The Great Idea of the Age-Interesting Lecture by George Francis Crais-datengo and the Frade of the Plans-Phe Yearly Freight Business of the Pacific Railroad Estimated at Fifty Thousand Jons-The Platte River Valley-Pas Richest Land on the Face of the Globe.

From the Chicago T.mes, 28d.

At Morse's Exchange rooms last evening, Mr. George Francis Train delivered a lecture on the Pacific Railroad, and on the territory west of the Mississippi, to a large audience composed for many members of the Board of Trade, and influential merchants of this city. The following is an abstract of his remarks :-

He was not here to talk fun. And the occasion of his coming here reminded him of fifteen or twenty years ago, when he was strictly a business man. It was only when he left home, and saw something of it, and learned some things, wrote some books, became an orator and litterateur, that they seemed to forget that he had started first as a business man. But he had no idea that a knowledge of the world tended to destroy a man's business capacity. It is time we knew something of this Western country. The men on the sca-shore are bent up double. They knew nothing of this Western world. Many or them have never been in Chicago, and how many of those in Chicago come within 109 miles of Omaho? There is but a confused idea of the Pacine Railroad prevalent in the country. Few knew where that railroad is located.

The policy of this country for fifty years was

to keep everything on the seashore. Fourteen States were for half a century surrounded by a wall of tomahawks. The Indian lands were such as could not be penetrated. It was the policy of the North and South to keep those tomakawks there so that you could not go there.
All the legislation of the country tended to the
benefit of these States. But finally Ohio worked westward, then Michigan stepped westward, and about lifteen years ago there was a column of young men of intellect who moved westward, despite the higher wages offered in Eastern cities, and came to Chicago. It contains to-day 500 men of more intellect and brains, men who 500 men of more intellect and brains, men who would know better what to do if a snip were wrecked or an earthquake suddenly heaved and broke under them, than any other 500 men from any city except San Francisco. Yet these men in Chicago don't know where to locate the Omaha or the Pacific Railroad. What he proposed to show was, that these men these pioneers of the East, broke through the harrier of Indians and drove them back. this barrier of Indians and drove them back This column of young men is moving westward and are going to make Omaha another Chicago. Now they are across the Missouri and the Mis-souri tribes are being pushed up towards Da This has only happened recently. The legislation of the entire country was for the East. Nothing was brought to bear in the interests of the West. On looking at the map of the world, he had discovered that on a little spot only six hundred miles wide all the civilization of the world was located. This narrow belt of land contains 900,000,000 of white people. The mixed races and darker races were north and south of this belt. It contained the Indian empire, the Chinese empire, the Roman empire and along the same belt there was the French English, and American empires. On that little belt were all the cities of importance—Nankin, Pekin, Canton, Bombay, Calcutta; then Car-thage, Rome, and Greece; then you come to Berlin, Vienna, Paris, and London, and then you cross the ocean. Columbus has received credit tor what he did not deserve. He started for China, and struck an island 4000 miles across.. He started for a new road to China, but he came here and found it not. On this best crossing the ocean you have—what? Here is Boston, New York, Philadelphia and Baltimore, Pittsburg and Buffalo, Cincinnati and Chicago; then right on the line St. Louis and Davenport, Leavenworth and Omaha, and another step onward Utah and San Francisco. This belt surrounds the world. Civi-lization is on that line.
 Now we have just discovered a new country

Every 2000 years there is some great idea that springs into existence. Four thousand years ago the Pyramids were built. Two thousand years later the Catacombs and Pompey's Pistar were erected, and two thousand years after we found that while Louis Napoleon is cutting his way through Egypt on his way to Asia, we were to Asia, and we shall get there first. We got our ideas from the East. The sun moves with its splendors from the East to the West; the stars come over in their planetary system from the East to the West; and Christianity away from the East onward towards the West: the magical letters and figures are from the East. But it came from the East by accident. It should have come from the West. Why didn't they come from the Pacific to us? Simply, out of the policy of England. The policy of England has ruled this country up to the time of the late war. It ruled America. The American Revolution was a dead failure. Commercially and financially we have been ruled ever since, until they put an end to that. That policy bound in the thirteen States, and made the world believe we had a great inlaud desert. Only the other day we discovered that we had not an inland desert. Every two thousand years a great idea springs up, and now it is the Pacitic

