A Steamboat on the Grand Canal of Venice.

INDIGNANT GONDOLIERS AND A RACE.

A lively correspondent of an English paper thus describes his voyage through the Grand Canal of Venice in a steamboat:—

"Another whistle and another startled the echoes of the old palaces on the Grand Canal, whilst we glided past them at our utmost speed, or shut off steam and put the helm hard over to avoid collision with some rash gondola which crossed our bows. Then there was an interchange of compliments, in the smooth Venetian dialect, between our captain and the gondoliers—suave in manner but strong in substance, and, with rapid strokes of the screw, we glided on once more. At the Rialto we were delayed by a number of laden barges, which had become entangled in the narrow channel beneath the bridge, and as we moved forward very slowly we could hear a comical water-carrier interspersing his regular cry with the names of his King and of his country—'Fresh water for Victor Emanuel!' 'Fresh water for United Italy!' and so on through several artistic variations. There was a roar of applause at each addition to the song, although prudence forbade the people to join in, as they would fain have done.

"The steamboat created no little sensation as she advanced on her course. What with shouts and stoppages, half-breadth escapes from collision, and ironical cheers from small boys, who ran by the side when there chanced to be a footpath, we felt sure that Venice was aware of our movements. Perhaps the gondoliers were jealous or their formidable rival. Perhaps they took the matter philosophically, and remembered that the railway viaduct would soon be re-opened for general traffic, and would supercede the present ferrying to Mestre. Certain it is that we had a race across the Lagoon with a three-oared gondola, and a close race, too. Jealous or no, the men struggled hard to keep their lead of twenty boats' length, or thereabouts; they made their oars bend, and seemed as though they would fall on their noses should anything go wrong. The steersman, perched high up on the pointed stern, with his whole figure clearly visible, was a study of graceful strength and skill. How he stooped and strained to give force to his strokes! How deftly he combined guiding the others with helping them on! They never looked back, but they knew that we were close behind, for our engine puffed loudly in token of high pressure, and our whistle was by no means silent.

"On we went and on they went; vessels were met and vessels were overtaken. The Custom House, at the entrance of the Mestre canal, grew plainly visible, and the distance between us lessened at every stroke. That Custom House saved them. They touched for an instant, sprang out, spoke to the officials, pushed off again, and were gone before we were even laid alongside. In vain did steam bring us near them once more, as we approached the fort of Malghera. Bone and muscle were favored by fortune, for the single passenger in the gondola had his passport quickly examined, whilst we steamboat passengers were kept waiting until a servant of the Emperor had ascertained that we were all legally qualified to go ashore. So, when the rest of the canal had been traversed, and we arrived at Mestre, the three gondoliers sat there watching us, with broad grins upon their sunburnt faces."

MISCELLANEOUS JOTTINGS.

—Some amusement was caused at the Liverpool Police Court one day last month by the case of a tailor named Needham, who was charged with cutting off the tails of a number of coats. Needham, finding himself in want of cloth, and averse to buying in a legitimate way, availed himself of the collection of a crowd of people opposite the Adelphia Theatre, to cut off the coat-tails of a number of spectators with his tailor's shears. He was speedily arrested, but not before he had secreted a large bundle of cloth.

—The Davenport Brothers are in Amsterdam, but they make nothing out of the shrewd Hollanders. A correspondent writes:—"A clever street juggler has already declared that he knows their secret, and intends to reveal it. Catch a weasel asleep, and then you may catch a Dutchman 'sold again' by the Brothers Davenport."

—A Louisville genius has invented a new and exciting game of chance, which he calls "fly loo." It is played by any number of persons. The players' names are written near together on a sheet of paper, and a small lump of sugar is laid on each. The owner of the lump on which the fly first lights loses or wins, as has been first agreed on.

—Miles O'Reilly says:—"The degeneracy of the New England ladies is probably owing to their unnatural intellectual developments, and the wearing effect of their unremitting attempts to speak the English language correctly."

—A vagrant who was brought before the Leeds (England) magistrates on the 24th ultimo, was said to have never been in bed for at least ten years.

—When flowers are full of heaven-descended dews, they always hang their heads; but men hold their's the higher the more they receive, getting proud as they get full.

