

A DIET FOR MENTAL DYSPEPTIOS, AND A CUBE FOR HY-POCHONDRIA, HY-POCRISY, OR ANY COMPLAINT OF A HY ORDER.

BY OUR SERIES EDITOR.

ALMANAC AND DIARY.

SHORT METRE-ILLOGICAL OBSERVATIONS FOR THE WEAR

January.

Monday, 22.—Board of Brokers fed by St. Augustine at the Assembly Buildings. Towards the close of the evening Wammy falled to keep the "gem'men (hig) in order," and Reddy, with his organ, incomes failed to organize the meeing. There was a perfect flow of good spirits among the members.

Tuesday, 23.—Grandson of "Complanter," the Indian Chief, and companion, visit Harrisburg and address the State Senate in behalf of the interests of the Red man, the Black man already occupying the ground at Washington. The interests of the colored folks at Harrisburg promptly attended to. Five hundred dollars and one gallon of fire-water immediately passed over, as was their other requests.

Wednesday, 24.—Interesting Treasury decision.
Secretary McCuiloch gives orders to the New
York Custom officers in the case of a litter ary
Sow es. the Custom Mouse, to "land the Pigs." Thursday, 25,-The political Storks pray for a "King" in the City Council; they get one, when he deliberately cats up their "assessed damages" around Fairmount Park.

They unanimously order a Draft-of a series of resolutions. Saturday, 27 - Series Column Day. The great thaw setting in, the Edi or's best pans were not thawed fit to appear this week.

Friday, 26,-Fenians in session at Logan Hall.

STARTLING NEWS FROM BALTIMORE! A Fenian Privateer-"An Irish Ship and

an Irish Crew"-Full Particulars, Etc. As soon as the Telegraphic Despatch came over the wires (it having been sent by the Agent of

the Associated Press we knew it could be re-lied on), we immediately despatched our correspondent to Baltimore, by way of Perryville, to write us a sketch, and draw the vessel and their fire, if necessary, to get up a stunning report. Our correspondent, after a dangerous passage from our office to Broad and Prime streets in the city cars, owing to the high state of the tide in the streets, immediately engaged cabin passage in one of the sleeping cars of the Philadelphia, Wilmington, and Baltimore R. R.

Passing a restless night and the Susquehanna without further conscious danger, he landed safe at the Railroad Station in Baltimore. Pursuing his way along Pratt street, which lines the shores of Petapsco Bay, he inquired of a gentleman, who looked as much like a mariner as any he could find, and who had a long whip in his hand, as to the whereabouts of the Fenian Privateer reported to be in this vicinity. The Baltimorean replied rather rudely, that if he would wait a short while he would see a whole row of Fenian privateers coming down the street railroad track. Our correspondent, not liking to doubt the gentleman's word on the spot, concluded to wait. Shortly, in the yet early morn, he heard the tinkling of bells, and looking up he saw a long string of what the gentleman called



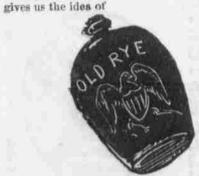
A PENIAN PRIVATE EAR, a sketch of which he forwarded to this office. We give it without any word of commendation, simply adding that though we laughed at Secretary Welles' Monitors as being at variance with our ideas of naval architecture, this sketch is more so; but in this age of Waterfalls we must be prepared for anything.

Our correspondent then wrote us that the craft was named the "Cork," and manned by a crew from there evidently, and as he had often made drawings of cork, he would not stay to see the

In this predicament we applied to our own artist to make the account complete by giving us a sketch of



THE CORK'S CREW, that belonged aboard the Fenian Privateer, when he sent us the above, adding that the "brush" on the handle was for use in case they had a brush with the enemy, and which might be expected at any moment. Further on he



THE REAL PENIAN ENEMY. of which, however, we suppose our readers have seen many drawings by ore. The craft is named, according to rules adopted by Congress, "White letters on Black ground," the object of which is, that it can be readily known at a great distance. It is reckoned a great thing with a craft like this, to draw ris fire without damage to yourself. It is believed, however, that the true Fenian

soldier will be found equal to the emergency. Persons attacking this war steamer are generally found "shot in the neck," and one charge will make even its friends tremble, so powerful is it as an enemy of destruction. It has been in more fights than any ship affoat.