Railroad. Mr. Train then went on to speak of the progress of the Pacific Rairoad. He said that there were already 40 miles of the Pacific Railroad open; that by the 1st of February 20 miles more will be completed; in January next 100 miles: at the end of two years 200 miles; at the end of five years it will be open, and meet the line coming this way. In that time he expected to see Chicago gentlemen going over the line. He then spoke of the distances from one point

It was 243 miles on the Chicago and Northwestern Railroad to Boonesboro: 140 miles from Boonesboro by stage to Omaha. To pass between these two places it now occupies from thirty-five to sixty hours. It was proposed to pay thirty thousand dollars for a new line o stages between these two points, by which peo-ple could travel the distance in sixteen hours. This would make it thirty-five hours from Chi-cago to Omaba, and in June next three hours to Columbus, a distance of 100 miles on the Pacific Railroad, making forty hours from Chicago to Columbus, a distance of about 500 miles; adding to this thirty-six hours to come from New York to this city, and it would make seventy-six hours from New York to Columbus. NOn this line of the Pacific Raitroad it was proposed to build cottages at stations at distances of forty miles apart. To pass to the terminus of this road in California it will then be necessary for emigrants and traffic from Europe to pass through New York, Buffalo, Chicago, Omaha, Denver City, Ucah Territory.

and California Men who had been interested in the planning of railroads to the Pacific had not intended that Chicago should rean any advantage from them was their intention to benefit St. Louis alone. If Chicago reaped any advantage from them it was to be through S. Louis. Had it not been for the efforts of a lew devoted, earnest men, their designs would have been carried out, and the Pacific would never have had any connection with Chicago. The great States of New York, Pennsylvania, Indiana, Ohio, Illinois, Missouri, and Colorado had been banded together to pay out Chicago, and it was about time for the people of this city to begin to understand this question of the Pacific Rallroad. The man who deserves the greatest credit for his coorts against this combination, and in tavor of Chicago, was T. C. Duan, and as the result of those efforts, in five years from this time the people of Chicago could go all the way to San Francisco by railroad. An organization agreement had been formed between Kansas City and Omaha to cause the traffic to pass through St. Louis to those places. How was Chicago to prevent this? The way to prevent this was by making a direct communication from this place through lows. This was to be done by the opening of the Cedar Rapids Rali-road, commencing it with the Chicago and Northwestern Railroad. When viewed as an instrument for this purpose, the Chicago and North-western Railroad deserved praise, although it had roused the opposition of the tarmers and

merchante of the West- by its excessive freight The speaker then referred more in detail to the

plan of organizing a swift line of stages from Boonesboro to Onisha, and characterized the line which at present runs bet ween those points as one so poorly managed that it would not be tolerated in any other part of the world. He wanted \$15,000 for this line, and \$19,000 of that from Chicago merchants and capitalists, each to pay \$250. If each man paid that sum it would require only forty men to raise the \$10,000 in this city. Me did not want one man to pay more than \$250 each, for he wished all to take an interest, and have something at stake in that stage line, for then he would be sure to succeed. The lecturer sad he would pay \$5000 himself towards it if no one else would; but, if possible, he wished to see o hers do it. The people must look after this timing for their ewn interest. The speaker then stand it was the intention of Colonel Brown to start a sub-cription for this

purpose to-day.

It was the intention of the Chicago and Northwestern Road to push their hies through as

rapidly as possible Mr. Walker, chairman of the meeting, here said that the people of Chicago underestimated the importance of Minnesota, and there was a chance, if the merchants of this city did not look after their interests more closely, of losing the entire trade of that large state. That portion of that State which bordered upon the Mississippi it would at any rate be impossible to retain the trade of; but the trade of those sections which were not within a convenient distance of that river might still be saved to Chicago if proper efforts were made for that purpose. The same thing might also be said with relation to Colo-rado. Those two states had two and a half times the territory of all New England, and it was therefore important that Chicago should use every effort to save to uself the trade of that