—Jane—"Charles, dear, now that we are married, you know, we must have no secrets. So do, like a dove, hand me that bottle of hair-dye; you will find it in my dressing case."

—The Lowell "mill girls" have, to the number of several hundreds, adopted the Bloomer costume, as more comfortable while at their work than the old style.

—The telegraph of Switzerland is the property of the State, and the charge one cent per word for any distance. That is, each word is one cent.

—An energetic effort will be made next season by the leaders of fashion in Paris to revive the practice of powdering the hair.

—The Russian ladies are wearing the American colors prettily arranged about their bonnets and dress trimmings.

—A girl baby has been born at La Crosse with two tongues. Won't her husband catch it, when she lives to have one.

—Nathan Parks, of Oxford, Me., was killed by being accidentally thrown against a hoe-handle, which penetrated his abdomen.

—The young Iturbide, at school in Europe, is soundly flogged by his playmates, for boasting of his imperial grandfather.

—"There is no place like home," says the poet. Right! unless it's the home of the young woman you're after.

—It has been discovered that "Othello" had a seal as well as a military office in Venice. He was a tawny-General.

—A few drops of lavender will prevent mould on the books of a library, if simply placed in the case.

—150,000,000 cigars are made in Hamburg yearly.

—Conversation among betrothed ones is a sketch of Japanese etiquette.

—Dumas, papa, writes the libretto of the opera for Carlotta Patti.

—In the London work-houses they lock up factory paupers with corpses.

—A microscope has been constructed which magnifies 1,575,000,000 times.

—Sweden has another nightingale, Madlle Ekman, only eighteen.

—Many child criminals of London are registered as "a very degraded and irreclaimable class."

—They are boring for petroleum in Italy. Why don't they try the *Isles of Greece?*

—A Mr. Still paddled his own canoe from Leavenworth to New Orleans—1800 miles.

—It is said that Artemus Ward gets $75 a letter in Punch.

—A Baltimore *bon vivant* can only describe his pa's voice by likening the effect of it to that of claret.

—James Murdoch is writing a book on elocution.

—Weaker vessels need much hooping, is the best excuse for crinoline.

LUMBER.

1866.—FLOORING! FLOORING
FLOORING! FLOORING!
5-4 CAROLINA FLOORING.
4-4 CAROLINA FLOORING.
5-4 VIRGINIA FLOORING.
4-4 VIRGINIA FLOORING.
5-4 DELAWARE FLOORING.
4-4 DELAWARE FLOORING.
ASH AND WALNUT FLOORING.
ASH AND WALNUT FLOORING.
STEP BOARDS.
RAIL PLANK.

1866.—PLASTERING LATHS!
PLASTERING LATHS,
AT REDUCED PRICES.
AT REDUCED PRICES.

1866.—CEDAR AND PINE SHINGLES
CEDAR AND PINE SHINGLES.
No. 1 LONG CEDAR SHINGLES.
No. 1 SHORT CEDAR SHINGLES.
WHITE PINE SHINGLES.
CYPRESS SHINGLES.
FINE ASSORTMENT FOR SALE LOW

1866.—LUMBER FOR UNDERTAKERS!
LUMBER FOR UNDERTAKERS!!
RED CEDAR, WALNUT, AND PINE.
RED CEDAR, WALNUT, AND PINE.

1866.—ALBANY LUMBER OF ALL KINDS
ALBANY LUMBER OF ALL KINDS
SEASONED WALNUT.
SEASONED WALNUT.
DRY POPLAR, CHERRY, AND ASH.
OAK PLK AND BDS.
MAHOGANY.
ROSEWOOD AND WALNUT VENEERS.

1866.—CIGAR-BOX MANUFACTURERS
CIGAR-BOX MANUFACTURERS.
SPANISH CEDAR BOX BOARDS.
AT REDUCED PRICES.

1866.—SPRUCE JOIST! SPRUCE JOIST
SPRUCE JOIST! SPRUCE JOIST!
FROM 14 TO 32 FEET LONG.
FROM 14 TO 32 FEET LONG.
SPRUCE SILLS.
HEMLOCK PLANK AND JOIST.
OAK SILLS.
MAULE BROTHER & CO.,
5 27 6mrp No. 2500 SOUTH STREET.