The "Base-Ball" at the Academy of

The Carnival at the Academy, last Thursday night, was well attended by Fancy Characters and dresses; the characters, however, prevailing. Most all of the tickets were Sold, at least they considered themselves so, and the Press in this building was well represented, as it was out of doors; in fact, we have seldem seen a more complete or grotesque press than the one in question, the one at the corner of Seventh and Chesnut not excepted. A press in a car on a stormy day is a crowded sight, but thispress in a Car-nival on a stormy night was a "crowdeder" one. Inside the building was the reign of dry humor, outside the rain of wet illhumor; inside the people spread themselves, outside they spread their Umbrellas; in fact, as at all Masquerades, extremes met, as were the expenses of getting it up, very handsomely and something over. So far as selling tickets went, the "Car-nival Coterie" was a success; so far as the parties who bought tickets being accommodated, it was a failure, it being arranged something like a popular Cemetery, the "dead heads"

occupying the ground. We have not space here to give the principal Characters, neither is it necessary, as we understand they are all well known-to the police.

The Supper of the "Bulls" and the "Bears." A FABLE.

Once upon a time some Bulls and Bears, who had long been in the Stocks, broke loose and loined in a common feed, sitting at a table as they had seen men do on similar occasions. They ate and drant more like gods than beasts at the commencement, and had they eaten and drunken "short," as they had so often sold, they would have so centinued like gods; but being allowed to take gas much as they wanted at 'option" or at "buyer 30," and no fines required for superfluous words, as is the case in their ordinary pasture-ground, a great deal more was taken by the beasts than they could "carry" and be reckoned "firm." Before they were let out, or left the feed, many of them were on the floor and under the table, which is known among them as "between Boards,"

Morai.-Dumb Anima's should not leave the lot nature designed them to occupy, and make an Exchange wherever they can. All kinds of "Board" is not adapted to one set of boarders.

COMMUNICATION. RICHMOND, PIER 8-Mr. Series Editor:-I see Mr. Forney, the Younger, advertises a new paper called The Stage, to be commenced by him. Is he the son of the old man who runs the Press week-days and Sundays, and who is trying to get the passenger cars to run on Sundays also, and does the Younger intend running his Stage on Sundays in opposition to the Cars? It is a shame to see such rivalry in the same family. always think of it when I read that pretty little hymn of Dr. Watts':-

"Children, you should never let Your angry passions rise.' Hoping I may be misinformed as regards the whole thing, I remain yours, respectfully, T. RAILL.

Lehigh coal \$8.75.

RUN AWAY, FREEDMEN'S "BILL," had on when he left a suit of army blue and brass buttons, stamped U.S. When last seen he was in Washington, trying to get into the Senate chamber,
It is hoped that good citizens will arrest him and
deliver him back to me in the county jail, Carroll
county, Virginia.

NARY FREEDMEN.

A CURIOUS DREAM.

BY PETER OLEUM.

I returned to my home rather late one night and concluded to make my supper on mush and milk. A quart bowl was filled with milk, and in tumbled the mush, like large lumps of yellow putty. I soon managed to dispose of a more than moderate quantity, and had that sense of fulness which Beecher says gives him such pleasure. Having finished this repast, I concluded to read a few pages of Walter Scott's "Rob Roy" before I would retire to my bed. This I did; but, notwithstanding the exciting nature of the story, I found that I was growing sleepy. So off I started for my bed. How long I had been in bed I don't know before I began to dream. And such a dream I never had before, and may never have again; and therefore I feet anxious that it should be preserved in

some form. I dreamed that I was on my way to Chesnut street in one of the horse cars, and two gentlemen were sitting by me talking in a very loud and earnest manner. They eviyently had some kind of disease on the brain. One swore that he had had his fingers burned enough, and the other that he was determined to give his attention hereafter to something better established and more legitimate. At length one pulled out his watch, and remarked that unless the horses would hurry up they would not get to the Hall in time. I took the liberty just then of asking if anything special was going on to-night. With a look of astonishment at my ignorance, he inquired if I had not heard of the great meeting in Concert Hall. I told him I was not posted up in the matter, and would be glad to be informed about it. "Well then," says he, "I will tell you, There is to be an experience meeting of Oil Stock Men. Like others in the religious world, they have had their ups and downs-their hopes and fears-their joys and sorrows-and they have at last resolved to meet together and talk them over, and see what may turn up." On hearing this statement, I determined that I would certainly make a visit to Concert Hall that night. As I got near to the place I began to despair of getting in, for both sides of the st cet were crowded with persons pressing towards the door. Such a motley crowd I never beheld before. Male and female, young and old, in and lean, long and short,

Judges, lawyers, merchants, mechanics, minis-

ters and Elders, and Deacons, all were mixed up 1 free to confess that the singing of the last place together, and with compressed lips were edging their way in. With a determined spirit and a vast amount of elbowing I succeeded in getting in and procuring at least a good standing place.

To my surprise, a large band of musiciansprocured for the occasion-began to play a tune which I had not heard for many years:-"Where have you been, Billie Soy? Billie Boy?" It was refreshing to my feelings, but how it was adapted to that meeting I could not well understand.

After the music the meeting was organized by calling to the chair a large heavy man weighing about two hundred and fifty pounds. His hair was combed straight back, and his countenance was of a sedate, meditative cast. His nose was saddled with a heavy pair of gold spectacles.

