## CRIMES AND CASUALTIES

6

## BROCKING APPALE IN NEW YORK.

About three o'clock yesterday afternoon Officer Brodhead of the Thirteenth Precuaut was in-formed by Mrs. Cosgrove, of No. 589 Grand street. that she had discovered four persons, friends of hers, dead in their apartments, No. 597 Grand

The officer upon entering the premises found one of the parties, Mrs. Rosanna Gahoy, aged 65 years, and her grandson Francis, aged 4 years, dead. Two others, her son Francis, aged 23 years, and her gaughter Nancy A. Gahey, aged 24 years, were soll alive but unconactous. Dr. Bilvin, Police Surgeon, and Dr. Galvin were called in and succeeded in resuscitating the young man and woman, but the others were past al remely. Neither of the surviving parties could give any account of the eause of their stape-

faction. As far as can be learned, Francis Gahey, who is a baker by trade, came home about 1 o'clock in the morning, and from that time until the next afternoon nothing was heard of them. A brother of the parties called there at 10 o'clock in the morning, but seeing the shutters closed, thought his friends must be sleeping later than mend and went away. At about helf-part 9 in thought his triends must be sideping inter than usual, and went away. At about half-past 9 in the siternoon, Mrs. Cogrove went to the door, and finding it unlocked, entered. Francis was sitting in a chair, apparently dead. The two women and the child were in had, all seemingly in the repose of death. She at once gave the alarm to Officer Brodhead, as above related.

A small cooking stove in the room and a defec-tive flue are the probable causes of the death of the parties. The room was a very small, illventilated one, and it is supposed that the ga-from the slove must have filled it, and produced surficiation. Coroner Grover was on hand and took a view of the bodies, and directed that nothing about the room should be disturbed antil this morring, at which time an inquest will be held. Altogether it is a very singular case -N V. Techanse tat case,-N. Y. Tribune, 1st.

THE WORCESTER COAL-GAS CASE-FURTHER PAR TICULARS-MYSTERIOUS CINCUMSTANCES-A MUR DER AND SUICIDE SUSPECTED.

From the Boston Post, December 30.

The citizens of Worcester were startled out of their propriety yesterday on account of the dis-covery of the death of a man named Artemus Ward and wife, who resided at No. 91 Main street. The bodies were discovered at 7 o'clock yesterday morning by the oldest of their five children. who immediately went to the next door neighbor, Mr. J. H. Raymord, and inform him of the fact. The father was found partially lying on his bed, and the mother was dressed and lying upon the floor near the bed. Word was at once sent to the authorities, and in about half an nour Dr. Woodward, city physician, made his appearance, and remarked that the unfortunate parties must have been suffocated from the coal gas, as there was a hot coal fire in the room. The windows were immediately thrown open, but all attempts to resuscitate the man and wife were unavailing. The bodies were cold in the embrace of death, and of course it was impossible to tell how long life had been extinct. In an adjoining room a servant girl and two children had slept upon the floor during the night; but it appears that the coal gas had had no effect upon either of them, although the two children, we were informed, were taken with slight vomiting about the time were taken with slight vomiting about the time of the discovery of the dead father and mother. The remaining children slept in an upper room, and escaped the influence of the gas. But the fact that the two children and the servant girl were not seriously affected by the coal girs, and other circumstances which hung over the affect would indicate that it was the over the affair, would indicate that it was the intention of some fiend in human form to poison the whole family. As it was, the perpe-trator, whether living or dead, was parti-ally successful. It was also discovered that some time during the night the woman was heard to vomit, which circumstance is a very suspi cious one. Other eminent physicians soon made their appearance in the room where the dead parents lay, among them Dr. O. Martin, who also agreed with Dr. Woodward that the deceased probably died from the effects of inhaling the gas. But there are many theories advanced in regard to the matter, and nothing short of a medical examination of the bodies will satisfy the public, which is considerably excited over the matter. The character of the deceased. Artemus Ward, is not an enviable one, and that of his wife is not above suspicion. Ward was a resident of Worcester for many years, and had always borne a bad name. He formerly kept a saloon near the Foster street depot, and had the day before moved on to Main street, and yesterday was to have opened a saloon there He was a hard drinker, though not a vicious man, and had been in the House of Correction a number of times for offending the laws of the Commonwealth; and his open violation of the drinking law had attracted the notice of one of the State constables, who had but recently made out his papers of complaint against him for keep ing a nuisance. His wife (his second one, and considerably younger) is represented as having also been a quartelsome woman. Ward and his wife had lived unhappily together. About a year since she made an unsuccessful attempt to poison herself, and two years ago, it is stated, she threatened to poison her husband if she ever caught bim again in a state of intoxication. It was shown that she purchased a quantity of opium at a druggist's, but it was not used in this affair, as it was found yesterday morning in the original paper, and its weight answered to that procured at the time. The woman was known to be an oplum-eater, and it is conjectured that she clandestinely administered that powerful narcotle, or some other poisonous substance, to her husband and to two of her children. However, the whole affair is shrouded in mystery.

