THE DESIGN WE RESIDE THE RESIDENCE AND A SECURE OF THE PROPERTY AND A SECURE OF THE PARTY OF THE

ORIGIN OF FASHION.

Onrious Coincidences of Modes of Dressing with Political Events - The Influence of France on the Fashtonable World.

Translated from the Illustrated Journal of Leipsic. Taste and fashion are like all other human and earthly things, they do not grow up of themseives, isolated from surrounding circumstances, but have their historical connection with them, and their existence is based upon intrinsic reasons. Let us take an example from a particularly engracteristic and important product of the reigning mode, as far as dress is concerned. When the Empress Eugenie, some ten years ago, at a ball in the Tolleries, for the first time were that interesting piece of garment which, under the name of crinoline, subsequently conquered the civilised world, with a mysterious high, it was said that this invention had been imagined by that clever lady in order to conceal as much as possible a transitory deformity of the female ex. It may be admitted that the fair Empress stood in need of such an ingenious mechanism, and that it was also this intention which prompted her to adopt it; as to the other ladies who first resolved to follow her example, there was, perhaps, without their being con-clous of it, some other metive which lay deeper and had not that merely personal

origin.

The inquiry into the last reasons of a reigning mode is the more interesting and important the closer the connection of taste and fashion in dress and exterior appearance with the development of the events and facts of universal history. If we consider only crinoline, we immediately out-an important point not to be overlooked—that it is not at all a new species of female dress, an upstart whose pedigree begins with the present day; it is, on the contrary, a young scion of an old and noble family, which has nourished through several generations, and counts at least two ancestors of which it may be proud-the Spanisk hoop perticoat of the seventeenth and the French of the eighteenth century. Now there exists a generally a limite i dogma that whenever the female pettleoat begins to swell, and, what is always simultaneous, whenever the female head-dress begins to rise, important catastrophes in history may with certainty be counted upon. Thus, after the Spanish hoop petticoat came the Thirty Years' War; after the French, the Revolution. Also our crimoline is a prophet of the future, but what does it predict?

As it is universally acknowledged. France is still the country of ruling modes and fashious. There the restored Bourbons after some feeble and fruitless attempts to reintroduce the mode of the ancien regime, were obliged to legitimate the mode of the Empire, and on this imperial costume the development and form of our actual dress is still dependent.

The question arose, what position the Empire would occupy in the world of fashion. The answer could not be doubtful. True, Napoleonism had restored the monachical power in France, but nevertheless it considered itself the keystone of the Republic whose political institutions and democratical forms it purposely allowed to be continued. Just in the same manner Cæsar Augustus had gradually trans-formed the Roman Republic into Imperial Rome. Nothing but the head was changed. Therefore, also, the French Empire could not willingly oppose republican taste, and especially republican modes; on the contrary, it condered itself as their improver. Thus the somewhat antique republican dress was preserved under the Empire; but degenerating more and more, it finally lost all character and physiog-

Let us first examine the female dress, revolution had the pretension not only to be antique republican, but also to appear in its costumes; and, therefore, when under the Directory the Reign of Terror had subsided and love of life began to revive, at the balls of the Direc tors the first and most celebrated ladies—those who ruled the fashions—appeared in the ancient Greek shirt-like tunica and himation, thrown over the shoulders like a cloak, with head-dresses and sandals of the Roman Empire. But, at the beginning of the Reformation, at the time of the Congress of Vienna, this Greek tunica, although still forming the principal part of female dress, had already lost what formed its characteristic beauty—the free flow of its folds. It had again become a garment which, without any folds, tightly inclosed the whole body down to the feet, which could therefore take but short This narrow bag had recovered a waist, but as high up as possible, and below, against all our notions of noble dignity, the feet appeared again. The development which took its starting point from this ungainly, ridiculous, and uncomfortable dress, could not do otherwise than to impart to the robe greater ampli-