When about to call the meeting to order he rose from his seat, and fixing his eyes upon the chande. lier, he at first seemed somewhat at a loss how to express himself. But after a few seconds had transpired, and when he had devoutly clasped his hands over his breast, he gave vent to his feelings as follows:-

"Dear Brethren and Fellow citizens .- To be or not to be?' that is the great question that has called us together in such large numbers this evening. When Moses started out with his followers from Egypt, he told them that they were going to a land flowing with milk and honey. But when they got over the Red Sea and got into the wilderness they couldn't hardly get anything to eat or drink, let alone the luxuries of milk and honey. Of course, they got discouraged, and well they might.

"Are we not, my brethren and fellow-citizens, somewhat in the same predicament? We were encouraged to buy stock-yes, oil stock, if I must say it-for I wish to be plain, and then we should in a short time possess marble or brown stone palaces. But, as you know, we bought the stock, and we have met together to-night to inquire after the palaces. As for me, I have not seen them, and I have been troubled greatly in view of the whole matter. Lately I have felt like adopting the language of good old Job-'My sighing cometh before I eat, and my roarings are poured out like the waters; for the thing which I greatly feared is come upon me,' But by giving utterance to these sentiments I don't wish to discourage you. No! no! Far be this from me, I would that all stocks were as bright as the 'Ocean P

"But I will not take up your time. The meeting is now open. All are not only at liberty. but are cordially invited to give expression to the sentiments of their hearts. We hope to have a good old-fashioned experience meeting here to-night. As one and another tell of the difficulties they have had to encounter, it will encourage others who may have had the same bad luck, and who are crying out in the midst of their agony-'It is more than I can bear.'"

No sooner had the President taken his seat than a voice was heard from the most remote part of the hall.

"Mr. Chairman," said the voice, "I am from the country. I heard of this meeting, and could not stay at home. Some months ago. I had several houses and lots, which brought me a nice income. But, wretch that I was, I was not satisfied with this, so I looked round for something better. One day I met with a young man who said he had some thing good to tell. He said he had a chance of getting on the ground-floor of an oil company about to be formed, and possibly he might secure the same privilege to myself. The name of the company was the Mountain Cataract. The original parties, or those on the ground-floor, must certainly make a big thing of it-ten or fifteen thousand dollars apiece, certainly. The bart was tempting; I told him to be sure and get one share for me if it should not cost more than five or ten thousand dollars. In a few days he reported that all was right-the share was secured, and my fortune made. I at once sold my houses and lots, paid for the share, and felt happy in the bright anticipation of the future. But to-night, after waiting a full year, Mr. Chairman, I am compelled to say that my hopes are all blighted. I have in my desk some beautiful printed certificates of stock, but they have no value, and bring me in nothing. My hopes kept saying, for a long time, 'To-morrow! to-morrow! but to-morrow has come and gone, and still I find no relief. I have come to the city to see if the stock-brokers-that generous and sympathetic class--can't give me some relief. Oh! were I only out of this difficulty, I can assure you you would never find me putting my head into a similar trap. I have found out what the ground-floor means."

When this gentlemen took his seat the Chair. man requested the band to play "Tramp! tramp! tramp! the boys are marching!" adding, "This piece of music always inspires my heart with courage in the midst of despondency. When the band had finished, several tried to get the floor. A tall, dark-visaged fellow, with strong lungs and ready utterance, secured it. Every word he spoke could be heard with the utmost distinctness, "Mr. Chairman," said he, "this beats the morus multicaulis business entirely. Then we were to get fortunes out of worms; but lately we have had fortunes wormed out of us. It is amazing to me what large amounts we have put into these oil wells, and what little returns some of us have got. For one I can say that I am much poorer than when I started in this race. I had met with reverses before, but none have crushed me like those I have lately experienced. You will be surprised to hear me say that I have fifty thousand dollars' worth of stock in my safe, while at the same time I find it difficult to get money enough to buy a pound of beef or a pound of butter. What am I to do under these circumstances? Sometimes I am filled with indignation too strong for utterance, I have found myself pacing my room almost frantic with my disappointment, and strongly tempted to dash my brains out against the stove. But thus far, thanks to a kind Providence, I have been enabled to resist the temptation, and have resolved to live long enough to raise funds to bury me decently when I do die,"

Just then a good brother, who was evidently more fond of vocal than instrumental music commenced singing the familiar words:-"Come on, my pariners in distress,

