THE SOLDIER'S REVENGE. A. D. 1655.

BY THEODORE TILTON.

This golden legend first was told When Swedes and Danes were fees of old. One morn the Swedes gave way so soon, The bartle ended at the noon. Two foes lay sweltering on the sand, Each wounded by the other's hand. The Swede exclaimed, "O day accurst, That sees a soldier die of thirst!" The Dane replied, with anguish wrung, "My water-flask shall cool thy tongue. "I filled it at a mountain-spring Drink thou to Denmark and the King! "But precious loss if any drips; So hold it steady to thy lips! The Swede replied, "If thee I kill, Thy flask is mine to drink my fill!" Then, drawing poniard from his girth, He struck a blow, but stabbed the earth. The Dane exclaimed, "O wretched Swede! How durst thou try so base a deed ? "By heaven! I take revenge, O knave!" Then, snatching back the flask he gave, "Thirst thou," he cried, "while I shall quaff Thy throat shall swallow only half! "But curse thy loss, O dastard soul! I meant to bid thee drink the whole." The King of Denmark overheard, And smiling at the deed and word, Proclaimed in sight of all his train. 'I dub thee knight, O noble Dane Uprose a noise of Danish cheers -Heard yet through twice a hundred years. S · every hero hath reward -Ot men, of kings, or of the Lord !

SOLOMON ANDREWS' FLYING SHIP.

Whoever walks down Houston street now-adays is compeiled to notice on the corner of Greene street a rough board fence of remarkable height, and so closely made as to be proof against the eyes of the most curious. If nothing else calls his attention to it, the group of vagabond boys will be enough, as they hang about the entrance and stare at a singular engraving: or perhaps, no policeman being present, furtively fling a stone, or a sharp-edged oyster shell, over the top of the wall. Within the myssterious inclosure is the flying vessel-the ship which can sail a hundred and fifty miles an hour, which easily sails dead against the wind, which discards steam and coal and engines, and for a motive-power relies on the attraction of gravitation, which is to supersede railway trains and steamboats as a means of travelling by sea and land, which can cross the ocean in less than three days; which, it you build it of metal, and that can be done without the smallest trouble, will become available not only for the conveyance of passengers, but also for the transportation of the heaviest and bulkiest merchandise.

It is the aerial ship, the aereon General Schenck, which is to do all this, which is to more than realize Mr. Darwin's predictions, which is to prove that Tennyson's airy navies grappling in the central blue are not only a possibility but a probability, and may at any time when governments shall choose become a fact. Already, in New York, a company is in existence, with president and directors, and subscribed capital, and an office in Walker street, which intends at once to fix upon routes of aerial navigation between our great cities, and construct aerial vessels for conveying passengers and treight, and which, as we have seen, has already built one ship that is now floating at anchor in Houston street. Her, within ten days, shall we not see, as she comes sailing down town at no great distance above our heads, tacking and filling, ascending and descending, going with the wind and against it, visiting any part of the city, as the helmsman may direct, and at the end of the voyage coming into harbor on the exact spot from which she set out?

The payment of a dollar admits you to a close inspection of this wonder. Going in from the level of the street, one finds before him the site of some building that has been utterly destroyed by fire. The rubbish has been mostly cleared away, and he descends by a flight of many steps to what was once the cellar floor. The neighbors of the burnt building still re-main; so the visitor, when he gets to the bottom of the steps, is, at the bottom of a great square pit, the sides of which are either loty brick walls, or, if the walls are low at any place, the wooden lence is seen surmounting them. There is sand under foot and a strong smell of gas around, and high above, balanced in the air, the ship itself, a great buff colored cloud, with a network of cords around it, strains at the ropes that hold it down, and casts a shadow over the sand.

