FIRE INSURANCE COM FANY-Incorporated 1835-Charter Perpetual -No. 310 W. LNUT Street, opposite Independence Square. This Company, favorably known to the community for over forty years, continue to insure against loss or dan age by fre on Public or Private Bui dings, either permanently or for a limited time. Also on Furnitare, Stocks of Goods, and Merchandise generally, on fiberal terms. "Liz" is a Londoner, and her simple story of evil life wrought out through ignorance and poverty, but redeemed by the woman's nature, is an exquisite painting of Lordon life and

By the time the fire brigade reached the scene, Trucel's house was enveloped in flames. The sap-pers were a ready there, but there was one delay in laying the hose and getting sufficient water, which was not remedied tor nearly an hour. Meantime the fire mace rapid progress; no less than ton bouss were on fire, and the umbur and wooden sheds on all sides were ignited. By 54 o'clock eighty nonses all built of wood, were in a blaze. The flames, driven by the wind, were speed ng in all directions. At 65 o'cock over one hundred and fifty houses were consumed The fire by this time had run along S. Joseph and Notre Dame des Aanes streets to the junction of St. Vallier street, carr ing everything before it. The Church of La Congression stood in great danger, but a sudden veering of the wind saved it. Trossing N. Yaher street, the fire soon after spread into St Sauveur, and among it, was thought the the bouses to the cast waid would be saved, but the file crept back, continuing its work of desirue-tion.

Burned District.

the first of the first back, continuing its work of desiruc-tion. At cloven o'clock the whole centre of the district lying between St. Sauveur and the lower streets running parallel with the river, was a charred and barren waste, and having nothing to teed on there the conflagration districted itself in opposite direc-tions, the wind increasing again and blowing in gusts from every direction. These separate confla-grations were observable at one time. It saureur Chuich, Duan's woap and candle factor. Ries' rope-walk, and other ar e buildings wore in flames. Along St. Valler street towards the toil-gate, and the streets surrounding the General Hospital and Convent, another terrible fire was raging with even greater fury: while at the bace of Crown streets, the diames were creeping bick and envelop-ing street alse. stree in spite of the almost super-human exertions of the soldiers and the scame of the durone.

the Aurora, The conflagration ceased at about 5 o'clock, when

The conflaration ceased at about 5 o'clock, when there was nothing more for it to feed on A moderate computation p aces the number of houses destroyed at two thousand five fundred, and the less of real property at from two millions and a haf to three millions of dollars. The number of persons rendered homeless is esti-mated at eighteen thousand. The body of a man burned almost to a crisp was dragged out of a house in St. Sauveur, near St. Val-lier street. It could not be identified. Sergeant Hughes, of the Royal arthlery, was blown up, and badly, though not dangerously burned.

Licutenant Douglas, of the Aurora, was seriously hurt by a failing but ding. Several of the seamen received confusions, but as

far as is known no one was eriously injured. Lieutenant Benn, of one of the regiments, had his arm broken by a failing beam.

LOCALITY OF THE FIRE. Over the newest and nois est part of the lower town it was that the conflagra ion of Sunday morn-

ing chiefly loared and razed We are st li without such full and minute details of the cliamity as

London habits among the poor. Joe has beaten her and neglected her, and she is dying, leaving a baby to his care. The close is pathetic :-"There's Joe! I hear his foot upon the stairs

He must be wet, poor ind ! He will be angry, like enough, to find Another little life to clothe and keep. But show him baby, Parson—speak him kind, And tell him Doctor thinks I'm going to sleep. A hard, hard life is his! He need be strong And rough, to earn his bread and get along. I think he will be sorry when I go, And leave the little one and him behind. I hope be'll see another to his mind, To scep him straight and tidy. Poor old Joe !" In the poem catled "Nell," Mr. Buchanan pictures the craving for the stimulus of country lite which comes upon a poor woman born and bred in crowded steeets, and the awe with which Nature strikes her:-

NELL. * "For I was sick of hunger, cold and

strife, And took a sudden fancy in my head To try the country, and to earn my bread Out among the fields, where I had heard one's

lite Was easier and brighter. So, that day, I took my basket up and stole a way, Just after sunrise. As I went along, Trembling and loth to leave the busy place.