We're traveiling through a wilderness." All joined in singing the piece, and the effect on the large audience was tranquillizing and com-

ferting. A Quaker now succeeded in getting the floor, He was intelligent and modest, and spoke in a tone rather subdued and plaintive. 'Thee knows, friends, that Quakers do not sing, and yet I am

affected me greatly. I have not usually been of a very adventurous spirit; and yet when I heard that oil was pouring out of the rocks, and for, tones were likely to be made in a day, I could not withstand the temptation, and so in I went with others. I waited long for the precious return, but finding that it did not come, I thought I would take the cars and see for myself where my treasure was located. I travelled, going and coming, upwards of a thousand miles. Cars part of the way, coaches part, and horses part, and on foot part. And I can tell these friends that the coach part and horse part and foot part were shockingly bad. At length l reached the spot where my hopes were centred. A man was sitting by smoking his meerschaum, I asked him if he knew anything of the Good Hope Oil Company? He said that he did, and that he was the Superintendent. I then asked him if he could direct my steps to where it lay, He rose rather rejuctantly, and told me to follow him. Off he started, and began to secend a monstrous hill. At the top of the hill he remarked, 'Here, stranger, is about the centre of your land. It spreads all over these hills. Oil has been found, but not in paying quantities. about ten miles from this spot. I was ordered to put down a well on this hill by your company; I did so. I bored a thousand feet, but no oil appeared, and so I gave it up.' I walked up and looked at the hole. It was small and dark and dry; and then I began to calculate what the two hundred and lifty thousand shares of the 'Good Hope Oil Company' were worth, Friends, I tell thee, to-night, I felt sad, very sad. As soon as I reached my home I took up the New Testament and read to my family the touching story of the man that fell among the thieves somewhere between Jerusalem and Jericho. The only thing I wished for when I read the story was that some good Samaritan would come along and pour a little 'out into my wounds,"

The Chairman now rose and said the audience might now take five minutes for quiet reflection, dwelling chiefly on the uncertainty of human affairs, after which a committee would be appointed to draw up some resolutions expressive of the sense of this meeting. The five minutes were soon over, and a committee of six were appointed, who, after a short retirement, brought in the following string of resolutions:-Resolved, 1. That, in the language of Tom Moore, this world is all a fleeting show, for man's illusion given.

2. Tis distance lends enchantment to the view, and clothes the oil wells in their golden

3. That it is unpleasant to pump a dry well, s the handle moves too easily.
4. That we labor hard to get off what stock

we have at the highest possible figure. 5. That we sympathize with one another under our present circumstances of embarrassment. 6. That oil in Venango county is almost as difficult of access as oil in the Arctic among the

7. That for the cultivation of social feeling, we shall sing, at least once a week, the song of the Hutchinsons, "We're a Band of Brothers" or something of similar import.

These resolutions were all adopted with great earnestness and unanimity. The band then struck up, "Cheer boys! cheer! Yield not to idle sorrow," and the large audience dispersed. Just then I was awakened by the whistling of the cars as they passed by my chamber where I slept, and I found that it was all a dream.

INSURANCE COMPANIES.

GIRARD FIRE AND MARINE INSURANCE COMPANY.

OFFICE, No. 415 WALNUT STREET, PHILADELPHIA CAPITAL PAID IN, IN CASH, 8200,000. 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

No. 415 WALNUT STREET, BUILDING N. E. CORNER SEVENTH AND CHESNUT STREETS. Then as now, we shall be happy to insure our patrons a

remain at

such rates as are consistent with safety. DIRECTORS.
ALFRED S. GILLETT,
RD, N. S. LAWRENCE,
AR, CHARLES I. DUPONT,
HENRY F. KENNEY,
RN, JOSEPH KLAPP, M. D. THOMAS CRAVEN,
EURMAN SBEFPARD,
TEOS. MACKELLAR,
JOHN SUPPLEE.
SILAS YERKES, JE.,
THOMAS CRAVEN, President.
ALFRED S. GILLETT. V. President and Treasurer.
JAMES B ALVORD, Secretary.

SHIPPING.

HAMILL'S PASSAGE OFFICE
"ANCHOR LINE OF STEAMERS."
"HIBERNIA."
"COLUMBIA."
"CALEDONIA."
"BRITANNIA."
"BRITANNIA." Steam to L. LONDONDERRY, BELFAST, DUBLIN, NEWEY, CORE, AND GLASGOW.
RATE- OF PASSAGE.
PAYABLE IN PAPER CUERFINCY.
800, \$80, and \$70

Issued for bringing out passengers from the above LOWER RATES THAN ANY OTHER LINE.

LOWER RATES THAN ANY OTHER MASS.

Allo, to and from
ALL "MATIONS ON THE IRISH RAILWAYS,

SPECIAL NOFICE.—Passengers will take particular
notice that the "Anchor Line" is the only line granting
through tickets at the above rates from Philadelphia to
the points named above, and that the undersigned is the
only da ly authorized Agent in Philadelphia.

Apply to

[Sole Agent for "ANCHOR LINE."

1 15

No. 217 WALNUT Street.