Mr. Train then continued speaking of the in mense freight business that was already esta-blished on the line of the route of the Pacific Enilroad, and stated that it Kansas City, St. Jereph, Nebraska City, Omaha, and the other towns or that section of the country were condered in a calculation of the amount of freight that was carried to and tro, it would amount to no less than 100,000,000 of pounds per aunum that would pass between the Mississippi river and the country west. This would be enough to eep one line of road running two trains of thirty cars each, tuny loaded with freight for the West, twice a dr., all the year round. There would, he doubted not, be enough freight to carry to support two lines of railroad, within a

very few years. The speaker then described the vast resources of the country through which the Pacific Railroad will pass, and spoke of the sait regions which were jound in this section of the country, saying that instead of, as was now the case, importing salt from England, we should, when this road was completed, be able to export salt to England. He then referred to the agricul-tural resources and capabilities of the lands bordering the route of the Pacific Railroad, and said that in the Platte valley forty-nine bushels of wheat had been raised to the acre. There was no richer land upon the face of the globe than this. It was one dead level of the finest agricultural and pastural land that could be found in the country. It was not true, as had been asserted, that this section of country was destitute of timber and fuel. Black walnut could be found in any quantity, and the best quality of coal also, though not to be found in that region itself, could be got at a shorter dis-tance than New York and several of the large

cities of the east had to go there for theirs. He then stated that the Pacific Railroad Company owned every alternate section of land on the line of their proposed route, and that land m the section bordering the line could be pur-

chased for \$2.50 per acre. The speaker concluded his address with a description of Omaha, and the fortunes that enterprising young men could make there, and ex-plained the working of a building association which had been formed for the purpose of increasing the awellings of that city, and stated the capital laid out in building cottages would return a profit of forty-eight per cent, on the invertment.

At the conclusion of Mr. Train's address the meeting adjourned.

Musical and Dramatic.

-Cruvelli (the Baroness Vigier) lately sang in a mass at Madeleine Church, Paris. -Pacini's new symphony on Dantz has been produced at Turin.

-Pinsuti, an Italian composer in Florence, is writing an opera on one of Shakespeare's plays, -An "opera association" is forming in Ausfralia, based on the success of the Lyster troupe. -Fechter's new play, The Bride of Lammer moor, is merely an adaptation of Scott's novel. —Coburg is added to the list of European towns where DAfricaine has been produced.

—A posthumous opera by Donizetti, called Gabrielia di Verges will be produced next season at Naples.

-Flotow has revised his opera of Martha tor the Theatre Lyrique, adding several pieces taken from his forgotten work, A Soul in Pain. The same paper—the Orchestra—calls L'Africaine the "umber-room for Meyerbeer's scraps of writing," and declares that the work in

England has been a conspicuous faiture, -A new pantomime is attracting vast audiences to the new Surrey Theatre, London. It is called King Chess; or Tom, the Piper's Son, and

ree-saw Margery Daw. -A new farce, called Behind Time, has been produced at the Adelphia Theatre. Mr. Toole as the leading character, that of a timid, tardy,

love-sick swain. -Laura Harris has been engaged for the Madrid opera to sing in Linda. The well-known English soprano, Madame Sherrington, is also

engaged for Madrid. -Gouned has written a Christmas carol, which has been published in England. It is a quaint pastoral—"a simple, touching melody, such as

might have been sung to pipe and tabor.' -Gounod's music is receiving attrention in all quarters. A new sacred work of his, called "Tobias," and two psalms—"By Babylon's Wave," and "Bethlehem"—nave been lately per-

formed in London. -The first memorial concert in London for the benefit of the family of Wallace, the composer, took place on the 4th instant. A number of the resident musical artists of London were

among the performers. -Crosby's Opera House in Chicago having been built from the profits of the wholesale whisky trade, a paper in that city says:—"It is cemented with the tears of drunkards' orphans, and has a barrel or hell-fire for its corner-stone!"

-Madame Marchesi, an eminent German vocal teacher, has been engaged to visit England on a teaching tour. The lady is the teacher of Titiens, Fricei, and De Mereka. She is in England to instruct the artists of her Majesty's Theatre,

-At ar historical concert lately given in Cologne, the programme began with Porpora and ended with he sini, embracing the era from 1735 to 1820, and bringing out the beautiful but forgotten gems of Jomelli, Gluck, Sacchini, Cimarosa, Fioravanti, and Paisiello.

-Mr. George Lake, an English composer and organist, has died lately. He was the composer of an oratorio called "Daniel," which has been performed and problehed; and be once edited the London Aurica casette, a paper which ceased to exist come time ago.