She is a balloon, not round like a ball but elongated, and at each end running to a sharp point. As the ship is now lying, these beaks, her prow and stern, point towards the horizon, and it is not intended that they snall ever point up and down towards the zenith and the nadir. From end to end her length is eighty-six reet, and her diameter from side to side at the point of greatest width is forty-two feet. In shape she would look much like an Indian's bark cance, supposing the top of the cance to be closed as the bottom is, if it were not tor a leather strap which, passing from the bow, goes underneath the vessel to the stern, and then is carried along the top to the bow again. As the balloon swells against this band, there is created a longitudinal depression extending the whole length of the vessel, and like the cavity made when two cylinders are laid side by side, and this depression can be created at the captain's

Its capacity is 66,000 cubic feet, and the material of which it is made is very heavy pongeesilk. As you look up, a portrait of General Scott, in cotors once gaudy but now faded, stares down from the forward part of the balloon, and on the after part there is a General McClellan, for the inventor of the flying ship, in building it, has used the material of two old army balloons, and has adapted it to its present use with characteristic ingenuity. The lower half, say, of each balloon was left whole, the upper part from zenith to equator was cut as an orange peel is cut, then, by fitting these saw-toothed ends into each other, a balloon was ob-tained new in shape and cheap in cost. Underneath the balloon is a narrow, wicker-work car, twelve feet long, secured by many ropes.

"Characteristic ingenuity," we said, and these are words that may well enough be applied to the man who invented the famous Hobbs lock; who invented the lock which is used in the United States mail service; who, at the request of his oyster-selling townsmen, that they might be relieved from the yoke of the Connecticut keg-makers, invented machinery by which a Jerseyman may make his own oysterkegs, and at the rate of a hundred a day; who has invented very many other things besides, so that even the pipe which he held in his month while he talked with us about the air-ship, was constructed on a physical account.

structed on a principle entirely new.

It is upon the shape of the vessel, he explained to us, that everything depends. Fill a round balloon with gas and it ascends don't it? Goes up vertically. Throw out ballast, it rises higher; let gas escape. It sinks the state of the control of the c let gas escape, it sinks; but it has no forward motion. You've seen it drift, you mean; go hither and thither with the currents. It has no motion of its own except the vertical; no momentum, no motion relatively to the medium in which it floats. But now if which it floats. But now if you fill with gas a long, broad-backed, sharp-pointed balloon, a balloon so shaped that vertical motion will be very hard for it, will be greatly resisted, what will happen then? How will such a balloon go up? It will a cend in the direction of the line

of least resistance. That stands to reason; it's the only way it can go, It will go up just as you've seen a half-sheet of paper fall; you've seen it a thousand times; it falls in a slanting direction; it does not drop perpendicularly to the ground, but follows the line of least re-sistance for a body of that shape. This air-ship is so shaped that when it's started at an angle of so many degrees with the plane of the horizon to rise into the air, and the ballast is so placed as to keep her bow at the proper angle, she must necessarily rise not vertically but in a slanting direction. She keeps on rising, going forward, you see, by virtue of the slant, and goes up perhaps two miles. In going that high, she has gained so many miles horizontally-perhaps more, perhaps less, ac-cording to the wind. The wind will be sometimes with the ship, sometimes against it, and in the average there is neither gain nor loss by it. Having reached a height of two miles, say, the balloon's bow is pointed downwards. That is very easily done by sliding a certain portion of ballast tor certain distance from the centre of the car, so as to give the axis of the balloon the proper inclination. Then gas is allowed to escape, and the descent begins. It will be just like the ascent, the line of least resistance will be followed, and in going down so many milestwo, for instance so many miles of forward movement will be made. Having approached near enough to the ground, another ascent will be made, and then another descent, and so on, till by a succession of tacks, as the sailors say—only in aerial navigation the tacks will be up and down instead of being from side to side-the end

of the journey will be reached. Let the wind blow as hard as it likes; imagine, if you please, that it blows hard enough to carry a globular balloon backward, or sideways, or anyway, at the rate of fifty miles an hour, in the than to guide it by the rudder, and give it an ascending motion which would carry it forward in an hour sixty miles of horizontal distance, and thus you beat the wind ten miles.