I left that I was d ing something wrong, And fear'd to look policemen in the face. And all was dim; the street; were grey and wet After a rainy night; and all was still. I held my shawl around me with a chill, And dropt my eyes from every face I met; Unfit the streets began to fade, the road Grew fresh and clean and wide, Fine houses where the gentlefolk abode, And gardens full of flowers, on every side, That made me walk on quicker—on, on, on, on, As if 1 were asleep with halt-shut eyes, And all at once 1 -aw, to my surprise, The bouses of the gentlefolk were gone,

And I was standing still, Shading my face, upon a high green hill, And the bright sun was blazing, And all the blue above me seem'd to melt To burning, flashing gold, while I was gazing On the areat smoky cloud where I had dwelt

On the great smoky cloud where I had dwelt.

"I'll not forget that day. All was so bright And strange. Upon the grass around my feet The rain had hung a million drops of light. The air, too, was so clear and warm and sweet It seemed a sin to breathe it. All around Ware stills and field and

Were nills and fields and trees that trembled through

7.159 143 Shares stock Pennsylvania Hall-road Company.
5.000 100 Shares Stock Noith Pennsylvania Railroad Company.
40 000 Di posit wih United States Govern-ment, subject to ten days' cail.
30 006 State of Tennessee Five A er Cent.
170,700 Loans on Sonds and Mortgage first liens on City Property.
170,000-00

\$1,636,850 Par. Market value 8095.560-00 40.511-44 2,916.00 56,635 8

\$1.253 630-18 Thomas C. Hand, John C. Davis, B. John C. Davis, John R. Penrose, John R. Penrose, James C. Hand, John R. Penrose, James Traquair, James C. Hand, John R. Penrose, James Traquair, James C. Hand, John B. Penrose, John D. Taylor, John D. Taylor, John D. Taylor, John D. Taylor, John S. C. PAND, Pittsburg, John S. Taylor, The Pittsburg, John S. C. PAND, Pittsburg, John S. Taylor, The Pittsburg, John S. Taylor, The Pittsburg, John S. C. PAND, Pittsburg, John S. Taylor, The P DIRECTORS.

NORTH AMERICAN TRANSIT INSURANCE COMPANY.

No. 133 South FOURTH Street

PHILADELPHIA. A no val Policies resurd against General Accidents all descriptions at exceedingly low rates. Insurance effected for one year in any sum from \$100 to \$10 666, at a premium of only one-oal par cent., securing the full amount insured in case of death, and a compensation each week equal to the whole pre-mium pad

a compensation each week equal to the whole pre-mium paio "Shori time lickets for 1, 2, 3, 5, 7, or 10 days, or 1, 3, or 6 months, at 10 cents a day, insuring in the sum or 33,00, or giving \$16 per week it disabled to be had at the General Office, No. 133 S. FOURTH street, chiladel-phia or at the various knillsoad licket offices. Be sure to purchase the lickets of the North American Transit Insurance Company. For circulars and further information apply at the General Office, or of any of the authorized Ageuts of the "omnany.

 The second Masket stree Andrew Mehofiey, S. W. corner of Third and Walnut

Abdrew Rebeney, S. H. Jgent Penna, R. R. Co, G. C. Franciscus Cen. Agent Penna, R. R. Co, Themas K. Peterson, No. 3038 Marset street. W. W. Kurtz, firm of Kurtz & Howard, No. 25 S. Third street. 13 10m GIRARD FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 415 WALNUTSTREET, PHILADELPHIA CAPITAL PAID IN. IN CASH, \$200,000. This compary continues to write on Fre Risks only Its capital, with a good surplus, is saiely invested. 701

terms. Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

ase of loss. Daniel Smith, Jr., Alexander Benson, Isase Hazichurst, Thomas Robbins, Daniel Haddock Jr. DANIEL SMITH, JE., President. WILLIAM G. CROWELL, Secretary. 3305

MEDICAL.

GLAD NEWS

FOR THE UNFORTUNATE. BELL'S SPECIFIC REMEDIES

Are warranted in all cases, for the SPEADT and PERMA-NEAT CURE of all diseases arising from excesses in youth. Hysical and Nervous Debility, etc. etc. NO CHANGE OF DIET IS NECENSARY. They can be used without describen, and never fail to effect a Cure, if used according to instructions.

BELL'S SPECIFIC PILLS.

Price One Dollar per Box, or Six Boxes for Five Dollars; also, Large Boxes containing Four şimall, Frice Three Dollars. From four to six boxes are generally required to cure ordinary cases though benefit is derived from using a lin thronic Cases, where Mervous Prostration hes affected the system.