T. W. SMALTZ'S LUMBER YARD, N. E. COR. FIFTEENTH and STILES Streets,
OFFERS FOR SALE,
CHEAP FOR CASH,
Panel 1st com., 2d com., 3d com., 4-4 5-4, 6-8 8-4, White Pine, seasoned.
First and second quality Yellow (4-4, 5-4) and White Pine (4-4) Flooring Boards.
First and second quality one and two-sides Fence Boards.
Clear Heaving Boards, Bass Wash, Planks and Boards, White Pine Sills, all sizes; Step Boards, 4-4 5-4.
Hemlock Joist and Scantling from 12 to 28 feet long, all widths.
Spruce Joists, Sills, and Scantling from 12 to 28 feet, long all widths.
Plastering Lath (English and Shingle) Pickets.
Shingles, Chestnut Posts, etc.
Mahogany, Walnut Plank and Boards.
All kinds of Building Lumber cut and furnished at the shortest notice, at the lowest price. 10 25 1m

UNITED STATES
BUILDER'S MILL,
Nos. 24, 26, and 28 S. FIFTEENTH St
PHILADELPHIA.
ESLER & BROTHER,
WOOD MOULDINGS, BRACKETS, STAIR BALUSTERS, NEWEL POSTS, GENERAL TURNING, SCROLL WORK, ETC.
SHELVING PREPARED TO ORDER.
The largest assortment of Wood Mouldings in this city constantly on hand. 7 19 3m

J. C. PERKINS,
LUMBER MERCHANT
Successor to R. Clark, Jr.,
No. 324 CHRISTIAN STREET.
Constantly on hand a large and varied assortment of Building Lumber. 5 24 §

WHISKY, BRANDY, WINE, ETC.

CHESNUT GROVE WHISKY.
No. 225 North THIRD Street.
If anything was wanted to prove the absolute purity of this Whisky, the following certificates should do it. There is no a coholic stimulant known commanding such exceptional testimony on such high sources:—
PHILADELPHIA, September 9, 1866.
We have carefully tested the sample of CHESNUT GROVE WHISKY which you send us, and find that it contains NO OF THE POISONOUS SUBSTANCE known as FUSEL OIL which is the characteristic and injurious ingredient of the whiskies in general use.
BOOTH, GARRETT & CAMAC,
Analytical Chemists
NEW YORK, September 3, 1866.
I have analyzed a sample of CHESNUT GROVE WHISKY received from Mr. Charles Wharton Jr., of Philadelphia, and having carefully tested it, I am pleased to state that it is entirely FREE FROM POISONOUS OR DELETERIOUS substances. It is an unusually pure and fine flavored quality of whisky.
JAMES R. CHILTON, M. D.,
Analytical Chemist
BOSTON, March 7, 1866.
I have made a chemical analysis of commercial samples of CHESNUT GROVE WHISKY, which proves to be free from the heavy Fusel Oils, and perfectly pure and unadulterated. The fine flavor of this whisky is derived from the grain used in manufacturing it.
Respectfully, A. A. HAYES, M. D.,
State Assayer, No. 16 Boylston street.
For sale by barrel, demijohn, or bottle at No. 225 North THIRD Street Philadelphia. 7 2

M. NATHANS & SONS,
IMPORTERS
OF
BRANDIES, WINES, GINS,
Etc. Etc.
No. 19 North FRONT Street,
PHILADELPHIA.
MOSES NATHANS,
HORACE A. NATHANS,
ORLANDO D. NATHANS. 10 2§

FRED. BALTZ & CO.,
IMPORTERS OF WINES, GINS, Etc
SOLE AGENTS FOR
Riviere, Cardat & Co.'s
COGNAC
No. 116 WALNUT STREET,
PHILADELPHIA. (9 3 3m

SHIPPING.