We were assured that almost any conceivable speed of upward or downward motion could be imparted to the ship, and that the utmost effect of a storm of wind would be to retard her motion and not to prevent it wholly. A tornado could hardly do that; and in general the action of wind would be so little troublesome or dangerous that it might be disregarded. It would only be necessary in boisterous voyages to expend more ballast and more gas in tacking more frequently and keeping up a greater rate of speed. Speering? There would be no trouble about that. A drifting balloon could not be steered, but once get momentum and steering follows as a matter of course. What did Professor Henry say in his report to Stanton about the flying ship that was offered to the Government in 1864? He said:—"Dr. Andrews has also fully illustrated the fact to the commission that his aerial vessel while passing through the air can be steered. This fact, however, might have been inferred as corollary from the fact of the transmission, since the direction of a body relative to the medium through which it is moving must evidently be changed it the resistance on

one side is made greater or less than that on the

There would be no difficulty, either, in making the passengers comfortable. It would be but a very little while before the passenger by aereon would have a sleeping-berth or a state-room more luxurious, a better opportunity for getting his meals, and be in all respects better cared for, than the passenger by rail or by steamboat. No mode of travelling would be able to compare with aerial navigation in point of speed, and by and by it must be incomparably cheaper than any other method of transportation. There would be no roads to build, no tracks to lay, no lands to buy, nothing to pay for but the balloon itself and the gas to fill it. In the presence of this ardent benefactor of the race, we none of us suggested what nevertheless of course occurred to uz, that in cases of accident the Aerial Navigation Company will have no bills to pay—no hush money for trifling injuries to arms and legs. All accidents will be fatal. It is true that passergers by aereon may have human relatives and ties to bind them to earth. But even in that case what surviving friends can hope success in suing these gigantic corporations? The speaker went on : the cost of the necessary gas was much greater at present than it would be hereafter. Undoubtedly a balloon could be made of copper (copper can be made nearly as thin as gold lear), and then the greater part of the original charge of gas would last for an indefinite period, as there would be no leakage whatever and no gas would be lost except the quantity that might be allowed to escape in the descents.

Of course it would not be possible to keep going any longer than gas and ballast hold out; but no more could a locomotive keep going any longer than fuel and water hold out. The ship would be able to stop regularly and tay in a supply of gas and sand. The cheapness of the motive power would be an immense advantage. Nothing could be cheaper than gravitation! When the model was on exhibition in Washington an army officer walked into the room and inquired. What's the motor, sir? Gravitation, sir. He turned round and walked out without saying one word. But simple and plain as the invention seemed, no invention that had ever been made would appear greater in the results of its practical application than this of the flying ship. It would revolutionize all travel and air transportation; its effects would be felt in every field of activity; indeed, it was the greatest invention of the century, if not the greatest that had ever been made in the whole history of the

This account of the new conveyance is pretty nearly the same that the inventor will doubtless give gladly to any visitor of small knowledge in aerostation. For our own part, being in that category, we may confess that we almost half believed, and we fully hoped, that the coming trial-trip may be successful, and that this marvel may speedily go into that class of scientific miracles which daily repetition makes common-place. The list is a long one of those romantic wonders to which, after science has killed them. science gives agam a sort of ganvanized life; and what finer revival of the prince's carpet could be asked than that a piece of pagee silk should carry us to Europe through the upper air?—The Nation.

The Power of Ciphers.

From the Educational Monthly. The entightened man may have a clear understanding of thousands and even millions; but much beyond that he can form no distinct idea A simple example, and one easily solved, will illustrate the observation. It all the vast bodies of water that cover nearly three-fourths of the globe were emptied, drop by drop, into one great reservoir, the whole number of drops could be written by two words, "eighteen sectillions," and expressed in figures by annexing twentyfour ciphers to the number eighteeen (18,000, 000,000,000,000,000,000,000). Man might as well attempt to explore the bounds of eternity, as to form any rational idea of the units embodied in the expression above; for although the aggregate of drops is indicated by figures in the space of only one inch and a half of ordinary print, yet, it each particular drop were noted by a separate stroke, like the figure 1, it would form a line of marks sufficiently long to wind round the sun six thousand ballions of times!