STEAM TO LIVERPOOL.
Calling at QUEENSTOWN. The Inman L
SEMI-WEEKLY, carrying the United Sta

Mails.

**CITY OF NEW YORK Saturday, January 27.

KANGAROO Wednesday, January 21.

KANGAROO Wednesday, January 21.

CITY OF BOSTON, Saturday, February 3.

At noon, from Pier 44 North River.

**PATABLE 18 GOLD.

First Cabin to London, 95:09 Steerage to London... 34:00

First Cabin to London, 95:09 Steerage to London... 34:00

First Cabin to Paris, , 105:00 Steerage to London... 34:00

First Cabin to Paris, , 105:00 Steerage to London... 34:00

First Cabin to Paris, , 105:00 Steerage to London... 34:00

First Cabin to Paris, , 105:00 Steerage to London... 34:00

First Cabin to Paris, , 105:00 Steerage to London... 34:00

First Cabin to Paris, , 105:00 Steerage to London... 34:00

First Cabin to Paris, , 105:00 Steerage to London... 34:00

Fassengers also forwarded to Havre, Hamburg, Bremen, etc. etc., at moderate rates.

Pas age by the Wednesday steamers:—Cabin, 8:00:00; Steerage 8:35:00; payable in United States currency.

Steerage 9:35:00; payable in United States currency.

Steerage passage from Liverpool or Queenstown, 8:30

gold or its equivalent. Tiexets can be bought here by persous sending for their friends

For intriner information apply at the Company's Offices.

JOHN G. Dalle, Agent.

125

No. 111 WALNU's Street, Philadeiphis.

FOR NEW YORK -DESPATCH and Swittsure Lines, via Delaware and harian Canal. The steamers of these lines are leaving daily at 12 o'clock M., and 8 o'clock F. M., from third pier above Wainut street.

For ireight which will be taken on a commodating terms, apply to WILLIA M. BAIRD & Ch., No. 148. DELAWARE Avenue.

FLAGS, FIREWORKS, &c.

J. McGUIGAN, Importer and W sale Dealer, n
FANCY GOODS, NOTIONS, ETC.
FIREWORKS FLAGS, Etc. MATCHES A. BLACKING.
NO. 2 STRAW ERRY STREET,
First Street above Second botween Market and Chesnu

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETT INSURANCE COMPANY, COMPANY, INCORPORATED BY THE LEGISLATURE FENN-YLVANIA, 1835.

OFFICE S. E. CORNER IHIED AND WALNUT STREETS, PHILADELPHIA.

ON VESSELS, CARGO.

FREIGHT TO SIL PARTS OF the W FREIGHT INLAND INSURANCES

On Goods by River Canai, Lake, and Land Ca all parts of the Union.

FIRE INSURANCES

On Merchandise generally.

On Merchandise generalty. On Stores, Dwe img Houses, etc.

ASSETS OF THE COMPANY

November 1, 1855.

November 1, 1855. 54,000 State of Pennsylvania Six Per Cent. 125 000 City of Philadelphia Six Per Cent. Loan. 125,000 City of Philadelphia six Per Cens.

Loan.

20,000 Pennsylvania Railroad First Mortgas Six Per Cent. Bonds.

25,000 Pennsylvania Railroad Scoond Mortgang Six Per Cent. Bonds.

25,000 Pennsylvania Railroad Scoond Mortgang Six Per Cent. Bonds.

25,000 Westen Pennsylvania Railroad Mortgang Six Per Cent. Bonds.

23,750-00

15,000 100 Shares Stock Germaniewn Gas Company. principal and interest guaranteed by the City of Philadelphia.

guaranteed by the City of Philas

7,100 143 Shares Stock Pennsylvania Hall10-64 Company

5,600 106 Shares Stock North Pennsylvania
Bailroad Company

60,000 Deposit with United States Government, subject to ten days call

30,000 State of Tennessee Five Per Cent.

Loan

170 700 Loans on Bonds and mortgage, first
liens on City Property

El .030,850 Par.

Real Estate. 36,000-00

Bills receivable for in-urances made. 121,013 37

Balances due at Agencies. Premiams
on Marine Policies. Accrued Interest, and other debts due the Company.

Scrip and Stock of sundry Insurance and other Companies. \$ 132. Estimated value.

Cash in Banks. \$55,966 89

Cash in Drawer. 618-43

56,635

Thomas C. Hand.
John C. Davis.