in danger, Captain Williams went to Mr. Rip-ley's state room and rapped loudly on the door to arouse him. Receiving no answer to his call and not believing it possible that any one sould sleep in the midst of so much noise, he conluged that Mr. Ripley and come out and gone in the dock. Afterwards when he was outside of the state room on the guard, directing the nose, he rapped on the window of Mr. Ripley's room with great violence, and called him, but receiving no answer, was confirmed in his opi-nion that he was gone ashore. Indeed, Captain Williams firmly believed that Mr. Rapley hat gone ashore, crossed the river and gone home to Norwich, until upon inquiry at his mother's nouse, here, Friday morning, he found that nothing had been seen or heard of him. Since hen no tidings have been had of him, and the sinful conviction is forced upon us that he came his death as we have stated.

The light upper works of the steamboat as tinder, and in less time than we are writing it, had spread to the magnificent saloons and cabins, and wrapped them in the splendor of conflagration. It was impossible to save hardly anything from the wreck. Mr. Samuel Carter, of this city, engineer, lost what wearing apparel he had on board, and others of the officers and crew were equally unfortunate. The boat burned to the water's edge, the walking-beam finally falling turough the bottom, the boilers rolling off the pards, and the charred hull of what a lew hours before was the magnificent steamer, sinking at the dock. The loss to the Providence and Sto-nington Rairoad Company on the depot, cars, and other property, will amount to from \$30,000 to \$40,000, on which they have no insurance. There was a large amount of bony fish oil on the dock which had been sold by Colonel Hubbard and E. B. Morgan to I. C. Nickerson & Co., of Boston. This (some one hundred and twenty-five barrels in all) was destroyed. The loss on oil, it is thought, will reach nearly \$5000, on

which there was no insurance. The Commonwealth was one of the staunchest and most capacious boats that ran on the Sound, and was equalled in size and clegance by only one, the Metropolis. Captain J. W. Williams has commanded her, and Samnel Carter has been chief engineer on her, ever since her first trip. Both these officers are citizens of Norwich. In the fall of 1853 she was sold to the New Jersey Transportation Company, owners of the "People's Line," and was immediately placed on the Stonington, alterwards Groton Line. A short lime ago, in the consolidation of various steam-boat and railroad interests, she was sold, with the Commodore and Pigmouth Rock, to the Mer-chants' Transportation Company, of Providence, a corporation organized by uniting the Mer-chants' and Neptune lines of steamers. The present owners paid for the steamers named \$750,000. It was their intention in the course of a few weeks to remove the terminus of the line from Groton to Stonington. They were only awaiting the completion of new docks and depot at Stonington to make the transfer. This disas-ter will, of course, hasten the change, and the boats, after this week, will probably run; be-tween Stonington and New York, abandoning the Groton terminus entirely. J. Dickin-son Ripley, who is believed to have perished in the flames of the steamer, was a son of the late Georege B. Ripley, of this city, and nephew of Governor Buckingham. He served during the war as hospital steward of the 18th C,  $V_{*}$ , and was mustered out with the regiment last summer. Since then he has been engaged in the study of medicine in the city of New York. He was coming home on a holiday visit to his friends, and being an intimate triend of Captain Williams, of the Commonwealth, took passage with him to Groton, intending to cross over to New London Friday morning, and take the early morning train to Norwich. On the passage to Groton he remained up until after midnight, and parted from Captain Williams to go to his room just after the train left for Boston. It is probable that he fell into a sound sleep, and, without being awakened by the noise, was suffocated by the smoke, which filled the state room hall as soon as the fire struck the boat. Nothing was seen or heard of him on the boat or dock, and it is presumed that he died of suffo cation, without having made an effort to escape. He was a young man of promise, and had he lived, would have adorned the profession of his choice. ABRAHAM LINCOLN.

have approached Mr. Lincoln on all sides, I am now sorry to say, and treated him according to the angle approached.