Now, observe, if you please, the marvellous power of value which the ciphers, insignificant by themselves, give to the significant figures 18. The young reader will be surprised to learn that the use of the cipher to determine the value of any particular figure, which is now practised by every school-boy, was unknown to the ancients. Therefore, among the Greeks and Romans, and the nations of antiquity, arithmetical tions were exceedingly tedious and difficult They had to reckon with little pebbies, shells, or beads, used as counters, to transact the ordinary business of his. Even the great Cicero, in his oration for Roscius, the actor, in order to express 300,000, lad to make use of the very awkward and combrous notation, eccuses eccuses eccuses. How very odd this seems—"in the year of our Lord MDCCCLXVI.

-Ex-Governor J. E. Brown made a long argument before Judge Erskine, at Savannah, on Monday, to prove the Congressional test oath unconstitutional.

CITY ORDINANCES.

A N ORDINANCE
To Change the Boundary Lines of the Eleventh
Division of the Twentieth Ward, to Create Additional
Divisions and Establian Places of Voting in said
Divisions.

City or Phi adelphia do ordain, That the Eleventa Division of the a weathern Ward shall hereafter be bounded as follows, to wit:— To commence at the northwest corner of Fenth and To commence at the northwest corner of Fenth and Jefferson streets, extending themee north along the west side of Tenth street to the south side of Susquehanna avenue, thence along the south side of Susquehanna avenue west to the east side of Eleventh street, thence along the east side of Eleventh street, thence along the east side of Eleventh street, thence along the north side of Jefferson street, thence along the north side of Jefferson street east to the place of beginning; and that the voters of the said Eleventh Division shall vote at the house southeast corner of Eleventh and Oxford streets.

Section 2 That a new election division to be called the Thirteenth Division be and the same is hereby created in said Ward, to be bounded as follows, to wit:—

To commence at the northwest corner of Eleventh and Jefferson success, extending thence north along

To commence at the north west corner of Eleventh and Jefferson sucets, extending thence north along the west side of Eleventh street to the south side of Montgomery avenue, thence along the south side of Montgomery avenue west to the east of Camac street, thence along the east side of Camac street south to the north side of Jefferson street, thence along the north side of Jefferson street east to the place of beginning; and the voters of said Phirteenth Division shall vote at the house at the northeast corner of sweltth and Jefferson streets.

Section 3. That a new election division to be

Section 8. That a new election division to be called the Fourteenth Division be and the same is hereby created in said Ward, to be bounded as follows, to wit :-

ence at the northwest corner of Jeffer-To commence at the northwest corner of Jefferson and Camac streets, ex ending thence north along the west side of Camac street to the south side of Montgomery avenue, thence along the south side of Montgomery avenue west to the east side of Broad street, thence along the cast side of Broad street south to the north side of Jefferson street, thence along the north side of Jefferson street, thence slong the north side of Jefferson street to the place of beginning; and the voters of said Fourteenth Division shall vote at the nouse southwest corner Thirteenth and Oxford streets.

Section 4 That the First, Second, I hird, Fourth, Fitth, Sixth, Seventh, Eighth, Ninth, Tenth, and Twelfth Divisions of the said Ward be and remain as heletolore established by law.

WILLIAM S. STOKLEY,

President of Common Council.

President of Common Council. BENJAMIN H. HAINES, Clerk or Select Council

President of Select Council.

Approved this nineteenth day of May, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866). MORTON MCMICHAEL.

ORDINANCE A N ORDINANCE
To Change the Boundary Lines of the
Fifth and Tenth Divisions of the Fifteenth Ward,
and to Create an Additional Division in Said

Whereas, The Fifth Division of the Fifteenth Ward contains more voters than any election division was contemplated to have by the Act of Assembly of February 2, 1854, having poled over six hundred votes at the late election, there-Section 1. The Select and Common Councils of the

City or Philadelphia uo ordain. That hereafter the boundary lines of the Frith Division of the Fifteenth boundary lines of the Fifth Division of the Fifteenth Ward shall be as follows:—
Commencing at the northwest corner of Nineteenth and Vine streets, thence along the north side of Vine street to Ewenty-first street, thence along the cast side of Twenty-first street, thence along the cast side of Hamilton street, thence along the south side of Hamilton street to Nineteenth street, thence along the west side of Nineteenth street to the place of beginning; and the election shall be held at the house of James Fitzwater, No. 1918 Callowhill street.