—A new sone, entitled "Call me always your sister," has been published simultaneously in Paris, Vicines, and Madrid. The words were written on an modent which occurred while the Empress Eagente was visiting the choices hos-

—Signor Ethando is a new symmast who is now performing at the Sydenham Crystal Palace on what he calls "the spiral mountain." On the occasion of the Dante Pestival at Florence, in the presence of King Victor Emmanuel, o great was the anthusiasm and so intensely exciting was the performance, that during Ethardo's ascent of the spiral column the music was stopped, be and vibration should cause the

daring gymnast to make a false step; and when he had reached the topmost beight, and seized the standard which crowned the column, the del'alted audience burst into a dealening shout of trantic excitement. The height of the spiral culumn is fifty feet.

-Frezzolini is singing at Milan in Lucia. A critic there objects to the Scottish cavaliers at Ashton Castle wearing during the marriage festivities of "Lucia" the Turki-h trousers they wore the night before, in Lombards, near the walls of Antioch.

-The Maretzek troupe is still in Boston. Faust and Trovators were the leading operas last week. The Grover German troupe have given matine performances at the Boston theatres during the search, Last Sunday evening they gave "Fidelio" as an oratorio at the Music Hall, omliting the dialogue. Johannsen, Dziuba, Hablemann, Her-manns, Weinlich, and Bernard were the singers,

-The prima donna Fricci has lately received from the King of Italy a present of a handsome diam and bracelet; and the King of Prussia pre sented to Madame Pauline Lucca on the day her marriage a paper spider, surmounted by a golden hand, the index finger of which bears a

ring, set in brilliants. -Manager Grau, now in Chicago, has got into a quarret with one of the newspapers there—the Chicago Times—which has been quite bitter in its denunciations of his artists. Grau publishes a card, in which he says that, when in Europe, he wrote a letter to the Times, containing musical information which that paper published, and now brings in a bill of one hundred dollars for so doing. This Grau will not pay. Hinc little lachryme. "Henceforth," quoth Grau, "the 2 imes nay empty its overcharged receptacle of verom and slander; I shall not give a reply." Grau has produced L'Africaine in Chicago, but he hearseness of some of his singers interiered with its complete success. He was to have given the larewell performance last Saturday,

-Speaking of the music of 1865, the Orchestra "The oratorio has not been neglected, and the Naaman of Mr. Costa, the Job of Dr. Chipp, the Gideon of Dr. Stainer, testify to the industry our composers, and the appetite of the public for works of this high class of composition. There appears to be a determination to depart from the forms hitherto considered peculiar to this school of composition, and to take to any and every form of melody and modulation; bu the exchange of modern and familiar thoughts and figures tending to the banishment of the reflective and calculated harmonies of the old masters is not progress, and certainly no lasting, if novel, phase in the interpertation of an ora-torio. The only English oratorio of this century ot any mark is that by Dr. Crotch, and although of a strange and hybrid character, takes its place as a classic by reason of the power displayed in its peculiar oddities, its perverse anomalies, and its defiant integrity. There is no Englisman living that can write a Crotch

-Professor Wylde, in his last Gresham lec-ture on "Musical taste," thus criticizes Meyer-beer-probably on the principle that "a cat may

look at a kinu: "Nearly all of Meyerbeer's music is suggestive of ideas which fail in actual musical representation, and, therefore, he presents us with a species of composition only capable of satisfying the udgment through the exercise of the imagina-tion. Admitting that judgment requires correct form, order, and design, in musical com-position, Meyerbeer's music cannot fully satisfy the critic. In its appeal to the action of the 'internal sense,' which requires an idea so ob-viously represented in the music that it matters not whether the listener be instructed in the science or not, Meyerbeer's music proves un-satisfactory; but when we admit that judgment may pronounce a verdict in favor of that which the magination fills up, and to a min't capable of appreciating an idea, which the music even imperfectly suggests, those compositions of Meyerbeer become eminently calculated to please; and whilst they but half satisfy programment, except as suggestions for ideas to the mind, they are well adapted to find favor with the idealist and imaginative musical taste.