tude and length. Whoever will follow the Journal des Modes from year to year, can exactly and distinctly observe this march of development. The robe gradually swells, lays itself in folds, and falls down to the feet and over them, terminating in a train. At the close of 1850 it would have been possible to stop this movement, which had arrived at its extreme limits; but the same thing occurred as in the case of Goethe's ap-prentice in sorcery, who had torgotten his for-mula and was unable to get rid of the ghosts he had evoked. The swelling went on and on to such an excess, that now the crinoline arose as the indispensable savior against the burden of garments, and as a means of support. This is its real and veritable genesis. In connection with this development is the descending and narrowing of the waist, the reinintroduction of the corset and stays; but also that newest and, under all circumstances, very luxurious fashion of many colored and costly trimmed petticoats, which by-and-by gained the appearance and value of a second upper garment. Before the crinoline began to sway, bota in summer and winter, white under-garments were generally worn, and during dusty and rainy weather the robe, together with the under-garments, were tucked up-a custom at which nobody took offense. But the crinoline tucked up in this manner would offer a very ungainly and uncomely shape; therefore it was allowed to hang down as it is; and for reasons, mostly of convenience and economy, the so-called Victoria or Balmoral petticoats, instead of white ones, are generally worn, and in bad weather only the robe is tucked up.

Our pantatoons which are now in general use, like the female garments modified from the tunica, date also from that agitated and memorable revolutionary period which began at the end of the last century. Formerly it was the general custom for trowsers to descend into topboots, and when, therefore, during the revolu-tionary times, half boots or bootees became fastionable, the trowsers had to be lengthened so as to reach down to them. Thus they had already arrived at the middle between the knee and ankle; they wanted nothing but one pull more to descend to the feet. And this pull took place in 1794, under Robespierre—the pantaloons were born. It is a strange irony that their originators were the very same who, only a short time before, had dencunced all kinds of breeches as useless, and for that reason had been nicknamed

'sans emottes.' In the splendidly illustrated work of Kretschmar Rohrbach, "The Customs of all Nations," the strange coincidence was for the first time remarked that these enthusiastic admirers of naked legs had become the inventor of the long pantaloons, which were unknown both to the middle ages and to antiquity, and recalled the nations of Asia Minor and the Scyths. At first the new fashion was adopted by the "In-croyantes," but a little later it found imitators also in Germany. The most exaggerated among the heroes of jashion were them very large, the more moderate rather tight. The stuff was usually Nanking. When, in 1797, the incredible fact occurred that King Frederick William the Third, of Prussia, one day walked about in long pants in the watering place of Pyrmont, the fashionable and noble world lost sliogether the little wit that had been left to them, and began also to move about with their legs in long pan-taloons. The spell was broken; the stockings

disappeared, and were not seen again.

The mode of the dress-cont dates from the year 1770: the jacket then disappeared and was replaced by the waistcoat, a half jacket. The dress coat, the gala dress of the first French empire, and the uniform of his soldiers, was preserved up to our times as the male dress for

festive occasions, such as balls, visits of condo-lence, nuprials, and baptisms. At court esti-vals it is impossible to appear without it, except those who wear uniforms. It received a little shock from the Prussian military tunic which was adopted in the year 1846, and soon found its way into other armies also; this is perhaps the beginning of the end of the dress-coat. The final defeat both of the stove-pipe hat and of the dress-coat in their struggle against the small felt hat and the frock coat cannot be

The stiff black cylinder hat had its origin in America, and was but a modification of the Furitan or Quaker hat, which, in consequence of the sympathy which then reigned in Europe with the war of independence of the American colonies, came rapidly into tashion with all liberal parties. The French Jacobins also adopted it, and, as a political mark of distinction of republicanism, it was in many places persecuted by the police by all the means at its disposition. "It is evident," thus it was said, "that the round hat protects and assists him who wants to escape from the eyes of others; a man of refinement will therefore take care not to make himself suspicious by wearing it. This hat is nothing but a means for reprobate and vicious people to hide themselves."

Strange to say, this is the very same black hat which we wear to day, and which during the last ten or twenty years persecuted, as legitimate ruler, its adversary, the low, small, grey or brown felt hat, as a Carbonaro or a Democrat. Sixty years ago there was then the same relation between the three-cornered hat and the cylindric hat, to such a point that an Englishman who wanted to inquire as to the political sentiments of Germany, travelled for the purpose of looking at the form of the bats, and finally planned a map, in which the state of revolutionary or monarchical opinions was marked according to the form of the hats worn. At present the small low felt hat has already for several years passed its status of martyrdom; its political significance is lost, and it is now ighting under various forms its last victorious battle against the cylindric hat.

The temale head-dress followed the opposite road to that of the female dress. The restoration of the Bourbons had reintroduced some of the formidable forms of the times just preceding the French Revolution. These hats endeavored for awhile to swim against the current, but from year to year the colossal brim was gradually lessened, and at last it disappeared entirely; what was left of the hat recoiled more and more from the forehead, until it became a mere protector of the neck. As things then stood, a reaction was necessary, and the old hat not being disposed to rejuvenate itself by adopting a new form, there suddenly arose in the attempt" an adversary which, with its different variations, wages against the former a war to

PROPOSALS.