BELL'S TONIC PILLS

Are recommended as the most Efficacious, Rejuvensting and Invigorating Remedy in the world. A Package Frice Five Dollars, will last a month, and is general y sufficient. In extreme cases of Debility,

BELL'S EXTERNAL REMEDY, BELL'S EXTERNAL REMEDY, Price Two boliars, sufficient for a month, can be use to good advantage. It pives Strength to the system, and, with the Pills will effect a complete Restoration A Famphiet of 106 parcs, on the ERBORS OF YOUTH, designed as a Lecture and C au ion to Young Men, sent tree. Ten Cents required to pay postage.

It you cannot purchase BELL'S SPECIFIC RAMEDIES

Good for 2000 miles between all points, 552:50 each, for families and firms. SEASON TICKETS. For three, six, n.me, or twelve months, for helders only, to all points, at renued rates. CLERGYMEN Realding on the line of the road will be furnished cards entiting themselves and wives to tickets at half rare. EACURSION TICKETS From Philadelphis to principal stations, good for Satur-day, Sunday, and Monday, at reduced fare, to be had only at the Ticket office, at THINTEENTH and CALLOWHILL Streets. FREIGHT, DR. JAMES BRYAN, Consulting Physician, No 819 BEO. DWAY. New York And you will receive them by return of mall pest paid and thee from observation. For sale by DYOTT & Co., No. 232 N. SECOND Street. 6115

VCX POPULI.

WRIGHT'S TAR SYRUP.

Streets. FREIGHT. Goods of all descriptions forwarded to all the above points from the Company's new Freight Depot, BROAD and WILLOW St cers. FREIGHT TRAINS Leave Philadelphia dany at 549 A. M. 1245 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Fort Clinton, and all points forward. MAILS Close at the Philadelphia Past Ource for all places and be PRINCIPAL DEPOT.

denote south at 6 30 P. M., arriving in Philadelpoia at 9 10 P. M. Market train, with passenger car attached, leaves Phila-deiphia at 12 45 noon for Reading and all way stations. Leaves Reading at 11:30 A. M., and Downingtown at 12:30 P. M., for Philadelphia and all way stations All the ab ve trains rub daily, Sundays excepted. Eurday trains leave Pottsville at \$500 A. M., and Phila-delphia at 315 P. M. Leave Potladelphia for Reading at 8:00 A. M., returning from Kending at 4:25 P. M. CHESTER VALLEY KALLKOAD. Fassengers for Downlygton and intermediate points inhetite 7:30 and \$15 A. M. and 4:30 P. M. trains from Phila leiphia, retorning from Downlagtown at 7:00 A. M. and 12:30 room.

neering at Wilmington with 7-15 A. M. train for Phila-e phia. SUNDAY TEAINS Fxpress Train at etb A. M. for Baltimore and Wash-ington stopping at better Wilmin ton, Newark Eff-ton, Nor heat Perryvite Havre-de-Grace, Aberdeen, Yeri man's Magnola, visas's, and stemmer's Bim. Mibt Extress. IP M for Baltimore and Washiag'on Accommodation Train at 11 % P. M. for Wilmington and Intern date stations. EAL/1M ORE FOR PHILADELPBIA Leave 1 sitin ore at 825 P. M. stopping at Havre-de-Grac, Ferryville, and Wilmington. Also stops at Effe-tion and Newski to taxe passeogers for Philadelphia and leave passengers from Washington or Be timore) and chart to leave passengers to Baltimore or Wash-ington.

Accommodation T aim from Wi mington for Philadel phis and intermediate stations at 5 °0 r. M. 416 H. F. KENNEY, Superintendent.

416 H F. KENNEY, Superintendent. FOR NEW YORK, THE CAMDEN AND omrany's Lines. FIGM FHILADELPHIA TO NEW YOEK as ionows, viz :-At 5 A. M., via Camden and Amboy. Accomm. of 1000 PALANCE ACCOMM. ON 1000 PALANCE ACCOMM

The 645 P. M. Line will iun daily. All others Sundars exercised
At 36 and 11.A. M. 3 350 430 5, and 645 P. M a d s minight for fristol irenton, etc.
At 76 and 11.A. M. 3 M. 3 4 5 and 6P. M. for Cornewe 1's Tornsdale Holmesburg. Theony Wissinsming. Eridesburg and Franktord, and s 10 15 A. M. 50 Erids 10 80 check's, Idugtou, and s P. M for Holmesburg. Dunkirk Canandakua, Emitris. Itheca Owcgo Estimates Wikesbarre Sciencis. Stones Great Bend. Nontress Wikesbarre Science. Stones Wikesbarre Sciences direct with the training etc. '2 he 270 i. M. Line connects direct with the training leaving the atom in March Chunk, Allentown Bethis hem. etc.
At 5 F. M. for Lambertvile and intermediate stations. June 1, Ited. Will A CANTAR CANT.