-The system of boy choirs, which is becoming so popular here, is thus saturically discussed by one of the London weeklies:— "In certain cases, we may take surpliced chori-ters to represent an integral and import-

ant portion of a system of High Church milli-flery and tailoring that has its charms for some as-thetic tastes, and for those to whom it is a delicious sensation to tremble in the balance between England and Rome, and to spe, as near as possible, the gorgeous and sensuous ceremonial of the latter, without renouncing the simple liturgical worship of the former. *

'Now, to vestments and other ecclesiastical frippery appertain the advantage that they are insensate things, though productive of a taste tor the sensuous; they can be kept in their place, and, with monotonous regularity, made to assume a decent external garb. But singing boys are but lads after all; and, although in Mrs. Wood's novels they may be represented as prodi-gles of virtue and exemplars of good conduct, et, in reality, we know that they will often laugh when they ought to be serious, and will chatter when they should be intoning. The chorister, in short, is one whose ill-behavior must be winked at for the sake of his angelic voice; so that oftentimes he is vox et praterea

—A mythological legend has been tortured into a play for the New Royalty Theatre, Lon-don. It is called Prometheus; or, The Man on

the Rock, and is written by Mr. R. Reece.
"Prometheus, one of the Titans, incensed at
the usurpation of Saturn's dominions by Jove, has devised a plan of rebellion by modelling from clay the human race, but falls in the chief object-the giving vitality to his models. suspecting his design, sends Mercury and Apollo to discover the secret; and Prometheus, taking advantage of their visit, thrusts a staff into the wheels of the Sun chariot, and enlightens his clay tolks, whose sudden vivideation and progress greatly incense the gods, who rush en masse to Jove for retribution. Jove accordingly seizes Prometheus, and after chaining him to a crag of Caucasus, causes Vulcan to tabricate a model woman, named suggestively Pandora, whom he sends to Prometheus for a wife, together with a closed box for a dowry. This box, which contains all the ills of man, is incautiously opened (according to Mr. Reece's burlesque alteration) by Outis, the mother of Prometheus, and the thousand woes now inflicted on man become the means of Jove's revenge. Hope, however, lingers at the bottom of the box, and on her intercession Prometheus is released on paroic. The principal characters were well sustained by Miss Maitland (Apollo). Miss Banks (Mercury), Miss Reeves (Prometheus), and Miss Burton (Venus),"

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Annual Policies Issued against General Accidents descriptions at exceedingly low rates, Insurance effected for one year, in any sum from \$100 to 810 000, 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, o 6 months, at 10 cents a day, insuring in the sum of \$3000 or giving \$15 per week it disabled, to be had at the General Office, No. 123 S. FOURTH Street Philadelphia, or a the various Railroad Ticket offices. Be sure to purchase the tickets of the North American Transit Insurance

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

General Office, or of any of the authorized Agents of th Company.

LEWIS L. HOUPT. President.

JAMES M. CONRAD. Treasurer.

HENRY C. BROWN, Secretary.

JOHN C. BULLITT, Solicitor.

DIKECIORS.

L. L. Houpt, late of Fennsylvania Railroad Company.

M. Baird of M. W. Baidwin & Co.'s.

Samuel C. Faimer. Cashier of Commercial Bank.

Richard Wood, No. 309 Market street.

James M. Cenrad, No. 623 Market street.

J. F. Kingsly, Continental Hotel.

H. G. Leisenring, Nos. 237 and 239 Dock street.

Samuel Work of Work McCouch & Co.

George Marin No. 322 Chesnut street.

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, oley, Richard Cadbury, Henry Haines, T Wistar Brown, William C. Longstreth, Charles F. Coffin. SAMUEL R. SHIPLEY, President. By. Actuary. Jeremiah Hacker, Jeshua H. Metris, Richard Wood, ROWLAND PARRY, Actuary. No. 111 S. FOURTH Street.

1829. CHARTER PERPETUAL FRANKLIN FIRE INSURANCE COMPANY

OF PHILADELPHIA ASSETS ON JANUARY 1, 1865, 82,501,207-04. CAPITAL ACCRUED SURPLUS FREMIUMS.

PERPETUAL AND TEMPORARY POLICIES ON LIBERAL TERMS. CHARLES N. BANCKER, ISAACLEA,
1 OBIAS WAGNER,
1 DWARDC. DALE,
3 GEORGE FALES,
4 LFRED FITLER,
GEORGE W. RICHARDS, FEAS. W. LEWIS, M. D.
CHARLES N. BANCKER, President.
JAMES W. MCALLISTEE. Secretary pro. 1em. [3 25 12]

HCNIX 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, uncrehandise, furniture, etc., for limited periods, and permanently on buildings, by deposit of premium.

The Company has been in active operation for more The Company has been in active operation for more than SIX.17 YE. BS, during which all losses have been promptly adjusted and paid.

John L. Hodge,
M. B. Mahoney,
John T. Lewis,
William S. Grant,
Robert W. Leaming,
D. Clark Wharron,
Samuel Wilcox.

JOHN R. WUCHERER President.