PROPOSALS.

PENNSYLVANIA AGRICULTURAL LAND SCRIP FOR SALE.

The United States Government having granted to he Commonwealth of Pennsylvania Land Scrip, representing 780,000 acres or Public Land, for the endowment of Agricultural Colleges in this State the Board of Commissioners now offer this I and Scrip to the public. Proposals for the purchase of this Land Scrip, addressed to "The Board of Commissioners of Agricultural Land Scrip," will be received at the Surveyor-General's office, at Harrisburg, until Wednesday, August 15, 1866.

This land may be located in any State or Territory by the holders of the scrip, upon any of the unappropriated lands (except mineral lands) of the United States, which may be subject to sale at private entry. Each piece of scrip represents a quarter section of one hundred and sixty acres. Bids must be made as per acre, and no bids will be received for less than one

The Scrip will be issued immediately on the payment of the money to the Surveyor General, one third of which must paid within ten days, and the remaining two-thirds within thirty days after notification of the neceptance of the bid or bids by the Board of Commissioners.

J. M. CAMPBELL, Surveyor-General, For the Board of Commissioners HARRISBURG, July 11, 1866.

A SSISTANT QUARTERMASTER'S OFFICE, No. 1139 GIRARD Street.
PHILADELPHIA, Pa, July 27, 1886.
WHITE ASH ANTHRACITE COAL.
Scaled Proposals will be received at this office until 12 o'clock M., TUESDAY, August 7, 1866, for turnishing the Quartermaster's Department 500 tons best quality White Ash Anthracite Coai, or such sizes as may be required, and in such quantities as may be ordered, from August 10, 1868, to April 30, 1867 with the privilege of increasing the quantity to 1867, with the privilege of increasing the quantity to 5000 tons, to weigh 2240 pounds to the ton, to be inspected by an inspector appointed on the part of the Government, to be delivered free of charge at all places ordered in this city; also, on board of vessels at the Port of Philadelphia, in good order and condition, free of state, bone, dust, and all other im

In case of failure to deliver the Coal in sufficient quantities, and at the proper time and place, the Department reserves the right to make good any deficiency by open purchase at the contractor's risk

and expense.

Each offer must be accompanied by a written guarantee, signed by two or more responsible parties, their responsibility to be certified to by a United States judge, attorney, or collector of the port, that the bidder or bidders will, it has or their bid be ac-cepted, enter into written obligations, with good and sufficient sureties, in the sum of ten thousand (\$10,000) doilars, to furnish the proposed supplies agreeably to contract.

No proposition will be considered unless the terms

of this advertisement (a copy of which should ac-company each proposal) are complied with. Proposals to be made out in duplicate on the regular printed forms, which may be had on application

at this office.

The right to reject any bid deemed too high or un-reasonable is rese ved, and no bid from a defaulting contractor will be received.

The envelopes to be endorsed. "Proposals for Coal."

snd addressed to the undersigned.

Bids will be opened on Tuesday, August 7, 1866, 12 o'clock M, and bidders are requested to be pregent.

By order of
Byt Brig. Gen. GEORGE H. CROSMAN,
Ass't Q M. General U. S. Army.
GEORGE B. ORME.

DROPOSALS FOR SALE OF WOOD. HEADQUARTERS DEPARTMENT OF WASHINGTON, OFFICE OF CHIEF QUARTERNASTES, WASHINGTON, J. C., July 14, 1866.

Sealed Proposals are invited at this office until 12 o'clock noon, MONDAY, August 6, 1866, for the purchase of (13,000) THIRTEEN FROUSAND CORDS OF GOVERNMENT WOOD, located as follows:—

located as follows:(1400) FOURTEEN HUNDRED CORDS at the Rendail Green Wood Yard, on the line of the Battmore and Ohio Railroad, about one mile from the depot of said road in this city.

This wood consists or about ONE THIRD (†)

PINE and IWO-THIRDS (§) OAK) and is plied immediately along the track of the railroad.