Section 2. That hereafter the boundary lines of the Section 2. That hereafter the boundary lines of the Tenth Division shall be as follows:—
Commencing at the southwest corner of Nineteenth and Psplar streets, thence along the west side of Nineteenth street to Mount Vernon street, thence along the north side of Mount Vernon street to Twenty-first street, thence along the west side of Twenty-first street to Green street, thence along the north side of Green street to Pwenty-second street, thence along the east side of Twenty-second street, thence along the east side of Twenty-second street, thence along the east side of Twenty-second street to Poplar street, thence along the south side of Poplar street to the place of beginning; and the election shall be held at the house of O. Gerne, No. 2104 Coates street.
Section 8. That a new election division to be called the Twelith Division be and the same is hereby erected in the said Fifteenth Ward, to be bounded

Commencing at the northwest corner of Nineteenth and Hamilton streets, thence along the north side of Hamilton street to Twenty-first street, thence along the east side of Twenty-first street to Mount Vernon street, thence along the south side of Mount Vernon street to Nineteenth street, thence along the west side of Nineteenth street, thence along the west side of Nineteenth street to the place of bevin-ning; and the election shall be held at the house of George Uber, No. 1919 Brandywine street. WILIJAM S. STOKLEY, President of Common Council.

Attest—
BENJAMIN H. HAINES,
Clerk of Select Council.
JAMES LYND,
President or Select Council.
Approved this nineteenth day of May, Anno
Domini one thousand eight hundred and sixty-six (A. D. 1866). MORTON McMICHAEL, Mayor of Philadelphia

A N ORDINANCE
To Make an Additional Appropriation to the
controllers of Public schools to Pay Deficiencies for Rent and Ground Rent for 1865.
Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the sum of one thousand and thirteen dollars and fifty conts be and the same is hereby appropriated to the Control-lers of Public Schools to pay the following unpart claims of 1805, to wit:—
To Charles P. Fox, for ground rent in the Seventh Section, eight hundred and ninety-two dollars and

fifty cents.
T. J B. Baxter, for rent in the Second Section, eighty one dollars.
To F. Paul, for rent in the same section, forty And warrants shall be drawn in conformity with existing ordinances. WILLIAM 8, STOKLEY,

President of Common Council Attest—
ROBERT BETHEL,
Assistant Clerk of Select Council.
JAMES LYND,
President of Select Council.
Approved this nineteenth day of May. Anno
Domini one thousand eight hundred and sixty-six
(A. D. 1866). MORTON MCMICHAEL 5 22 1t Ma yor of Philadelphia.

A N OR DINANCE
Directing the Board of Health to Receive
Patients for Treatment in the Municipal Hospital.
Section 1. The Select and Common Councils of the
City of Philadelphia do ordain, That the Board of City of Philadelphia do ordam, That the Board of Health are hereby directed to receive as soon as possible for treatment in the Municipal Hospital, all persons afflicted with any contagious or infectious disease that may be sent to the Hospital by the Inspectors of the County Prison, and any patients now in the County Prison afflicted with smallpox may be at once removed to the Municipal Hospital.

WILLIAM S. STOKLEY, President of Common Council.

Attest—
ROBERT BETWELL,
Assistant Cerk of Select Council.
JAMES LYND,
President of Select Council.
Approved this wineteenth day of May, Anno
Domini one thousand eight hundred and sixtysix (A, D, 1856).
MORTON McMUCHAEL. MORTON McMtCHAEL, Mayor of Philadelphia,

Persident of Common Council.

Eso LUTION
Of Instruction to the City Solicitor, Relative to Certain Violations of the Health Laws.
Whereas, It is alloged that Augustus Peyson, a licensed privy cleaner, hus, in violation of law and to the great danger of the health of the community, deposited the contents of certain privy wells into the public highways; now, therefore—
Resolved, By the Select and Common Councils of the City of Philadelphia, That the City Solicitor be and he is hereby directed to prosecute Augustus Peyson for all violations of law committed by him in depositing contents of priving into the public highways or sewers of the city.

WILLIAM S. STOKLEY, President of Common Council.