"There are contradictory opinions in relevance to Mr. Lincola's heart and humanity. To use a eneral expression, his general life was cold. He had, however, a strong latent capacity to love, but the object must first come as principle, second as right, and third as lovely. He loved abstract humanity when it was oppressed. This was an abstract love, not concrete in the indi-vidual, as said by some. He rarely used the term love, yet was he tender and reatle. He gave the key-note to his own character, when he said, with malice toward none, and with charity for all,' he did what he did. He had no intense loves, and here are being and an allor. He oves, and hence no hates and no malice. H had a proad charity for imperfect man, and let us imitate his creat life in this. Let us have 'malice for none, and charity for all.'

"But was not Mr. Lincoln a man of great hu-manity? asks a triend at my elbow, a little an-grily; to which I reply, 'Has not that question been answered already?' Let us suppose that it has not. We must understand each other. What do you mean by humanity? Do you mean that he had much of human rature in him? If so, I will grant that he was a man of humanity bo, I will grade that he was a man of humanity. Do you mean that Mr. Lucoln was tender and kind? then I agree with you. But if you mean to say that he so loved a man that he would sa-crifice truth and right for him for love's sake, then he was not a man of humanity. Do you mean to say that he so loved man for love's sake, that his heart led him out of himself and com pelled bim to go in search of the objects of his love for their sake? He never, to my knowledge, manifested this side of his character."

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PARTICULARS OF THE BURNING OF THE "COMMON-WEALTH"-A PASSENGER BELIEVED TO HAVE PER-ISHED.

From the Norwich Bulletin, December 30.

At 13 o'clock Friday morning, about an hour and a half after the arrival of the steamer Com-monwealth at her dock, in Groton, the depot at that place took fire in the oil-room, as we understand, from the upsetting of a lamp. The flames spread with such fearful rapidity that the whole building was in a light blaze in a very short time, and it was found impossible to check them. The depot was a large frame building with a tar and gravel roof, and consequently very inflammable. So rapid was the spread of the flames, that there was no time to draw out any of the long cars filled with freight, of which there were sixteen in the building, or even to save the empty cars, of which there were several waiting to be loaded. The passenger train had left at about  $J_{24}^{12}$  o'clock, and from that time until the first set discussion in the case had been until the fire was discovered the crew had been unloading the freight from the boat, which on that trip was unusually heavy. Including the crew of the steamer, there were about twentyfive men in and about the depot when the fire was discovered, but all their efforts were powerless to check it. From the depot to the edge of the dock where the steamer lay, were two long covered sheds or passage ways, through which passengers and freight passed from the boat to the cars. In an incredibly short space of time the fire had taken hold of these, and through them the flames rolled down and spread their forked tongues out towards the devoted Commonwealth. Captain Williams, who was roused at the first alarm, immediately got the pumps at work, and endea-vored to move the steamer from the dock. An attempt was made to turn her wheel, but failed for lack of steam. The ferry-boat from Ne & London crossed over, carrying at two trips five fire engines from the city, which were at once set to work to subdue the finnes. Meantime all the efforts to move the steamer failed, as it was low water and she was hard aground. Fortu-nately nearly ail the passengers had left the bont, only a few for New London or Norwich remaining on board. Of the latter was J. Dickinson Ripley, of this city, who was known in have been on board and to have refired to his room a short time before the alarm was given. Nothing has been heard of him since, and the paintul conviction that he was sufficiated in try ing to escape from the flames has become almost a certainty. Captain Williams was with him until after the train left for Providence and Boston, when both retired. As soon as it became apparent that the boat was

cently on the life and characteristics of the late President, at Springfield, Illinois. After giving a history of Mr. Lincoln's life and a description of his personal looks, Mr. Herndon said :--

by his Law Partner.