(11.606) ELEVEN THOUSAND SIX HUNDERS (§) DRED CORDS at the Wood Yard, three-quar-ters of a mile north of A'exandria, on the line of the Washington, Alexandria, and Georgetown Rail-

This wood consists of about TWO-THIRDS (†)
PINE and ONE-THIRDS (†) OAK, is pred along
the track, and is distant about one-halt of a mile
from a wharr on the Potomac river, leading to
which there is a direct and level road.

All of the wood offered for sale is of good or fair
quality, and thoroughly seasoned.

Proposals will be received for quantities from (50)
fifty cords and upwards, with privilege of taking
all of either or both lots

Payment to be made in Government funds, immediately lafter the opening of the bids, and upon
measurement of the wood

The right is reserved of rejecting any or all pro-

The right is reserved of rejecting any or all pro-posals deemed disadvantaveous to the United States. M. I. LUDINGTON, Colonel and Chief Quartermaster,

Department of Washington. 342 SOUTH STREET, M. D'ANCONA Gents' cast off Clothing. No. 542 SCUTH Street below Fourth.

RAILROAD LINES.

R A D I N G R A I L R O A D GREAT TRUNK LINE.

*BOM PHILADELPHIA TO THE INTERIOR O FENNAL UMBERLAND. AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS

*SUMMER ABBANGEMENT OF PASSENGER TRAINS, June 4, 1896

Leaving the Company's Depot, at THIRTEENTH am Call Owhill Streets Philadelphia, at the follow unbours:—

CAI I OWHILL Streets Philadelphils, at the follow in bours:—

MORNING ACCOMMODATION,

At 7:30 A. M. for Rescong and intermediate Statio

MORNING EXPRASS.

At 8:15 A. M. for Rescong and intermediate Statio

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Ville, Finearove, Tamagna. Bundbury, Williamspor

Ville, Finearove, Tamagna. Bundbury, Williamspor

Leaven Halled I trains for Allentown etc., and the

Leaven Finearove, Tamagna. English of Williamsport, Vork Chambersburg, Finearove, etc.

Leaves Finearove, Tamagna, Commodation,

AFIERS OON EXPRESS.

Leaves Finearove, Tamagna, Columbia, etc.

READING ACCOMMODATION,

Leaves Rasding at 6:66 A. M., stooping at all way stations, ariving at Philadelphia at 8:55 A. M.

Returning, leaves Philadelphia at 8:55 A. M.

Trains for Fhiladelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M. arriving in Philadelphia at 1:10 P. M. Attennoon trains leave Harrisburg at 8:10 P. M., Potinville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Potinville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Potinville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Potinville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Potinville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Potinville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Potinville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Potinville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Potinville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Potinville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Potinville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Potinville at 8:45 P. M., arriving in Philadelphia at 6:45 P. M., arrivin

P. M., Pottsville at 245 P. M., arriving in Philadelphia at 645 P. M.

HARRISBURG ACCOMMODATION.

Leaves Reading at 730 A. M. and Harrisburg at 440 P. M. Connecting at Reading with Atternoon Accommodation south, at 630 P. M., arriving in Philadelphia 9 10 P. M.

Market train, with passenger car attached, leaves Philadelphia at 1245 noon for Reading and all way stations. Leaves Reading at 1130 A. M. and Downingtows at 1230 P. M., for Philadelphia and all way stations.

All the above trains run daily, sundays excepted. Sunday trains leave Pottsville at 800 A. M., and Philadelphia at 310 P. M. Leave Philadelphia for Reading at 800 A. M., 1 telurning from Reading at 425 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and Intermediate points take the 736 and 815 A. M. and 5 0 P. M. trains from Philadelphia, returning from Downingtown at 635 A. M. and 1238 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE

Philadelphia, returning from Downingtown at 6 35 A. M. and 12 30 moon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M., and 8 90 P. M., passing Reading at 1-65 and 11 53 A. M. and 148 P. M., and connecting at Harrisburg with Fennas Ivania and Northern Central Bailroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Bailtmore, etc.

Returning, express train Jesves Harrisburg on arrival of the Fennsylvania express from Pittsburg, at 3 and 9-65 A. M., and 9-15 P. M., passing Reading at 449 and 10 52 A. M., and 11-36 P. M., passing Reading at 449 and 10 52 A. M., and 11-36 P. M., Sleeping cars accompany these trains through between Jersey City and Pittsburg, with out change.

A mail train for New York leaves Harrisburg at 2-16 P. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RALLROAD.

Trains leave Pottsville at 7 and 11-30 A. M., and 7-15 P. M. 1eturuing from "amaqua at 7-35 A. M. and 146 and 4-15 P. M.