STEAM TO LIVERPOOL—CALLING at Queenstown—The Inman Line, sailing SEMI-weekly, carrying the United States mails
CITY OF WASHINGTON.....Saturday, October 27
CITY OF LIMERICK.....Wednesday, October 31
CITY OF LONDON.....Saturday November 3
CITY OF MANCHESTER.....Wednesday, November 7
and each succeeding Saturday and Wednesday, at noon, from Pier No. 45 North river.
RATES OF PASSAGE
By the mail steamer sailing every Saturday.
First Cabin, Gold.....$80 Steerage Currency.....$35
To London.....$8 To London.....40
To Paris.....100 To Paris.....50
Passage by the Wednesday steamers:—First cabin, $100; steerage, $35. Payable in United States currency.
Passengers also forwarded to Havre, Hamburg, Bremen, etc., at moderate rates.
Steerage passage from Liverpool or Queenstown, $40, currency. Tickets can be bought here by persons sending for their friends.
For further information apply at the Company's offices.
JOHN G. DALE Agent,
8 7 No. 111 WALNUT Street, Philada.

FOR NEW YORK.—PHILADELPHIA Steam Propeller Company Despatch Swiftsure Lines via Delaware and Raritan Canal, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Eastern lines.
For freight, which will be taken upon accommodating terms, apply to WILLIAM M. BAIRD & CO.,
3 16 No. 152 S. DELAWARE Avenue

TO SHIP CAPTAINS AND OWNERS.—The undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having vessels to be raised or repaired, and being a practical ship-carpenter and caulker will give personal attention to the vessels entrusted to him for repairs.
Captains or Agents Ship-Carpenters and Machinists having vessels to repair, are solicited to call.
Having the agency for the sale of "Wetterstedt's Patent Metallic Composition" for Copper paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on favorable terms.
JOHN H. HAMMITT,
Kensington Screw Dock,
11 5 DELAWARE Avenue above Laurel street.

NEURALGIA CURED BY A SINGLE APPLICATION of "UPHAM'S MAGNETIC OIL." Sold at UPHAM'S No. 25 S. EIGHTH Street, and by all Druggists. 50 cents and $1 a bottle. 10 2 3mrp

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY,
INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1835.
OFFICE, S. E. CORNER THIRD AND WALNUT STREETS, PHILADELPHIA.
MARINE INSURANCE
ON VESSELS, CARGO, FREIGHT, } To all parts of the world.
INLAND INSURANCES
On Goods by River, Canal, Lake and Land Carriage to all parts of the Union.
FIRE INSURANCES
On Merchandise generally
On Stores, Dwelling Houses, etc

ASSETS OF THE COMPANY
November 1, 1865

$160,000	United States 5 per cent. loan '11	$165 000 00
125,000	" 5 " " '8	128 100 00
200 000	" 5 10 per cent. loan Treasury Notes	94,375 00
100,000	State of Pennsylvania Five Per Cent Loan	90,555 00
54,000	State of Pennsylvania Six Per Cent. Loan	53,250 00
25 000	City of Philadelphia Six Per Cent. Loan	112,812 50
20 000	Pennsylvania Railroad First Mortgage Six Per Cent Bonds	20,000 00
25,000	Pennsylvania Railroad Second Mortgage Six Per Cent Bonds	23,750 00
25,000	Western Pennsylvania Railroad Mortgage Six Per cent. Bonds	23,750 00
15,00	300 Shares Stock Germantown Gas Company, principal and interest guaranteed by the City of Philadelphia	13,537 50
7,150	143 Shares Stock Pennsylvania Railroad Company	8,580 00
5,000	100 Shares Stock North Pennsylvania Railroad Company	3,250 00
40 000	Deposit with United States Government, subject to ten days' call	40 000 00
30,000	State of Tennessee Five Per Cent. Loan	18,900 00
170,700	Loans on Bonds and Mortgage first liens on City Property	170 000 00
$1,036,850 Par	Market value	$996,550 00
	Real Estate	36, 000
	Bill is receivable for insurances made	21,013 37
	Balances due at Agencies:—Premiums on Marine Policies, Accrued Interest and other debts due the Company	49,511 44
	Scrip and Stock of sundry insurance and other companies $1153 Estimated value	2 916 00
	Cash in Banks $55 956 89	
	Cash in Drawer 678 48	56,635 3
		$1 253 630 18