President of Common Council.

Attest-ROBERT BETHELL, Assistant Clerk of Select Council.

JAMES LYND.

President of Select Council.

Approved this nineteenth day of May, Anno
Domini one thousand eight hundred and sixtysix (A. D. 1865). MORTON MCMICHAEL.

5 22 lt

CITY ORDINANCES

RESOLUTION
To authorize the opening of Spring Garden Reselved, By the Select and Common Councils of the City of Philadelphia, That the Chief Commissioner of Highways be, and he is hereby authorized and directed to notify the owners of property on Spring Garden street, from Sixteenth street to Eighteenth street, in the Fifteenth Ward, that at the expiration of three mouths from the date of notice, Spring (sarden street will be opened within the points named. the points named.

WILLIAM S. STOKLEY,

Clerk of Select Council,
JAMES LYND,
President of Select Council,
Approved this nineteenth day of May, Anno
Domini one thousand eight hundred and sixty-six
(A. D. 1806). MORION MOMICHAEL, 5 22 1t Mayor of Philacetphia.

MISCELLANEOUS.

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140 000

7 3-10 per cent. loan
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Loan. 90 555 54,060 State of Pennsylvania bix Por Cent. 90 555

125 000 City of Philadelphia aix Per Cent.

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Theophins Faulding,
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Henry C. Dallett &r.,
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Joseps H. Seal,
George C. Leiper,
Hugh Oraig,
Robert Burron, Thomas C. Land,
John C. Davis
Edmund A. Sonder,
Theophjus Faulding,
John R. Penrose,
James Traquair,
Henry C. Dailett St.,
James C. Hand
William G. Boulton,
Edward Darlington,
H. Jones Brooks
H. Stokes.
J. F. Penistan,
Henry Nioan,
William G. Boulton,
Edward Darlington,
H. Jones Brooks
Feward Lacourcade,
Jacob P Jones
James B. McFarland
John B. Feyre
Spencer McItvain,
John D Taylor
THOMA S. C. HAND, President,
JOHN C. DAVIS Vice Presiden
HENRY LYLEGEN, Secretary. LIRECTORS.

GIRARD FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 415 WALNUTSTREET, PHILADELPHIA

CAPITAL PAID IN, IN CASH, \$200,000, This company continues to write on Fire Risks only Its capital, with a good surplus, is saiely invested. 701 Losses by fire pave been promptly paic, and more than 8500,000

Disbursed on this account within the past few years.

For the present the office of this company will remain at No. 415 WALNUT STREET, But within a few months will remove to its OWN BUILDING N. E. CORNER SEVENTH AND CHESNET STREETS. Then as now, we shall be happy to insure our patrons a such tates as are consistent with satety.

THOMAS CRAVEN,
FURMAN SBEPPARD,
TLOS MA(KELLAR,
JOHN SUPPLE
JOHN W CLAGHORN,
SILAS YERKES, JE.,
THOMAS CRAVEN,
ALFRED S. GILLE'LT V. President and Treasurer.
JAMES B. ALVORD, Secretary.

DIRECTORS,
ALFRED S. GILLE'LT V. President and Treasurer.
JAMES B. ALVORD, Secretary.

119 5

1829-CHARTER PERPETUAL

FRANKLIN FIRE INSURANCE COMPANY PHILADELPHIA.

Assets on January 1, 1866.

\$2,506,851'96. Capital. 8400 000 06
Accruce. Surplus. 944 543 15
Premiums. 1.102.308-81 UNSETTLED CLAIMS, INCOME FOR 1866 LOSSES PAID SINCE 1829 OVER

\$5,000,000. Perpetual and Temporary Policies on Liberal Terms.

Charles N Bancker, J dward C. Dale, George Fales,
Airred Fitler,
George W. Richards, Francis W. Lewis, M. D.
Isaac Lea, CHARLES N. BANCKER, President
EDWARD C DALE, Vice-President.
JAS W MCALLISTER, Secretary protem. 2 2 1123 HENIX INSURANCE COMPANY OF PHI LADELPHIA.