SCHUYLKILL AND SUSQUEHANNA RALLROAD.

Trains leave Portsville at 7 and 11:30 A. M., and 7:15 P. M. teturning from "amaqua at 7:35 A. M. and 1:40 and 4:15 P. M. teturning from "amaqua at 7:35 A. M. and 1:40 and 4:15 P. M. SCHUYLKILL AND SUSQUEHANNA RAILEOAD, Trains leave Auburn at 7:50 A. M. for Pinegrove and Barrisburg and 1:50 P. M. for Pinegrove and Tremont, returning from Barrisburg at 3:20 P. M., and from Tremont at 7:35 A. M. and 5:35 P. M.

TICKETS

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. The tellowing tickets are obtainable only at the office of S. BRADFORD, Tressurer, No. 27:7 S. FOURTH street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—COMMUTATION TICKETS

At 25 per cent. discount, between any points desired, for families and firms.

Goed for 2000 miles, between all points, \$52:50 each, for families and firms.

Goed for 2000 miles, helween all points, \$52:50 each, for families and firms.

EXALDESION TICKETS,

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates entitling themselves and wives to tickets at halt fare.

EXALDESION TICKETS

From Philadelphia to principal stations, good for Satuiday, Sunday, and Monday, at reduced fare, to be had only at the 1 licket Office, at THIATELNTh and CALLOWHILL Streets

FEEIGHT.—Goods of all descriptions forwarded to all the above boints, from the Company's new Freight Depot, BROAD and Will-LOW Streets.

FEEIGHT.—Goods of all descriptions forwarded to all the above boints, irom the Company's new Freight Depot, BROAD and Will-LOW Streets.

FEEIGHT TRAINS

Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and e. P. M., for Reading, Lebanon, Harrisburg, Pottsville Port Clinton, and all points beyond.

MAILS

Closs at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 3:15 P. M.

NORRISTOWN RAILROAD

| Tond and its branches at 5 A. M., and for the principal stations only at 3 15 P. M. | Silvanor |

ON SUNDAYS.

Leave Philadelphia 9 A. M., 12%, 4, and 7% P. M.

Leave Manayunk 7% A. M., 13, 6, and 9% P. M.

W. S. WILKON, General Superintendent,

1Depot NINTH and GREEN Streets

NORTH PENNSYLVANIA RAILROAD,-Depot. THIRD Street, above Thompson.
For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKES, BARRE.
At 730 A. M. (Express), for Bethlehem, Allentown Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre. Mauch Churts,
barre.
At 3:30 P. M. (Express), for Bethlehem, Easton, etc.
reaching Easton at 6:45 P. M.
At 5:15 P. M., for Bethlehem, Allentown, Mauch
Chunk.
For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M.
For Fort Washington at 10 A. M. and 11 P. M.
For Lansdale at 6:15 P. M.
White cars of the Second and Third Streets Line City

White cars of the Second and Third Streets Line City
Passenger Cars run direct to the depot.
THAINS FOR PHILADELPHIA,
Leave Bethlebem at 6.25 A. M. and 12.25 Noon, and
15 P. M.

Leave Doylestown at 6 49 A. M., 3-15 and 5-30 P. M.

Beave Doylestown at 6 49 A. M., 3-15 and 5-30 P. M.

Leave Lansdale at 6-60 A. M.

Leave Fort Washington at 10-50 A. M., and 2-15 P. M.

ON SUNDAYS.

Philadelphia for Bethlenem at 0 A. M.

Philadelphia for Doylestown at 2-30 P. M.

Doylestown for Philadelphia at 7-30 A. M.

Bethlehem for Philadelphia at 4-38 P. M.

Through Tickets must be procured at the ticket offices,

THIRD Street, or BERKS Street.

ELLIS CLARK, Agent.

W EST JERSEY RAILROAD LINES, FROM W foot of MARKET Street (Upper Ferry), commencing MONDAY, July 16, 1866 Leave Philadelphia as follows:

For Cape May, 9 A. M., Mail: 2 P. M., Accommodation: 4 P. M., Fast Express
For Bridgeton, Salem, and intermediate points, 8 A. M. and 3 30 P. M.

For Miliville, and intermediate points, 8 A. M. and 2 P. M.