DENNSYLVANIA CENTRAL RAILROAD.

be sent with the data ball of the have been made for the given. N. B.-Increased includes have been made for the transfortation of live stock. Drovers are invited to try the route. Witch slock is urnished in quantifies of two carloads or more it with be de ivered at the foot of For-e h steet near the Drove Yard, or at Fier No. I, North River, as the shippers may designize at the time of shippent.

For terms, or other information, apply to For terms, or other FREES AN, Freight Agent, No. 226 S. DELAWARE Avenue, Philadelohia

CRANGE AND ALEXANDRIA RAILROAD. CRANGE AND ALEXANDRIA RAILROAD. O on and anier MONDAY. February 12 two daily trans will run between Washington and L nehbury. contecting at Gordon-vile with Virginia Contral Rail-troad trains to and from Richmond as follows:-MAIL TRAIN. Leave Washington daily (bunday excepted), at 6.48 A. M. and snive at Lynchburg at 6.45 P. M. Leave Lynchburg at 7 A. M and arrive at Washing-ton at 526 P. M. EXPRESS TRAIN. Leave Washington daily (heluding Sunday) at 6.65 P.

ton at 0 20 P. M. EXPRESS TRAIN. Lesve Washington only choluding Sunday) at 6 65 P. Mand arrive at lynchouse at 6 40 A. The two Lynchouse at 6 30 P. M. and arrive at Washing to at 6 10 A. The road points South and Southwest, and at Washington is all coints South and Southwest, and at Washington Provide the south and southwest, and at Washington to all coints South and Southwest, and at Washington The road southwest and at Washington Provide the south and southwest and at Washington the road is at ractive, not only for the coint or table to the train and the tor the fact that it passes the south the road is at ractive, not only for the coint or table to the test at tractive. Not the the there is in the south of the south and Southwest is done with the south south and Southwest is the had in Goston. New York Philade bils, and at the and at the onness of the road to Washington at the south and the concess of the road to Washington the mercander with the south the s

it, that is sen

NEW YORK EXPRESS FOR PITTSBURG AND THE

NEW YORK EXPRESS FOR FITT6BURG AND THE WEST Leaves New York at 9 A.M. ard 8:00 P.M., passing Reading at I 05 and 11.65 A.M. and 1:48 P. M., and con-necting at Harrisburg with Pennsylvania and Northera Central Radroad express trains for Fittsburg, Chicago, Williamsport, Eindra, Eabimore, etc. Returning, express frain leaves Harrisburg on artival of the Fennsylvania express from Pittsburg, at 3 and 9 65 A. M. and 9:15 P. M., passing Reading at 4:49 and 10:52 A. and 2:45 P. M. Biceping cars accompany these trains through between Jersey City and Pittsburg, without change.

change. A mail train for New York leaves Harriaburg at 210 P. M. Mail train for Bistribarg leaves New York at 12 M. SUBUYI KILL VALLEY BAILROAD. Trains leave Pouv ville at 7 and 11:50 A. M., and 7:15 P. M. returning from Tamaqua at 7:55 A. M. and 1:40 and 15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

SCHUYEKHLL AND SUSQUEHANNA RAILROAD, Trains heave Arburn at 7 50 A. M. for Pinegrove and Hairiburg, and 1750 P. M. for Pinegrove and Tremont, returning from Harrisburg at 320 P. M., and from Tre-mont at 750 A. M. and 525 P. M. T.CKETS. Through first-class flexeus and emigrant fickets to all the principal points in the North and West and Canada The following fickets are obtainable only at the office of S LEADFORD, Treasurer, No. 217 S. FOURTH street, Philadelphis, or of G. A. NICOLLS, General Superintend-dent, Reading :-COMMUTATION TICKETS. At 25 per cent. discument, between any points desired, for families and firms.

Good for 2000 miles between #1 points, \$52.50 each, for

MILFAGE TICKETS.

ould be necessary to enable us to make a really trustworthy estimate of its extent and gravity; out we know enough to a sure us that a tlow has been struck at the prosperiy of Quebec hardly less severe than that which it received from the great fires of 1845 Now, as then, the quarter of St. Roch, w th

1846 Now, as then, the quarter of St. Roch, v the its suburb of St. Sauvier, seems to have been the chief quarter of dowastintion. This quarter of St. Roch skirts the bank of the river St Charles, and is really a sort of continuation of the "Lower Town." proper of Que ec which ies along the St. Lawrence. It was baptize i by Jacques Cartier by the name of Porte Salate Croix, and it was chiefly occupied by lumber yards and wooden buildings of various kinds. These, under the nigh wind which rayed at Quebec as it did at Port and in July, must soon have become a mass of flame not ensily to be overcome unces the burning quarter easily to be overcome on ess the burning quarter could have been bombarded with water from the ramparts of the fortress up to which the city cir-cuitously climbs from the region of the disaster.