DIRECTORS.
Thomas C. Hand, Samuel E. Stokes,
John C. Davis, J. Penistan,
Edmund A. Souder, Henry Sloan,
Theophilus Paulding, William G. Boulton,
John B. Penrose, Edward Darlington,
James Traquair, B. Jones Brooks,
Henry C. Dallett, Jr., Edward Lafourcade,
James C. Hand, Jacob P. Jones,
William C. Ludwig, James B. McFarland,
Joseph H. Seal, Joshua P. Eyre,
George C. Leaper, Spencer McIlvain,
Hugh Craig, J. B. Semple, Pittsburg,
Robert Burton, A. B. Berger Pittsburg,
John D. Taylor, D. T. Morgan, Pittsburg.
THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
BENJ. LYLBURN, Secretary. 1 15

NORTH AMERICAN TRANSIT INSURANCE COMPANY,
No. 133 South FOURTH Street
PHILADELPHIA.
Annual Policies issued against General Accidents all descriptions at exceedingly low rates.
Insurance effected for one year in any sum from $100 to $5 000 at a premium of only one-half per cent., securing the full amount insured in case of death and a compensation each week equal to the whole premium paid.
Short time Tickets for 1, 2, 3, 5, 7, or 10 days or 1, 3, or 6 months, at 10 cents a day, insuring in the sum of $2,000, paying $10 per week if disabled to be had at the General Office, No. 133 S. FOURTH Street, Philadelphia or at the various Railroad Ticket offices. Be sure to purchase the tickets of the North American Transit Insurance Company.
For circulars and further information apply at the General Office, or of any of the authorized Agents of the Company.
LEWIS L. HOUPT, President.
JAMES M. CONRAD, Treasurer
HENRY C. BROWN, Secretary.
JOHN C. BULLITT, Solicitor.
LIBERAL JOBS.
L. L. Houpt, late of Pennsylvania Railroad Company.
J. E. Kingsley, Continental Hotel.
Samuel C. Palmer, cashier of Com National Bank.
B. G. Lestenning, Nos. 237 and 239 Dock street.
James M. Conrad, firm of Conrad & Walton, No. 623 Market street.
Enoch Lewis, late Gen. Sup't Penna R. R.
Andrew Mehaffey, S. W. corner of Third and Walnut streets.
G. C. Francis, as Gen. Agent Penna R. R. Co.
Thomas K. Peterson, No. 836 Market street.
W. W. Kurtz, firm of Kurtz & Howard, No. 25 S. Third street. 4 3 10m

GIRARD FIRE AND MARINE INSURANCE COMPANY.
OFFICE, No. 415 WALNUT STREET, PHILADELPHIA
CAPITAL PAID IN, IN CASH, $200,000.
This company continues to write on *Fire Risks* only. Its capital, with a good surplus, is safely invested.
701
Losses by fire have been promptly paid, and more than
$500,000
Disbursed on this account within the past few years.
For the present the office of this company will remain at
No. 415 WALNUT STREET,
But within a few months will remove to its OWN BUILDING
N. E. CORNER SEVENTH AND CHESNUT STREETS.
Then as now, we shall be happy to insure our patrons at such rates as are consistent with safety.
DIRECTORS.
THOMAS CRAVEN, ALFRED S. GILLETT
FURMAN SHEPPARD, N. S. LAWRENCE,
THOS. MACKELLAR, CHARLES I. DUPONT,
JOHN SUPPLEE, HENRY F. KENNEY,
JOHN W. CLAGHORN, JOSEPH KLAPP, M. D.
SILAS YERKES, JR.,
THOMAS CRAVEN, President.
ALFRED S. GILLETT, Vice-President and Treasurer.
JAMES B. ALVORD, Secretary. 1 19 §

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, $4,017,175.
Total Losses Paid in 1865, $4,018,250
All Losses promptly adjusted without reference to England.
ATWOOD SMITH,
General Agent for Pennsylvania.
OFFICE,
No. 6 Merchants' Exchange
PHILADELPHIA 12 11 6m