William H. Herndon, for twenty years the law

partner of Mr. Lincoln, delivered a lecture re-

"Mr. Lincoln's perceptions were slow, cold, precise, and exact. Everything came to him in its precise shape and color. To some men the world of matter and of man comes ornamented with beauty, life, and action, and hence more or less talse and inexact. No lurking illusion or other error talse in itself and clad for the mo-ment in probes of aplander were measured with ment in robes of splendor ever passed tected or unchallenged over the threshold of his mind-that point that divides vision from the realm and home of thought. He had keen sus-ceptibilities to the hints and suggestions of nature which always put him in mind of something known or unknown. Hence his power and te-nacities of what is called association of ideas must have been great. His memory was tena-cious and strong. His susceptibility to all sug-gestions and hints enabled him at will to call up readily the associated and classified fact and

"Mr. Lincoln read less and thought more than any man in his sphere in America. No man in this audience can put his finger on any great book written in the last or present century that he read. When young he read the Bible, and when of age he read Shakespeare. This latter book was scarcely ever out of his mind. Mr. Luncoln is acknowledged to have been a great man; but the question is what made him great ? I repeat that he read less and thought more than any man of his standing in America, if not in the world. He possessed originality and power of thought in an eminent degree. He was cautious, cool, concentrated, with continuity of re-nection; was patient and enduring. These are some of the grounds of his wonderful success.

"He was most emphatically a remorseless analyzer of facts, things, and principles. When all these processes had been well and thoroughly gone through, he could form an opinion and express it, but no sconer. All opponents dreaded him in his originality of idea, condensation, definition, and force of expression; and woe be to the man who hugged to his bosom a secret error if Mr. Lincoln got on the chase of it. I no nook or corner of space in which he say woe to him. Time could hide the error m would not detect and expose it. We may affirm here, in order to convey a general idea, that Mr. Lincoln was a self-reliant man.

"Mr. Lincoln's mind was slow, angular, and ponderous, rather than quick and finely dis-criminating; and in time his great powers of reason on cause and effect, on creation and relation, on substance and on truth, would form a proposition, an opinion, wisely and well—that no human being can deny. When his mind could not grasp premises from which to argue, he was weaker than a child, because he had one of the child's intuitions-the soul's quick bright flash over scattered and unarranged facts. I have watched men closely in reference to their approaches to Mr. Lincoln. Those who approached him on his judgment side treated him tenderly-sometimes respectfully, but always as a weak-minded man? This class of men take the judgment as the standard of the mind. I have seen another class approach him on his reason side, and they always crouched on his renson side, and they always crouched low down and truckled, as much as to say, "great," "grand," "omnipotent." Both these classes were correct. One took indgment as the standard of the man, and the other took reason. Yet both classes were wrong in this-they sunk out of view one side of Mr. Lincoln. A third class knew him well, and always treated him with human weils and always treated him. with human respect; not that awe and reverence with which we regard the Supreme Being; not that supercilious haughtiness which greatness shows to littleness. These three classes of men are in this room to night. Each will please to examine itself, and then judge of what I say. I

A coklenburg county, North Carolina, 3% miles from the town of Charlotte, on a branch of Sugar Creek, which stream furnishes good water-power for grinding the ores-This Mine was first opened in 1838 by a man named Car' ion, who worked it successfully for a number of years He died in the town of Charlotte, in 1846, worth over hali a million dollars.

Two shafts have been sunk on this property, one of them 80 feet, the other 60 feet, on different veins. averaging from two to three feet in thickness, which veins still continue on down increasing in width and richness. These shafts are in good order, and ore can be readily taken out at any time. Other veins have been discovered on this property, and tested, and proved to be very rich in gold. The ores of this mine are known as the brown ore, and very rich, yielding readily \$1 per bushel. This is believed to be one of the best and most certain mines in the State, on account of the abundance and quality of the ore, and the ease with which it is obtained and reduced. This property has been worked by Major Z. A. Grier from 1840 to the breaking out of the war. This Company have purchased this property, and intend to erect machinery and put the mines in immediate operation. The many advantages of this mine over the mines of Colorado and Nevada can hardly be estimated. a It is more readily, reached, and hasfabundance of fuel, with cheap labor. It can be worked all the year, and not, as in the case of Colorado and Nevada, be compelled to lie id.e for three or four months in consequence of the severity of the winter. This mine having been worked for a long time, proved to be a rich paying one. We do not, therefore, have to neur the risk there is in an undeveloped property, but can count on large and immediate returns on the invest ments. Having an ore that readily yields ten dollars per bushel, some estimate can be made of the value of this property. With the present imperfect system of mining in this locality, and absence of proper machinery, ten tons of this ore can be taken sut-daily from every shaft opened. Estimating, say fiteen bushe's to the ton, the daily yield will be fitteen hundred dollars from one shaft. allowing three hundred dollars per day for expenses. The net product will be \$ 1200 per day; counting 300 working days to the year, the yearly proceeds will be \$360,000 which yield can be largely increased by extending the works. This is considered a very low estimate of the capacity of this mine by experienced miners of that locality. The Assayer of the United States Mint at Charlotte, in speaking of this property, says it has few equals in preductiveness in that country, and with proper management and machinery the above product can be doubled. CAPITAL STOCK, \$500.000.