DIVISIONS OF QUEBEC.

The following table or the quarters into which Quebec is divided, with the materials of which each quarter is built, will enable the reader to under tand what excellent food the flames must have found in St. Roch:--

15 4

4487

Quarters.	Houses of Brick.	Houses of Stone.	Hot
Champ am.		333	
Jacques Caltier		221	
Montcalm		178	100
Du Palais,	20	357	
St JORD	846	259	
St. Louis		402	
St. Pierre		476	
St Roch	188	101	
Tatal	1400	0000	

THE IMPORTANCE OF QUEBEC.

THE IMPORTANCE OF QUEBEC. The population of Quebec at the present time does not much, it at all, exceed 50,000 souls. It is offi-hally estimated at a lower figure, but the extremely pigratory character of a large part of the popula-hon, and especially of the ship-builders, who come off with each winter to our American cities, makes it difficult to be exact in regard to this point. The prosperity of the city is indicated, however, clearly enough by the large rows of handsome and substantial houses which are yearly stretching out into its beautiful environs, especially along the St. Charles and the St. For foads; and by its com-mercial importance. In 1804 its exports and imports were rated at a total of \$12,871,839, and it has become, within the last ten years, one of the chief ship-building ports of the new world. ship-building ports of the new world.

THE DISASTER TO THE "EVENING STAR."

The Second Mate Saved-Horrible Sufferings of the Ladies.

HARS OF THE LARTES. EAVANNAH, October 15.—A private letter from Mayport Mills, Florida, says that Goulhaoy, the econd mate of the Evening Star, had arrived there, paying left the steamer with a boat load of ladies. All but two were lost before g thing near shore. It anding the latter were lost—one named Annie, rom Rhode Island, and the other Rosa Howard, of New York Both became insure from want say New York Both became insche from want and anaryation. The bodies were washed ashore. I at of the latter was nearly devoured by sharks. The mate is barely alive. w York

A Man of One Meal a Day - Temple Bar says that Dr. George Fordyce, the anatomist and chemical lecturer, was accustomed to dine every iny, for more than twenty years, at Dolly's Chop Touse, in Paternoster Row His researches in comparative anatomy had led him to conclude hat man, through custom, eats oftener than ture requires, one meal a day being sufficient in the lion. He made the experiment on himif, and finding it successful, continued the

A burning, olazing fire of gold and blue; Ano there was not a sound Save a bird singing in the skies. And the son wind, that ran along the ground, And blew full sweetly on my lips and eyes. Then, with my heavy hand upon my chest,

Because the bright air pain'd me, trembling, sighing. I stele into a dewy field to rest.

And oh. the green, green grass where I was Was fresh and living; and the bird sang loud Out of a golden cloud,

And I was looking up at him and crying,

"How swift the hours slipt on ! And by-and-by The sun grew red, big shadows fill'd the sky, The air grew damp with dew,

And the dark night was coming down, I knew. Well, I was more arraid than ever, then, And telt that I should die in such a place-So back to London town I turn'd my face, And crept into the great black streets again; And when I breathed the smoke and heard the

Why, I was better, for in London here My heart was busy, and I felt no fear. "I never saw the country any more. And I have stay'd in London, well or ill-I would not stay out yonder if I could, For one feels dead, and all looks pure and good-I could not bear a life so bright and still. All that I want is sleep. Under the flazs and stones, so deep, so deep! God won't be hard on one so mean, but He, Perhaps, will let a tired girl slumber sound There in the deep, cold darkness under ground; And I shall waken up in time, maybe, Better and stronger, not alraid to see The great still Light that folds Him round and round !" "The Starling" is in another vein:-THE STABLING. * * * "A haggard and ruffled Old fellow was Jack, With a grim face muiffed In ragged black, And his coat was rusty And never neat. And his wings were dusty

From the dismal street. And he sidelong peer'd, With eyes of soot too And scowl'd and sneer'd. And was lame of a loot too ! And he long'd to go From whence he came; -And the tailor, you know. Was just the same. All kinds of weather They felt confined. And swore together At all mankind: For their mirth was done. And they felt like brothers, And the swearing of ore Meant no more than the other's: Twas just a way They had learn'd, you see – Each wanted to say Only this—'Woe's me ! I'm a poor old tellow, And I'm prison'd so. While the sun shines mellow, And the corn waves vellow And the tresh winds blow-And the folk don't care If I live or die, But I long for air, And I wish to fly !' Yet unab e to utter it. And too wild to bear, They could only mutter it, And swear."