PROVIDENT LIFE AND TRUST COMPANY OF PHILADELPHIA
No. 111 South FOURTH Street.
INCORPORATED 3 MONTH, 22d., 1865.
CAPITAL $150 000, PAID IN.
Insurance on Lives, by Yearly Premiums; or by 5, 10, or 20 year Premiums. Non-forfeiture.
Endowments, payable at a future age, or on prior decease, by Yearly Premiums, or 10 year Premiums—both cases Non forfeiture.
Annuities granted on favorable terms.
Term Policies (Children's Endowments
This Company, while giving the insured the security of a paid up Capital, will divide the entire profits of the Life business among its Policy holders.
Moneys received at interest, and paid on demand.
Authorized by charter to execute trusts, and to act as Executor or Administrator, Assignee or Guardian, and in other fiduciary capacities under appointment of any Court of this Commonwealth or of any person or persons, or bodies politic or corporate.
DIRECTORS.
SAMUEL R. SHIPLEY, RICHARD CADBURY,
JEREMIAH HACKER, HENRY HAINES,
JOSHUA R. MORRIS, T. WISTAR BROWN,
RICHARD WOOD, WM. C. LONGSTRETH,
CHARLES F. COFFIN.
SAMUEL R. SHIPLEY, President. ROWLAND PARRY, Actuary.
THOMAS WISTAR, M. D., Medical Examiner. J. B. TOWNSEND, Legal Adviser.
7 27 §

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1804—CHARTER PERPETUAL.
No. 224 WALNUT Street, opposite the Exchange.
In addition to MARINE and INLAND INSURANCE this Company insures from loss or damage by FIRE, on liberal terms on buildings, merchandise, furniture, etc., for limited periods, and permanently on buildings, by deposit of premium.
The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.
DIRECTORS.
John L. Hodge, Lawrence Lewis, Jr.,
M. B. Mahoney, David Lewis,
John T. Lewis, Benjamin Etting,
William S. Grant, Thomas H. Powers,
Robert W. Leaming, A. R. McIlvaine,
D. Clark Wharton, Edmund Castillon,
Samuel Wilcox, Louis C. Norris.
JOHN R. WUCHERER, President.
SAMUEL WILCOX, Secretary. 4 15

INSURANCE COMPANIES

1829—CHARTER PERPETUAL
Franklin Fire Insurance Co.
OF
PHILADELPHIA.
Assets on January 1, 1866,
$2,506,851 96.

Capital	$400 000 0
Accrued Surplus	944 543 1
Premiums	1,162,308 8
UNSETTLED CLAIMS, $11 467 53.	INCOME FOR 1865 $510 000.

LOSSES PAID SINCE 1829 OVER
$5,000,000.
Perpetual and Temporary Policies on Liberal Terms.
DIRECTORS.
Charles S. Bancker, Edward C. Dale,
Lukins Wagner, George Fales,
Samuel Grant, Alfred Filler,
George W. Richards, Francis W. Lewis, M. D.
Isaac Lea, Peter McCall.
CHARLES S. BANCKER, President.
EDWARD C. DALE, Vice-President.
JAS. W. McALLISTER, Secretary protem. 2 8 1y

FIRE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA FIRE INSURANCE COMPANY—Incorporated 1825—Charter Perpetual—No 510 WALNUT Street, opposite Independence Square.
This Company favorably known to the community for over forty years, continue to insure against loss or damage by fire on Public or Private Buildings either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal 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.
DIRECTORS.
Daniel Smith, Jr., John Devereux,
Alexander Benson, Thomas Smith,
Isaac Hazlehurst, Henry Lewis,
Thomas Robbins, J. Gillingham Fell,
Daniel Haddock, Jr.
DANIEL SMITH, Jr., President.
WILLIAM G. CROWELL, Secretary. 3 30§

MEDICAL.

GLAD NEWS
FOR THE UNFORTUNATE.
BELL'S SPECIFIC REMEDIES
Are warranted in all cases for the SPEEDY and PERMANENT 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 detection, 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 Small, Price Three Dollars.
From four to six boxes are generally required to cure ordinary cases though benefit is derived from using a single box.
In Chronic Cases, where Nervous Prostration has affected the system,
BELL'S TONIC PILLS
are recommended as the most Efficacious, Rejuvenating and Invigorating Remedy in the world.
A Package Price 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 used to good advantage.
It gives Strength to the system, and with the Pills will effect a complete Restoration.
A Pamphlet of 100 pages, on the ERRORS OF YOUTH, designed as a Lecture and Caution to Young Men, sent free. Ten Cents required to pay postage.
If you cannot purchase BELL'S SPECIFIC REMEDIES of your Druggist, take no other, but send the money direct to
DR. JAMES BRYAN, Consulting Physician,
No. 819 BROADWAY, New York
And you will receive them by return of mail post paid and free from observation.
For sale by DYOTT & Co., No. 232 N. SECOND street. 6 11 §