8 AUGH. JOHN R. WUCHERER President. DIRECTORS. John L. Hodge, M. B. Mahoney, Joh. T. Lewis, William S. Grant. Robert W. Leaming, D. Clark Wharfon, Semual Wilcon.

IRE INSURANCE EXCLUSIVELY.—THE PENNSYLVASIA FIRE INSURANCE COMPANY — in corporated 1825—Charter Perpetual—No. 510 WAI.—NUT Street, opposite Independence Square. This Company, mayraby known to the community for over forty years, continue to insure against lose or damage by fire on Public or Private Buildings, either permanent yor for a limited time. Also on Furnitare, Stocks of Goods and Merchandise generally on liberal terms.
Their Capita, together with a large Surpius Fund, is invested in the most careful manner, which enables them to offer to the insuled an undoubled security!

Daniel Smith, Jr.,
Alexander Benson,
Fanc Har churst
Thomas Robins
Daniel Haddock, Jr.
Daniel Haddock, Jr.
Daniel Baddock, Jr.
Daniel Smith, Jr., President
Secretary
Secretary
Suppose Suppos

WILLIAM G. CR SECTION 19019

F I R E I N S U R A N C E OF THE HOME INSURANCE COMPANY
OF PHILAD & LPHIA,
NOT 188 F C RTH Street.
Char er Perpetual. Authorized Capital, \$500,000
Insures against loss of damare by FIRE on buildings either permanent y of for a LIMITER period. 1800 of MIRCHANDISE generally and Household Furniture city or county. DIRECTORS. James Brown,

ck. Chas P. Rayard,
J. Hilborn Jones,
John Woodsne,
JAMES BROW, President,
CHAS, A. DUY, Vice President
Thomas NEILSON, Secre Charles a Day, Wm. D. Jews William B. Bullock, Wm. Needles, John D. Taylor,

PROPOSALS.

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

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

Lot No. 1.—Fifteen thousand (15,000) gallons the 2d day of April, 1868, or as soon thereafter as proper tests and gauging can te completed.

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

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

Lot No. 4.—Fifteen thousand (15,000) gallons the 1st day of August, 1866, or as soon thereafter as the proper tests and gauging can be completed.

Separate proposals will be received at the statue to 1000 gallons of Colza or Lard Oil, to be livered is above supulated, at Detroit, Michigan, the 1st day of May, 1866.

No law will be considered unless town a many

time for 3060 gailons of Colza or Lard Oil, to be livered as above sipulated, at Detroit, Michigan, the lat day of May, 1866

No hid will be considered unless from a manufarer of the article.

No part of the Oil proposed for and to be embras in the contracts under this advertisement will accepted, received, or paid for, until it shall hibeen proved, to the entire sat shedion of the performance character will accepted, received or paid for, until it shall hibeen proved, to the entire sat shedion of the performance or persons character with its examination, test, it massection, to to of the best quality pure Win S rained Oil and free from mixture with other inferior oils and adulterations.

The usual means for determining the character squality of the speringli will be employed, viz recible gravity, burning, the amount of residuent, any other proper tests to arrive at correct consistant may be decided accessary.

The Lard Oil will be subjected to special tests, will be rejected unless found to be, in regard to buing and fluidity under reduction of temperature, an every other respect equal to that of the standadopted by the Board, of which a sample will be I maked on application to the Lighthouse En, incent Boston, Massachusetts.

The casks must be guaged, under the direction application house or other legally authorized and swe gauger, according to the United States standard, must be marked and accepted before they are moved from the cell ar or warehouse of the contrator. The tem-crature of the Oil will be neural noted, and the measurements reduced to the stand temperature, or 100 deg. Fabrenheit, by tables parted for the purpose.

Proposals will be received and considered for a

Proposals will be received and considered for ellot separately, or for all of the los, at the opinor the hidder; but no bid will be considered for a quantity than that specified as one lot, to be invered at one the e and place. Each bid must seexplicity, written out in full, the kind of oil offer whether Sperm, Lard, or Colza, the rate per gail the number of the lot or loft hid lor, and the place delivery, conforming to this advertisement.

Bids subnitted by different members of the safirm or copartnership will not be considered.

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

tions than the price.

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

A bond, with security to the satisfaction of Department, in a penalty equal to one-fourth of amount of each centract made under these posals, will be required of each contractor, outloned for the faithin performance of the contract to be execused within ten days after the acceptant of the bid.