-Great distress is reported among the Connish miners, and they are leaving their homes by thousands. Many are emigrating to Australis and America, while others are seeking employment in the coal-fields of South Wales and of the North of England.

Losses by fire nave been promptly paid, and more than \$500,000 Disbursed on this secount within the past few years. For the present the office of this company will remain at

No. 415 WALNUT STREET, aut within a few months will remove to its own

BUILDING N. E. CORNER SEVENTS AND CHESNET STREETS Then as now, we shall be happy to insure our patrons a

Then as now, we shall be bappy to insure our patrons a such rates as are consistent with safety. DBRCTOWS THOMAS GRAVEN, FURMAN SEEFFARD, JOHN SUIPLE, JOHN SUIPLE, SHACKFLIAB, JOHN W. CLACHORN, SHARES J. DUPORT HI. NEY F. KENNEY, JOSEPH KLAPP, M. D SILAS YERKES, JE., THOMAS CRAVEN, President ALFRED S. GILLETT, V. President and Treasurer, JAMES B. ALVORD, Secretary. 1194

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY Capital and Assets, \$16,000,000. Invested in United States, \$1,500,000. Total Premiums Received by the Company in 1865, \$4,947,175.

Total Losses Paid in 1865, \$4.018.250

All Losses promptly adjusted without reference to England. ATWOOD SMITH. General Agent for Pennsy vania, OFFICE,

No. 6 Merchants' Exchange 18 11 6m

PHILADELPHIA 1918 and 1918 and

PHENIX INSURANCE COMPANY OF PHI-

DIGENIA INSURANCE COMPANY OF PHI-LADELPHIA. INCORTORATED 1804-CHARTER PERPETUAL. No. 224 WAINUT street opposite the Exchange. In addition 10 MARINE and INLAND INSURANCE this Company insures from loss or damage by FIEE, on liberal orms on buildings, merchandlas: armitans, etc. ior limited periods, and permanently on buildings, by deposit of premium The Company insures from loss of an armitans, etc.

The Company Las been in active operation for more than SIXTY TEARS, during which all leases have been promptly adjusted and paid. John J. Hody. Diffectous.

John L. Hodge, M. B. Mahoney, John T. Lewis, William B. Grant, Robert W. Leaning, D. Clark Wharton, Banne Wilcox.	Lawrence Lewis, Jr., David Lewis, Benjsmin Eting, Thomas II. Powers, A. R. McHenry Edmond Castilion, Louis C. Norris. WUCHERER, President
SA UIL WILCOX, SUCCES	WUCHEREE, Fresident (y. 415

771 South THIRD Street,

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

Price, \$1'60 per Bottle; \$5'00 for half-a;dozen.
The undersigned citizens take pleasure in cheertul y recommendial the use of Wright's Tar Syrup for coughs colds, consumption, whooping-cough, spotted ever. Iver complaint, pairs in the breast, romohids, inhammation, and restriction of air vesses in the lungs, etc. The remidy should be in every insuity := Chares C. Wisson Formey's Press office. Chares C. Wisson Formey's Press office. Chares C. Wisson Formey's Press office. James Nolen, sear er office whilem H. Carpenter. Fire Alarm and Police 7 ele-graph, Fith and thesau streets. A Kandolph, Front and combard streets. James W. Pertine No. 1129 Charles street. Hobert Thompsen No. 129 Charles street. John Woodade. No. 138 Franklin street. Kobert Thompsen No. 1668 Walter street. John Woodade. No. 138 Franklin street. K. G. March, No. 626 Franklin street. John Symour, No. 615 S. Front street. J Gebloff, No. 73 S. second street. H. C. March, No. 616 S. Front street. John Symour, No. 616 S. Front street. John Symour, No. 616 S. Front street. John Symour, No. 616 S. Front street. M. Gward, No. 150 Charles street. John Symour, No. 616 S. Front street. W. Heward, No. 150 Charles street. John Symour, No. 616 S. Front street. M. Guardel, No. 162 Sinson street. M. J. Galdell, No. 260 Franklin street. Mary Ca d stell. No. 129 Charles treet. M. J. Hassett, No. 190 Charle street. M. J. Hassett, No. 190 Charle street. M. J. Hassett, No. 190 Charles street. M. J. Hassett, No. 192 South Street. E. T. M. Galden No. 260 Street Street. M. J. Hassett, No. 193 South Street. M. J. Hassett, No. 193 South Street. E. T. We flig on, woord and Quarry stree L. E. Thumas, No. 136 South first street. William Burns, No. 136 South Front street. S. S. Milliam Street, S. M. Stabut Shuth Street. William Burns, No. 136 South Street. M. J. Hassett, No