Ldmund A. Souder,
Theophilus Pauldung,
John E. Penrose,
James Traquar,
Henry Sloan,
Henry Sloan,
Henry Sloan,
Henry Sloan,
Humand C. Davis,
James Brooks
Henry C. Dalleit, Jr.,
James C. Hand
William G. Boulton,
Edward Darlington,
H. Jones Brooks
H. Jones Brooks
H. Jones Brooks
H. Jones Brooks
James B. McFarland,
Joseph H. Seal,
George C. Leiper,
Hugh Craig,
Robert Burton,
John D Taylor,
THOMA N. C. HAND, President,
JOHN C. DAVIS, Vice President
HENRY LYLBURN, Necretary. Thomas C. Hand.
John C. Davis.
Edmund A. Souder,
Theophius Paulding,
John E. Penrose, James Traquair, Henry C. Daileit, Jr., James C. Hand William C. Ludwig, Joseph H. Seal, George C. Leiper, Hugh Craig. Robert Burton, John D Taylor,

NORTH AMERICAN TRANSIT INSURANCE COMPANY. No. 133 S. FOURTH Street

PHILADELPHIA. Annual Policies Issued against General Accidents descriptions at exceedingly low rates, Insurance effected for one year, in any sum from \$100 to \$10,000, at a premium of only one-half per cent., secu ring 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 19 days, or 1, 3, o 6 months, at 10 cents a day, insuring in the sum of 80000 or giving \$15 per week it disabled, to be had at the General Office, No. 133 8. FOURTH Street. Philadelphia, or a the various Railroad Ticket offices. Be sure to purchase

For circulars and further information apply at th General Office, or of any of the authorized Agents of th

the tickets of the North American Transit Insurance

Cemnany.

LEWIS L. HOUPT. President.

JAMES M. CONRAD. Treasurer.

HENRY C. BROWN, Secretary.

JOHN C. BULLITT, Solicitor.

JOHN C. BULLITT, Solicitor,
DIREC: ORS.
L. L. Houpt, late of Ponnsylvania Rallroad Company,
M. Baird, of M. W. Baldwin & Co.'s,
Samuel C. Palmer, Cashier of Commercial Bank,
Richard Wood, No. 339 Market street,
James M. Conrad, No. 623 Market street,
J. F. Kingsly, Continental Hotel,
H. G. Leisenring, Nos. 227 and 229 Dock street,
Samuel Work, of Work, McCouch & Co.,
George Martin, No. 322 Chesnut street.
11 2 1y

THE PROVIDENT Life and Trust Co., OF PHILADELPHIA. Incorporated by the State of Pennsylvania Third Mont 22d, 1865, INSURES LIVES, ALLOW - INTEREST ON DEPOSITS, AND GRANTS ANNUITIES.

CAPITAL, \$150,000. DIRECTORS. Samuel R. Shipley, Jeremiah Hacker, Joshua H Morris, Richard Wood, oley, Richard Cadbury, Henry Haines, T Wisitr Brown, William C. Longstreth, SAMUEL R. SHIPLEY, President.

ROWLAND PARRY, Actuary. No. 111 S. FOURTH Street.

1829. CHARTER PERPETUAL. FRANKLIN FIRE INSURANCE COMPANY OF PHILADELPHIA

ASSETS ON JANUARY 1, 1865, \$2,501,297-04. CAPITAL
ACCEUED SURPLUS
FREMIUMS PERPETUAL AND TEMPORARY POLICIES ON LIBERAL TERMS.

CHARLES N. BANCKER, ISAAC LEA,
TOBIAS WAGNER,
SAMUFL GRANT,
JACOB R. SMITH.
GEORGE W. RICHARDS, FRAS, W. LEWIS, M. D.
CHARLES N. BANCKER, President.
EDWARD C DALE, Vice President.
JAMES W. MCALLISTER. Secretary protein. (3 25 12 DHENIX 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 of 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 SIX1Y YE. BS, during which all losses have been
promptly adjusted and paid.

DIRECTORS John L. Hodge, M. B. Mahoney, Joh. T. Lewis, William S. Grapt, Robert W. Leaming, D. Clark Wharton, Samuel Wilcox. Lawrence Lewis, Jr.
David Lewis,
Herjamin Etting,
Thomas H. Powers,
A. R. McHenry,
Edmond Castllion,
Louis C. Norris. JOHN R. WUCHERER President. Samuel Wilcox. SAMUEL WILCOX. Se retary.

FIRE INSURANCE EXCLUSIVELY.—THE
PENNSYLVANIA FIRE INSURANCE COMPANY
In corporated 1825—Charter Perpetual—Ko, 510 WALNUT Street, orposite independence Square.
This Company, tavorably known to the community for
over forty years, continue to insure against loss of
damage by dire on Public of Private Buddings, either
permanently or for a limited time. Also on Furniture,
Riocks of Goods and Merchandise generally, on liberal
terms. 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 undoubled security! the case or loss.

Daniel Smith, Jr.,
Alexander Benson,
I anc Har churst,
Thomas Robins.

Daniel Haddeck, Jr.
Daniel Haddeck, Jr.
Daniel Haddeck, Jr.
Secretary.