Each offer must be accompanied by a written gr antee signed by one or more responsible persons, known to the Department as such, or certified known to the Depar ment as such, or certified be United States district judge, attorney, navy agen collector of the customs, to the effect that, if the he accepted, the bidder will duly execute a continuous of the provisions and term of this advertisement, within ten days after accepted, that in case the said party offering as it is a such as a storesaid, he or pure and that in case the said party offering as it is to enter into the contract as storesaid, he or pure and the contract as storesaid, he or pure and the contract lowest olde. All bids must be sealed and endorsed 'Proposals oil for Light-houses," and then placed in anot envelope, and directed, prepaid, to the Secretary the Light-house Beard. Washington City.

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

Payments will be made for the several lots of

Payments will be made for the several lots of within thirty days after they shall have been ceived by the United States. By order of the Light-house Board.
11125t ANDREW A. HARWOOD, Secreta

O I FICE OF THE DEPOT QUARTERMAST FORT LEAVENWORTH, KANSAS December 19, 1865

PROPOSALS FOR ARMY TRANSPORTATION Scaled Proposals will be received at this office u 12 o'clock on the 31st day of January, 1806, for Transportation of Mulitary Supplies during the

12 o'ciock on the 31st day of January, 1856, for Transportation of Military Supplies during the y 1866, on the following routes:—

ROUTE No. 1.—From Forts Leavenworth. Larar and Riley, and other depots that may be established in the Military source of the west bank of the source river, north of Fort Leavenworth and sout latitude 42 degrees north, to any posts or statituat are on may be established in the Territorie Nebraska. Dacotah, Idaho, and Utah, south of tude 44 degrees north, and east of longitude 114 grees west; and in the Territory of Colorado ne of 40 degrees north. Bidders to state the rate 100 pounds per 100 miles at which they will triport said stores in each of the months from Apr. September inc usive, of the year 1866.

ROUTE No. 2.—From Forts Leavenworth Riley, in the State of Kansas, and the town of Risas, in the State of Missouri, to any posts or statituat are or may be established in the State of Kissouri, to any posts or statituat are or may be established in the State of Kissouri, to any posts or statituat are or may be designated in that Territory Fort Gar and, and to any other point or points the route. Bidders to state the rate per 100 miles at which they will transport said stein each of the months from April to September clusive, of the year 1866.

ROUTE No 3.—From Fort Union or such of depot as may be established in the ferritory of Mexico, to any posts or stations that are or may be established in the Territory Arizona and State of Texas, west of longitude degrees west. Bidders to state the rate per pounds per 100 miles at which they will transport said stores in each of the months from June to yember inclusive, of the year 1868.

pounds per 100 miles at which they will transpared at the months from June to vember inclusive, of the months from June to vember inclusive, of the year 1866.

The weight to be transported each year wilk exceed 10,000,000 pounds on Route No. 2, and 6,000,000 pounds Route No. 8

No additional percentage will be paid for transportation of bacon, land, bread, pine lums shingles, or any other stores.

Bidders should give their names in full, as we their places of residence, and each proposal she

Bidders should give their names in full, as we their places of residence, and each proposal she be accompanied by a bond in the sum of ten the sand dollars, signed by two or more responserable, guaranteeing that, in case a contract awarded for the route mention d in the proposate parties proposing, the contract will be accepted and entered into, and good and sufficient seen furnished by said parties, in accordance with terms of this advert sement.

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

tor- will be as follows:-

Proposals must be indorsed :-Proposals for Army Transportation on Route 1,' 2' or 3'" as the case may be, and now will entertained unless they fully comply with all the quirements of this advertisement.

Parties to whom awards are made must be p pared to execute contracts at once and to give required bonds for the faithful performance of

Contracts will be made subject to the approva
the Quarterma-ter General; but the right is reser
to reject any or all bids that may be offered.
Contractors must be in readiness for service by
let day of Apri, 1868 and they will be required
have a place or onesness or agency at or in the v
nits of Forts Leavenworth and Union, and of
depots that may be established, at which they may
communicated with promptly and readily.
By order of the Quartermaster General.
J. A POITER,
12 22 38
Colonel and Chief Quartermaster

THE STAMP AGENCY, NO. 304 CHESN AT HERETOFORE AS HERETOFORE STAMPS OF EVERY DESCRIPTION CONSTANT ON HAND AND IN ANY AMOUNT.