P. M. Woodbury Accommodation, 6 P. M. RETURNING:
RETURNING:
Leave Cape May at 6-30 A. M., Mail; 9 A. M., Past Express; 5 P. M. Express
Leave Bridgeton 7 15 A. M. and 3 50 P. M. Freight
Leave Salam J. M. and 3 50 P. M. Freight Leave Salem 7 A. M. and 3:35 P. M. Freight 5:45 P. M. Leave Millville 6:55 A. M. and 6:38 P. M. Freight 11:03 A.M. Freight will be received at Second Covered Whart below Wainut street, from 700 A.M. until 500 P.M. That received before 900 A.M. will go through the same

Freight Delivery, No 228 S. DELAWARE Avenue J. VAN BENSSELAER, Superintendent. The West Jersey Fxpress Company will attend to all the usual branches of Express business. A Special Messenger accompanies each through train. Office No. 5 WALKUT Street Philadelphia 72

1866 -PHTLADELPHIA AND ERIE RAIL.
ern and Northwest Counties of Pennsylvatia to the
City of Erie on Lake Erie. It has been leased and is
operated by the Pennsylvania Railroad Company.
TIME OF PASSENGER TRAINS AT PHILADELPHIA.
Arrive Eastward-Erie Mail Train, 7 a. M.; Erie Ex
press Train, 1 P. M.
Leave Westward-Erie Mail, P. M.; Erie Express
Train 12 M.
Passenger cars run through on the Erie Mail and Ex
press trains both ways between Philade phile and the

Leave Westward—Eric Mall, F. M.; Eric Express
Train 12 M.
Passenger cars run through on the Eric Mall and Ex
press trains both ways between Philade phia and Eric
NEW YORK CONNECTION.
Leave New York at 9 A. M. arrive at Eric 9 30 A. M.
Leave Eric at 445 P. M. arrive at New York 4 to P. M.
Elegant Sleeping Cars on all the night teains.
For information respecting bassenger business, apply
at corner THIETIE TH and MARKET Streets Phila.
And for treight business, of the Company's Agents, S.
B. Kingston, Jr., corner Thirteenth and Market street
Philadelphia: J. W. Reynolds, Arte: William Brown.
Agent N. C. R. R., Baltimore.
H. W. GWINNER General Freight Agent, Phila.
H. W. GWINNER General Tiexet Agent, Phila.
A. L. TYLER General Sup't, Williamssport.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BAL.
TIMORE BAILEGAD.
TIME TABLE.
Commencing MONDAY, July 2, 1865. Trains will
lea e Depot corner of BROAD Street and WASHINGTON Avenue, as follows:
Express Train at 415 A. M. (Mondays excepted) for
Baltimore and Washington, stopping, at Chester, Wilmington, Newark, Eliton, Northeast, Perryville, Savre,
de Grace, Aberdeen, Perryman's, Magnolia, Chase's and
Stemmer's Run. Stemmer's Bun.

Way Mall Train at 8 15 A. M. (Sundays excepted) for Baitimore, stopping at all regular stations between Philadelphia and Baitimore.

Delaware Bailroad Train at 9 A. M. (Sundays excepted), for Princess Anne, Milford, and intermediate stations. tations. Express Train at 11-45 A. M. (Sundays excepted), for Baltimore and Washington. Sandays excepted, for Bal-Express Train at 3 P M. (Sundays excepted), for Bal-timore and Washington, stopping at hester, Clarmont, Wilmington, Newars, Elkton, Northeast Perryville, Havie de Gyacc. Aberdeen, Perryman's, Edgewood, Mag-lolla, Chase's, and Stemmer's Rua! Night Express at 11 P. M., for Baltimore and Wash-ngton.

ington.

Passengers by Boat from Baltimore for Fortress Monroe. Norielk. City Point, and Richmond, will take the
1145 A M Train.

WILMINGTON ACCOMMODATION TRAINS.
Stopping at all Stations between Philadelphia and Wil-Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 9 A. M., 12:36, 4:38, 6, and 11:30 P. M. The 4:30 P. M. train connects with Delaware Railroad for Harrinston and intermediate stations.

Leave Wilmington at 8:39, 7:15 and 3:30 A. M., 4 and 6:30 P. M. The 7:15 A. M. train will not stop at stations between Chester and Philadelphia.

Trains for New Castle leave Philadelphia at 3 A. M., 4:30 and 6:P. M.