S U R A N C
CE COMPANY

WILLIAM G. OB Secretary. 33017

I R E I N S U R A N C E,
THE HOME INSURANCE COMPANY
OF PHILADELPHIA,
Norles S. FOURTH Street.
Char er Perpetual. Authorized Capital, 8500 000
Paid-up Capital, 8100.006
Insures against less or dumage by FIRE on buildings, either permanent y or for a LIMITED period. Also on
MERCHANDISE generally and Household Furniture.
city or county. DIRECTORS.

Thomas Kimber, Jr., Henry S. McComb, Lemuel Comn, Chas P. Bayard, James Brown, Charles A. Day, Wm. D. Lewis William B. Bullock, John D Taylor,

PROPOSALS.

BEASURY DEPARTMENT, OFFICE ENGINE-HOUSE BOARD. WASHINGTON CITY, January 6, 1898. Scaled Proposals will be received at this order until I o'clock P. M., on FRIDAY, the 5th day of February, 1888, for supplying the Light-house Estaph-homent with sixty thousand pallons of the best-quality pure Winter Strained Oil, either Lard or Sperm, to be divined into four lots, and to be delivered at the times undermentioned, alongside of the Government supply vossels, or at the warmouse or other place of deposit, to be designated by the Light-house Board, in strong, tight, iron-bound, well-made casks, suitable for shipping, in good order, of a capacity each of from fifty to eighty gallons—not to exceed the latter. The Oil may be delivered at Boston or New York, at the option of the bidders. The place of delivery in each case must be distinctly stated in the bids, and will be embraced in the contracts.

The place of delivery in each case must be distinctly stated in the bids, and will be embraced in the contracts.

The four lots will be delivered as follows, viz.:—

Lot No. 1.—Fifteen thousand (15,000) gallons on the 2d day of April, 1866, or as soon thereafter as the proper tests and gauging can be completed.

Lot No. 2.—Fifteen thousand (15,000) gallons on the 16th day of April, 1866, or as soon thereafter as the proper tests and gauging can be completed.

Lot No. 3.—Fiftees thousand (15,000) gallons on the 1st day of June, 1866, or as soon thereafter as the proper tests and gauging can be completed.

let day of Jone, 1866, or as soon thereafter as the proper tests and gauging can be completed.

Lot No. 4.—Fitteen thousand (15,000) gallons on the lat day of August, 1866, or as soon thereafter as the proper tests and gauging can be completed.

Separate proposals will be received at the same time for 5000 gallons of Colm or Lard off, to be delivered as above supulated, at Detroit, Michigan, on the lat day of May, 1866.

No bid will be considered unless from a manufacturer of the article.

No part of the Oil proposed for and to be embraced in the contracts under this advertisement will be accepted, received or paid for, until it shall have been proved, to the entire satisfaction of the person or persons charged with its examination, test, and inspection, to be of the best quality pure Winter 8 rained Oil, and free from mixture with other or interior oils and adulterations.

1 he asual means for determining the character and quality of the spermioi will be employed, viz:—spe-

quality of the spermiol will be employed, viz :- specific gravity, burning, the amount of residuum, and

cific gravity, burning, the amount of residuum, and any other proper tests to arrive at correct conclusions that may be deemed necessary.

The Lard Oil will be subjected to special tests, and will be rejected unless found to be, in regard to burning and fluidity under reduction of temperature, and in every other respect equal to that of the standard adopted by the Board, or which a sample will be furnished on application to the Light-house Entineer at Boston, Massachusetts.

The casks must be guaged, under the direction and personal supervision of the Inspecting Officer, by a custom house or other legally authorized and sworn gauger, according to the United States standard, and must be marked and accepted before they are removed from the cellar or warche use of the contractor. The temperature of the Oil will be accurately noted, and the measurements reduced to the standard temperature of 60 deg. Fahrenheit, by tables prepared for the purpose.

pared for the purpose.

Proposals will be received and considered for each lot separately, or for all or the lots, at the option of the bidder; but no bid will be considered for a less quantity than that specified as one ot, to be delivered at one time and place. Each bid must state explicitly, written out in full, the kind of oil offered, whether Sperm, Lard, or Colza, the rate por gailon, the number of the lot or lots bid lor, and the place of delivery, conforming to this advertisement. Bids subnitted by different members of the same

Bids subn itted by different members of the same firm or capartnership will not be considered.

The Light-house Board, under the authority of the Department, reserves the right to reject any bid, although it may be the lowest, for other considerations than the price.

No bid will be considered for any other kind or description or oil than those specially called for in this advertisement.

A bond, with security to the satisfaction of the Department, in a penalty equal to one-fourth of the amount of each contract made under these proposals, will be required of each contractor, conditioned for the faithful performance of the contract, to be executed within ten days after the acceptance

to be executed within ten days after the acceptance of the bid.