Mr. William B. Wright :--

Mr. William B. Wright:-SIE:--We take ileasure in recommonding your TAA s YLUP (of which we have siready sold considerable quantities) as a most excellent and efficacious remedy submitted to the public. As a praifying act to suffacing bunanity we will cheerically recommend your prepara-tion to all afficience with diseases which it is designed to ourse. Yours, etc., DILKS & SON, Druggists, N. E. comp. Plane and Sixth streets

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The subscriber would beg leave fur her to say that be is propared to ful orders and forward the Syrup to any part of the country. Persons desiring other infor-ms ion by unsil will inclose a postage stamp and answers will be returned as soon as the exigencies of business will admit Address 320 No 771 S. THIED Street, Philadelphia, Pa.

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THE MOST CERTAIN REMEDY EVER USED "YES, A POSITIVE CURN"

FOR ALL DISEASES ARISING FROM INDIS-CRETIONS. Contains no Mineral, no Balsam, no Mercury,

Only Ten Pil's to be Taken to Effect a Oure.

They are entitlely vegetable, having no smell nor any inp easant taste, and will not in any way injure the stomach or lowels of the most delicate Cures in from two to loor days, and recent cases in twenty -four hours."

SAMARITAN'S ROOT AND HERB JUICES

The Great Blood Purifier, and Remedy for Scrofula, Ucers, Sores, Spots, Tetters Scales, Boils, Etc.

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The old sickening and disgusting drugs have to give ay to remedies purchy vegotable, pleasant to the faste no A FOSIT VE CURE Fod by DEMAS BARNES & CO., No. 21 PARK ROW nd by DIMAS BARNES & CO., No. 21 PARK ROW

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A LL PERSONS WHO DO NOT ENJOY consulting Dr. KINKELIN. German physician. Dr Kinkelin treats all diseases press. es and ariministers als own medicines. They are pure, safe and reliable the invises all persons suffering thom ducease to call on him. consultation free during the day, and office-open till 9 of acck in the synchrony. N.W. corner of the treats.

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal tations only at 3:15 °. M. 8.5

Tations only at 315 °. M. S. A. M., and for the principal stations only at 315 °. M. 8.3
H11 ADELPHIA, GERMANTOWN, AND NORBRING OWN RALLROAD, On and a ter WEIDNESDAY, May 16, 1866, FOR GERMANTOWN, TANK, 1, 2, 3°10, State 4, 5, 554, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3°10, State 4, 5, 554, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3°10, 12, 3, 4, 454, 6, 66, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 454, 6, 66, 7, 8, 9, 10, 11, 2, 10, 11, 12 A. M.
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1, 2, 3, 4, 454, 64, 7, 750, 9, 11 A., M., 135, 444, 634, and 64 P. M.
1, 2, 4, 64, 7, M. train, will stop at School Lane, Winsa

which is reached by the cars or the Market streets, senser Railway, running to and from the Depot. The last car leaves From street about 30 minutes prime to the departure of each Train. On Sundays-Cars leave Eleven'h and Market street's 45 minutes before the departure of each Trains. Manu's Lagange Express will car for and deliver magazet at the Depot. Order left at the Office, No. 651 Chesnut street, will receive at ontion. 651 Chesnut street, will receive at ontion. Mail Train. Mail Train. Haiss LEAVE DEFOT VIZ :-Mail Train. Haiss LEAVE DEFOT VIZ :-Mail Train. Haiss LEAVE DEFOT VIZ :-Mail Carcon modation, No. FastLine and Erie Express at 1000 M FastLine and Erie Express Lancester Accen modation. Fastle articler, at 1200 M Fastle accon modation, No. Fastle and the the Street of the Commodation of the Fast Line and the the two at the Commodation of the Fastle Accen modation. Fastle Accen modation, No. Fastle Accen modation, No. Fastle Accent modation, No. Fastle Accent modation, No. Fastle Accent modation. Fastle Accent modation of the street of the fast for the Fastle Accent modation of the street of the fast for the Fastle Accent modation of the street of the fast for the Fastle Accent modation of the street of the fast for the Fastle Accent modation of the street of the fast for the Fastle Accent modation of the street of the fast for the Fastle Accent modation of the street of the fast for the Fastle Accent modation of the street of the fast for th