VOX POPULI.
WRIGHT'S TAR SYRUP,
PRINCIPAL DEPOT,
No. 771 South THIRD Street,
Price, $1·00 per Bottle; $5·00 for half-a-dozen.
The undersigned citizens take pleasure in cheerfully recommending the use of Wright's Tar Syrup for coughs, colds, consumption, whooping-cough, spotted fever, liver complaint, pains in the breast, congestion, inflammation, and restriction of air vessels in the lungs, etc. This remedy should be in every family:—
Charles C. Wilson, *Forney's Press* office.
Charles H. Graden, *Sunday Mercury* office.
James Nolen, *Inquirer* office.
William F. Corbit, Associated Press.
William H. Carpenter, Fire Alarm and Police Telegraph, Fifth and Chesnut streets.
A. Randolph, Front and Lombard street.
James W. Perrine, No. 1129 Charles street.
H. A. Davis, No. 223 Gaskill street.
John Woodside, No 1331 Frank in street.
Robert Thompson, No. 1608 Walter street.
R. G. Marcu, No. 626 Franklin street.
J. Gebhoff, No. 731 S. Second street.
John Seymour, No. 513 S. Front street.
J. W. Howard, No. 1 Dock street.
H. C. Hartett, No. 527 S. Second street.
L. Bates, No. 605 Arch street.
Allen Martin, No. 417 S. Second street.
Mary Caldwell, No. 1021 Sansom street.
W. Thomas, No. 20 S. Fourth street.
T. M. Carthy, No. 109 Quarter's alley.
George Wilson, No. 236 Race street.
W. F. Brooks, No. 60 North Second street.
M. J. Bassett, No. 119 Canal street.
S. Seymour Rose Bustleton.
Charles Rogers, No. 921 South street.
R. T. Welling on, second and Quarry street.
J. E. Thomas, No. 136 South Sixth street.
William Barns, No. 515 South Front street.
S. S. Santord, Opera Manager.
John Maginnis rear of No. 134 North Second street.
Mrs. S. R. Chonic, Newark, Del.
Mr. William B. Wright:—
SIR:—We take pleasure in recommending your TAR SYRUP (of which we have already sold considerable quantities) as a most excellent and efficacious remedy for the complaints set forth in your printed bill already submitted to the public. As a gratifying act to suffering humanity we will cheerfully recommend your preparation to all afflicted with diseases which it is designed to cure. Yours, etc.,
DILKS & SON, Druggists,
N. E. corner Pine and Sixth streets.
For sale also at
JOHNSON, HOLLOWAY & COWDEN'S,
DYOTT & CO'S,
And all principal Druggists and Dealers.
The subscriber would beg leave further to say that he is prepared to fill orders and forward the Syrup to any part of the country. Persons desiring other information by mail will inclose a postage stamp and answers will be returned as soon as the exigencies of business will admit. Address
WILLIAM B. WRIGHT,
3 26 No. 771 S. THIRD Street, Philadelphia, Pa.

SAMARITAN'S GIFT!
SAMARITAN'S GIFT!
THE MOST CERTAIN REMEDY EVER USED
"YES, A POSITIVE CURE"
FOR ALL DISEASES ARISING FROM INDISCRETIONS.
Contains no Mineral, no Balsam, no Mercury.
Only Ten Pills to be Taken to Effect a Cure.
They are entirely vegetable, having no smell nor any unpleasant taste, and will not in any way injure the stomach or bowels or the most delicate.
Cures in from two to four days, and recent cases in "twenty-four hours."
Sent by mail. Price, Male packages, $2. Female, $3
SAMARITAN'S ROOT AND HERB JUICES,
The Great Blood Purifier, and Remedy for
Scrofula, Ulcers, Sores, Spots, Tetters Scales, Boils, Etc.
For the above complaints the Samaritan's Root and Herb Juices is the most potent and effectual remedy ever prescribed. It reaches and eradicates every particle of the venereal poison. Will remove every vestige of impurities from the system as well as all the bad effects of mercury. Price, $1·25 per bottle.
SAMARITAN'S WASH
is used in conjunction with the Root and Herb Juices. Full directions. Price, 25 cents.
The old sickening and disgusting drugs have to give way to remedies purely vegetable, pleasant to the taste and A POSITIVE CURE.
Sold by DEMAS BARNES & CO., No. 21 PARK ROW and by Druggists.
DESMOND & CO., Proprietors, No. 915 RACE Street Philadelphia. 9 5