Each offer must be accompanied by a written guarantee signed by one or more responsible persons, and known to the Depar ment as such, or certified by a United States district indge, attorney, navy agent, or collector of the customs, to the effect that, if the bid be accepted, the bidder will duly execute a contract in good faith, according to the provisions and terms of this advertisement, within ten days after acceptance; and that in case the said party offering shall fail to enter into the contract as aforesaid, he or they guarantee to make good the difference between the offer of the said party and the next lowest bidder. offer of the said party and the next lowest bidder.

All bics must be sealed and endorsed 'Proposals for oil for Light-houses," and then placed in another envelope, and directed, prepaid, to the Secretary of the Light-house Board. Washington City.

All bids will be opened, publicly, at the hour and on the day specified.

on the day specified.

Payments will be made for the several lots of oll within thirty days after they shall have been re-ceived by the United States. By order of the Light-house Board

1 11 25t ANDREW A. HARWOOD, Secretary

O FFICE OF THE DEPOT QUARTERMASTER FORT LEAVENWORTH, KANSAS, December 19, 1865.

PROPOSALS FOR ARMY TRANSPORTATION. Sealed Proposals will be received at this office until 12 o'clock on the Slat day of January, 1866, for the 12 o'clock on the dist day of January, 1866, for the Transporiation of Military Supplies during the year 1866, on the following routes:—
ROUTE NO. 1.—From Forts Leavenworth Laramie, and Riley, and other depois that may be established during the above year on the west bank of the Missouri river, north of Fort Leavenworth and south of latitude 42 degrees north, to any posts or stations that are of may be established in the Territories of Aebraska, Dacotal, Idaho, and Utal, south of latitude 44 degrees north, and east of longitude 114 degrees west; and in the Territory of Colorade north of 40 degrees north. Bidders to state the rate per 160 pounds per 100 miles at which they will transport said stores in each of the months from April to September inc usive, of the year 1866.

ROUTE No. 2—From Forts Leavenworth and Riley, in the State of Kansas, and the town of Kansas, in the State of Missouri, to any posts or stations

sas, in the State of Missouri, to any posts or stations that are or may be established in the State of Kansas, or in the Territory of Colorado, south of lati-

sas, or in the Territory of Colorado, south of lat-theoretic and the fort Union, N. M., or other depot that may be designated in that Territory, to Fort Garand, and to any other point or points on the route. Bidders to state the rate per 100 bounds per 100 miles at which they will transport said stores in each of the months from April to September in-clusive, of the year 1866. in each of the months hom April to September in-clusive, of the year 1866.

ROUTE No 3 — From Fort Union or such other, depet as may be established in the Territory of New Mexico, to any posts or stations that are or may be established in that Territory, and to such posts or stations as may be designated in the Territory of Arizona and State of Texas, west of longitude 105 degrees west. Bidders to state the rate per 109 pounds per 100 miles at which they will transport said stores in each of the months from June to No-vember inclusive, of the year 1866.

rember inclusive, of the year 1866.

The weight to be transported each year will not exceed 10,000,000 pounds on Route No. 1, 15,000,000 pounds on Route No. 2, and 6,000,000 pounds on Route No. 3.

No additional percentage will be paid for the transportation of become large broad prime lumber.

No additional percentage will be paid for the transportation of bacon, lard, bread, pine lumber, shingles, or any other stores.

Bidders should give their names in full, as well as their places of residence, and each proposal should be accompanied by s bond in the sum of ten thousand dollars, signed by two or more responsible persons, guaranteeing that, in case a contract is awarded for the route mentioned in the proposal to the parties proposing, the contract will be accepted and entered into, and good and sufficient security furnished by said parties, in accordance with the terms of this advertisement. terms of this advertisement.

The amount of bonds required from the contractors will be as follows:—

deach bidger and person offered as security will be of each bidger and person offered as security will be equired.

Proposals must be indersed:—

Proposals for Army Transportation on Route No. 1. 2 or 3 " as the case may be, and none will be entertained unless they fully comply with all the requirements of this advertisement.

Parties to whom awards are made must be prepared to execute contracts at once and to give the required bonds for the faithmum performance of the same.

Contracts will be made subject to the approval of the Quarter master-General; but the right is reserved to reject any or all bids that may be offered.

Contractors must be in readiness for service by the let day of April, 1866 and they will be required to have a place or business or agency at or in the vicinity of Koria Leavenworth and Union, and other depots that may be established, at which they may be communicated with promptly and readily.

By order of the Quartermaster-General.

J. A POTTER, Colonel and Chief Quartermaster.

THE STAMP AGENCY, NO. 304 CHESNUT AS BERET ABOVE THIRD, WILL BE CONTINUED AS HERETOFORE
STAMPS OF EVERY DESCRIPTION CONSTANTLY
ON HAND AND IN ANY AMOUNT.