Leave Norristown 5%, 7, 7 50, 9, 11 A., M., 12, 4% 63, and 65 M.
The 5% P. M. train will stop at School Lane, Wissa blekon, Manayuek. Spring Mill, and Conshoho.ken only ON SUND O'K.
Leave Philadeiphia 9 A. M., 2% 4 and 7% P. M.
Leave Norristown 7 A. M., 1, 5%, and 5 P. M.
Leave Philadeiphia 6, 8 36 minutes, 11:36 A. M., 1%, the 5% 0%, 845, and 11% P. M.
Leave Manayunk 63, 7%, 8 20, 9%, 11%, A. M., 2, 5, 6% 8% P. M.

M. ON SUNDAYS.
 Leave Philadelphia B A. M. 2% A, and 7% P. M.
 Leave Manayank 7% A. M. 1%, 6 and 9% P. M.
 W. S. WILCON, Ceneral Superintendon t.
 Wepot NINTH and GREEN Streets

N ORTH PENNSYLVANIA RAILROAD,-

Por BETHLEBEM, LOYFESTOWN, MAUCE HUNE, EASTON, WILLIAMSPORT, and WILLES,

At 730 A. M. (Express), for Bethlehem, Allentown Mauch Chenk, Hazleton, Williamsport, and Wilkos

At 5 30 P. M. (Express), for Bethlebem, Easton, etc reaching Easton at 6'45 P. M. At 5 15 P. M., for Bethlebem, Allentown, Mauel

will be at the risk of the owner, unless taken by special contract 312 A REIGHT LINES FOR NEW YORK AND the time the set of the set of the set of the owner, unless taken by special contract 100 memory of the set of the s

reacting Fester at 635 F. M.
At 515 P. M. for Beihlehem, Allentown, Mauel Chunk.
For Doylestown at 835 A. M., 250 and 415 P. M.
For Lansdele at 635 F. M.
White cars of the Second and Third Streets Line City
Passenger Cars run direct to the depot.
TRAINS FOR PHILADELPHIA, Leave Bethlehem at 640 A. M., 315 and 5 30 P. M.
Leave Bethlehem at 640 A. M., 315 and 5 30 P. M.
Leave Doy eatown at 640 A. M., 315 and 5 30 P. M.
Leave Fort Washington at 1056 A. M., and 215 P. M.
Der ve Lamédale at 600 A. M.
Fhiladeipha for Bein enem at 9.4 M.
Philadeipha for Bein enem at 9.4 M.
Doylestown for Philadelphia at 7.20 A. M.
Bethlehem ior Philadelphia at Cast A.
Bethlehem ior Philadelphia at 7.20 A. M.
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THIAD Etreet of BEFERS Street.
 FILLS CLARE, Agent.
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 TSOG ROAD, This great inc traverses the vorthern and Northwest Counties of Tennsylvania to the city of File on Lake File Rails.
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 Leave Westward-Eric Mail, 9 P. M.; Eric Express Trains both ways between Philade phia and Eric Express Train 12 M.
 Tassenger cats run through on the Frie Mail and Express trains both ways between Philade phia and Eric Express Train Start Steeping and the night trains.
 Ford normalian respective passenger boomes, apply a corner Thilffiel H and MARKET Streets Phila.
 And to T. et al. Businese. of the Company & Agents, 8.
 Kingston Jt. corner thirfeenth and Market streets Philadelphias; J. W. Reynolds, Erie; William Brown, Agent K. C. K. E., Bailmore.
 H. H. HUSTO, General Freight Agent, Phila, A. L. TYLER G erails Williamsport

Falem at 6 50 A. M. and 3 65 P. M. Freight 5 45 P. M. Mulvulle at 6 55 A. M., and 3 68 P. M. Freight, 6 10

P. M. Cape May at 11 45 A. M. Parsonger and Freight. Freight will be received at Second Covered Whart below Wainut street, from 766 A. M. until sco P. M. That received before 9 60 A. M. will go through the same day. Freight Delivary, No. 228 S. DELAWARE Avenue. 180 J. VAN RENSELAER, Superintencent.

For the shove complaints the Samaritan's Root and flerb Juices is the most potent and effectual remediv ver prescribed. It reaches and eradicates every ear it e co it is veneral poison. Will remove every vestige of Imparities from the system as well as all the bad effects of meteury. Frice, \$125 per bett c.

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