ALL PERSONS WHO DO NOT ENJOY the blessing of good health can obtain relief by consulting Dr. RINKELIN, German physician. Dr. Rinkelin treats all diseases, prescribes and administers his own medicines. They are pure, safe, and reliable. He invites all persons suffering from disease to call on him. Consultation free during the day and office open till 9 o'clock in the evening. N. W. corner of THIRD and UNION Streets, between Spruce and Pine streets. 8 18 6m

RAILROAD LINES.

READING RAILROAD.
GREAT TRUNK LINE.
FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE U. S. MINES.
WINTER ARRANGEMENT OF PASSENGER TRAINS.
October 8, 1866.
Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:—
MORNING ACCOMMODATION.
At 7·30 A. M., for Reading and intermediate Stations.
Returning, leaves Reading at 6·30 P. M., arriving in Philadelphia at 9·10 P. M.
MORNING EXPRESS.
At 8·15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. etc.
This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
AFTERNOON EXPRESS
Leaves Philadelphia at 3·30 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.
READING ACCOMMODATION
Leaves Reading at 6·20 A. M., stopping at all way stations, arriving at Philadelphia at 9·40 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 Pottsville at 8·45 A. M., arriving in Philadelphia at 1·00 P. M. Afternoon trains leave Harrisburg at 2·10 P. M., Pottsville at 2·45 P. M., arriving in Philadelphia at 6·45 P. M.
FROM HARRISBURG ACCOMMODATION
Leaves Reading at 7·30 A. M., and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·30 P. M., arriving in Philadelphia at 9·10 P. M.
Market train, with passenger car attached, leaves Philadelphia 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 above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 8·00 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8·00 A. M., returning from Reading at 4·25 P. M.
CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 7·30 and 8·15 A. M. and 4·30 P. M. trains from Philadelphia, returning from Downingtown at 7·00 A. M. and 12·30 noon.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST
Leaves New York at 7 and 9 A. M. and 9·00 P. M., passing Reading at 1·05 and 11·53 A. M. and 1·48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.
Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9·05 A. M., and 9·15 P. M., passing Reading at 4·20 and 10·52 A. M., and 11·30 P. M., and arriving in New York at 10 A. M. and 2·45 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.
A mail train for New York leaves Harrisburg at 2·10 P. M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 7 and 11·30 A. M., and 7·15 P. M., returning from Tamaqua at 7·35 A. M. and 1·40 and 4·15 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 7·50 A. M. for Pinegrove and Harrisburg, and 1·30 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3·20 P. M., and from Tremont at 7·35 A. M. and 3·20 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.
The following tickets are obtainable only at the office of S. HUTCHINSON, Treasurer, No. 227 S. FOURTH street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—
COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS.
Good for 2000 miles between all points, $52·50 each, for families and firms.
SEASON TICKETS.
For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.
CLERGYMEN
Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at half fare.
EXCURSION TICKETS
From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced rate, to be had only at the Ticket office, at THIRTEENTH and CALLOWHILL Streets.
FREIGHT.
Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.
FREIGHT TRAINS
Leave Philadelphia daily at 5·30 A. M., 12·45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.
MAILS
Close at the Philadelphia Post Office for all places on the road and its branches, at 6 A. M., and for the principal stations only at 12·15 P. M. 8 19

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
On and after WEDNESDAY, May 16, 1866,
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3·10, 3¾, 4, 5, 5¾, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7¾, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4¾, 5, 6, 6¾, 7, 8, 9, 10, 11 P. M.
The 8·20 down train and 3¾ and 6¾ up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 9·10 A. M., 2, 3, 5, 8, 10¾ P. M.
Leave Germantown 8 A. M., 1, 4, 6¾, 9¾ P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3¾, 5¾, 7, and 11 P. M.
Leave Chesnut Hill 7·10 minutes, 8, 9·40, 11·40 A. M., 1·40, 3 40, 5·