INCORPORATED 1804—CHARTER PERPETUAL NO 224 WALNUT Street, opposite the Exchange. In addition to MARINE and INLA D INSURANCE this Company insures from loss or damage by FIRE, on liberal erms on buildings, merchandise, carniture, etc., for limited periods, and permanently on buildings, by deposit of premium

ior limited periods, and permanently on buildings, by deposit of premium
The Company has been in active operation for more than SIXTY YEAES, during which all losses have been premptly adjusted and paid.

John L. Hodge.

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

JOHN R. WUCHERER, President

SAMUEL WILCOX, Secretary

A. R. McHenry
Edmond Castillon,
Louis C. Norris.

Louis C. Norris.

4 15

FIRE INSURANCE EXCLUSIVELY,—THE PENNSYLVANIA FIRE INSURANCE COMPANY-Incorporated 1825—Char or Perpetual—No. ...10 WALNUT Street, opnosite independence -quare. This Company, invorably known to the community for over forty years, continue to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time, Also on Furniture, stocks of Goods and Merchandise generally on liberal terms. terms Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security is il e case of loss.

e cese of loss.

Daniel Smith Jr.,

Alexander Benson,

Isaac Hazlehurst,

Thomas Robins,

Daniel Haddock, Jr

DANIEL SMITH, JR., President

WILLIAM G. CROWELL, Secretary

THE HOME INSURANCE COMPANY
OF PHILADELPHIA.
No 180 S. FOURTH Street.
Charter Perpetual. Authorized Capital, 8500,000.
Insures against loss or damage by FIRE on buildings, either permanently or for a LIMITED period. Also, on MFR CHANDISE generally and Household Furniture. city or country. princetons homas Kimber, Jr., James Brown, Charles A. Duv. William D. Lewis. William B. Bul ock, William N. Needles.

James Brown,
Charles A. Duv,
Willam D. Lewis.
Willam B. Bul cck,
Willam N. Needles.
John D. Taylor,
JAMES BROWN, President,
CHAN, A. DUY Vice-Preside-L
THOMAS NELLSON Secretary. E PROVIDEN

I LIFE AND TRUST COMPANY.

Incorporated by the Mate of Pennsylvania. Third Month 12d 1866. INSURES LIVES, ALLOWS INTEREST ON DEPOSITS, and GRANTS ANNUITIES. CAPITAL, 8150,000.

Samuel R Shipley,
Jeremiah Hecker Henry Haines
Josilua H. Worris,
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7 281 GFFICE, No. 111 S. FOURTH STREET,

CARPETINGA &

JUST RECEIVED. VARDAND A-HALF-WIDE

VELVET CARPETS. NEW DESIGNS.

J. F. & E. B. ORNE, No. 904

CHESNUT STREET.

3-4 7-8, 4-4, 5-4, 6-4, WHITE, RED, AND FANCY

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FINGLISH BRUSSELS, FOR STAIRS AND HALLS,

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CARPETINGS! CARPETINGS!

AT RETAIL.

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MCCALLUMS, CREASE & SLOAN.

(OPPOSITE INDEPENDENCE HALL), NOW OFFER THEIR EXTENSIVE STOCK

FOREIGN AND DOMESTIC

CARPETINGS. AT REDUCED PRICES.

14 25 1mrp MATTING WAREHOUSE!

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No. 509 CHESNUT Street.

(OPPOSITE IN EPENDENCE HALL) HAVE JUST RECEIVED

ONE DIMETER YTTO ONE THOUSAND ROLLS .sugar. - Massag.

It :ES .Z 8 Z CANTON MATTING.

TWO HUNDRED ROLLS

CALCUTTA COCOA MATTING.

Widths and Styles, AT THE LOWEST PRICES, [425 1mrp.

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MATTINGS, Etc. WAREHOUSE, No. 509 CHESNUT STREET. OPPOSITE THE STATE HOUSE,

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RESTAURANT watte view rim-EUROPEAN PLAN. Pinest old and new ALES, at 5 cents perglass. D ONE-DIME EATING BAB. The cholcest Liquors always on hand. No. 332 CHE-NUT STREET.
S 10 7m BENBY BECKER Manages.