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DURNING OF THE MUSEUM - LETTER BURNING OF NEW TORK, July 14, 1865. MESSES. MERRING & Co .- Gentlemen :- Though the PAINTINGS, AND A GREAT VARIETY destruction of the American Museum has proved a serior's loss to myselt and the public, I am happy to verify the old adage that "It's an ill wind that blows nobody good." and consequently congratulate you that your well-known SAFES have again demonstrated their supe-OLD WORK RECILT EQUAL rior fire-proof qualities in an ordeal of unusual severity. 11 64m The Safe ; on made for me some time ago was in the office of the liuseum, on the second floor, back part of BROWN & MAGEE, the building, and in the hotiest of the fire. After twentyfour hours of trial it was found among the debris, and on opening it this day has ylaided up its contents in very good order. Books, papers, policies of insurance, bank bills, are all in condition for immediate use, and a noble commentary on the trustworthiness of HERRING's FIRE Truly yours, P. T. BARNUM. PROOF SAFES. HERRING'S PATENT CHAMPION SAFES, the mos HERRING'S PATENT CHAMPION SAFES, the mos remable protection from fire now known. HERRING & CO.'S NEW PATENT BANKERS SAFES, with Herring & Floyd's (Patent Crystallized Iron, the best security avainst a burglat's drill eve minufactured. No. 251 BROADWAY, cor. Murray st., New Yorks FAREELL, HERRING & CO., Philadaiphia. 7 22 HERRING & Co., Chicago, RETICULES. AND RETICULES. ANOTHER TEST HEREING'S FIRE-PROOF SAFES. THE FIERY ORDEAL PASSED TRIUMPHANTLY THE FIERY ORDEAL PASSED TRIUMPHANTLY the Herring Sale used in the office of our warehouses, destroyed by the disastrous fire of the night of the 8th instant, was subjected to as intense heat as probably any sale will ever be subjected in any fire-so intense that the brass knobs and mountings of the exterior of same were melted off, and the whole surface scaled and bilstered as if it had been in a furnace, and yet when opened the contents-books and papers were found to be entire and annulured. This sate is now on exhibition in our warehouse on Seventh street, with the books and papers still remain ing in it just as it was when taken from the runs. Mer-chants, Bankets, and others interested in the protection of their books and papers are invited to call ands; amine it. J. P. Ba't HOLOW, Agent for Herring's Saves, 18 No 568 SEVENTH St., Washington, D. C No. 708 CHESNUT STREEF. BLANK BOOKS AND STATION BEY Will and it to their interest to buy from the undersigned OWEN HOUSE. PAPER. ENVELOPES, AND STATIONERY OF EVERY DESCRIPTION, AT LOW PRICES. LATE "MARKHAM'S HOTEL," ON THE EUROPEAN FLAN. ADJOINING WILLARD'S HOTEL, WASHINGTON, D. C. n THOMAS P. JACKS, Proprietor. 12 22 lm BLANK BOOK AND PHOTOGRAPH ALBUM MANU FACTURERS, STATIONERS, AND perINTERS, 10 24 5 No 20 S. FOURTH Stree' Th [adelphia. C. PERKINS LUMBER MERCHANT, Successor to R. Clark, Jr., No. 324 CHRISTIAN STREET. Constantly on hand a large and varied assortment o iBuilding Lumber. 2 BRIDESBURG MACHINE WORKS, OFFICE, No. 65 N. FRONT STREET, PHILADELPHIA. We are prepared to fill orders to any extent for our well known MACHINERY FOR COTTON AND WOOLLEN MILLS, including all recent improvements in Carding, Spinning, and Weaving. We invite the attention of manufacturers to our exten-BASKETS, ETC. alve works, ALFRED JENKS & SON. 12181m THE NEW FASHIONED WINDOW, Plain and Fancy, will be sold in large or small quantifies, very cheap. 12 15 cl 1 No. 565 N. SECOND Street. 12 15 tl 1 THE STAMP AGENCY, NO. 304 CHESNUT STREET, ABOVE TEIRD WILL BE CONTINUED AN HERETOFORE. STAMPS OF EVERY DESCRIPTION CONSTANTLY ON HAND, AND IN ANY AMOUNT.

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