"HEOUGH TRAINS FROM BALTIMORE

Leave Wilmington at 11 A. M., 4:35 and 10:P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 7:28, 7:55, 10:14, and 11:49 A. M., 4:43, 5:10, 7:26 and 10:36 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:75 A. M. Way-mail 9:20 A. M., Express. 1:10 P. M., Express. 6:35 P. M., Express. 8:25 P. M., Express.

Leave Baltimore, 'PSA M., Way-mail. 9:20 A. M., Express. 1:10 P. M., Express. 6:35 P. M., Express. 8:25 P. M., Express. 1:10 P. M., Express. 8:25 P. M., Express. 1:10 P. M., Express. 8:25 P. M., Express. 1:10 P. M., Express. 1:10 P. M., Express. 1:10 P. M., A. M., A.

Becting at wimington with 7-19 A. M. train for Philade phila.

SUNDAY TRAINS.

Express Train at 4-15 A. M. for Baltimore and Washington stopping at thester, Wilmington, Newark, Elkton, Nor heart, Ferry ville, Havre-de-Grace, Aberdeen,
Perry man's Magnola, coase's, and Stemmer's Run.

Night Express, il P. M. for Baltimore and Washington,
Accommodation Train at 11-30 P. M. for Wilmington
and intermediate stations.

Leave Haltimore at 8-25 P. M., stopping at Havre-deGrac. Perryville, and Wilmington, Also stops at Elkton and Newark (to take passengers for Philadelpnia and
leave passengers from Washington or Baltimore) and
Chester to leave passengers from Baltimore or Wash
ington.

ingten.
Accommedation Train from Wi mington for Philadel
phia and intermediate stations at 5 % r. M.
416
H. F. KENNEY, Superintendent.

HOR NEW YORK,—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad omyany's Lines.

REAL PROMETILA DELPHIA TO NEW YORK and Way Places, from Walnut Street Whatf, will leave as follows, viz:-At 5 A. M., via Camden and Amboy, Accomm oda At 5 P. M. via Camden and Amboy Accommodation 2-25
At 5 P. M. via Camden and Amboy Express... 340
At 6 P. M. via Camden and Amboy Accommodation 2-25
At 6 P. S. via Camden and Amboy Accommodation 2-25
tion, 2d class.

tto P. S. via Camden and Amboy Accommodation. 2d class.

180
tts A. M. 2 and 5 P. M., for Mount Holly, Ewansville Femberton, and Vincentown. At 5 A. M. and 2 P. M. for Freehold.

15 and 16 A. M., 12 M., 4, 5, 6, and 11 30, P. M. for Fish
Fouse, Psimyra, Riverton, Progress, Delanco
Bevery, Edsewater, burington, Fiorence, Bordentown, etc., The 10 A. M., and 4 P. M. lines run direct
through to Trenge. through to Trenton.

LINES FROM KENSINGTON DEPOT WILL LEA / E
At 11 A M, 430 645 P. M., and 12 P. M. (Night) via

Kensington and Jersey City Express Lines, fare 83-90
The 645 P. M. Line will run daily. All others Sundays

The 645 P. M. Line will run daily. All others Sundays excepted
At 730 and 11 A. M., 3 330 430, 5, and 645 P. M. a. d. b. idnight, for Bristol, Trenton, etc.
At 7 and 10 18 A. M., 12 M., 3 4, 5, and 6 P. M., for Cornwell's Torrisdale Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 10 15 A. M. for Bristol, Schenck's, Eddington, and 8 P. M. for Holmesburg and intermediate stations.
At 730 A. M. and 330 P. M. for Niagara Falls, Buffalo, Dunkirk (anandaigua, Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Syracuse Great Bend, Montrose Wilkesbarre, Scranton, Stroudsburg, Water Gap, Felvidere, Easton, Lambertville, Flemington, etc. 7 he 330 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethie hem, etc. hem. etc. 4t 5 P. M. for Lambertville and intermediate stations. June 1, 1866. WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD.—

SUMMER ARRANGEMENT.

The Trains of the Pennsylvania Central Railroad icave the Depot, at Thirty-first and Market streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car leaves Flori street about 30 minutes prior to the departure of each Train.

On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of each Trains streefs 45 minutes before the departure of each Trains Mann's Baggage Express will cal for and deliver Baggage at the Depot. Orders left, at the Office, No 631 Chesnut street, will receive attention.

1	TRAINS LEAVE DEPOT, VIZ. :-
1	Mail Train at 8:00 A. M
1	Day Express,
1	Paoli Accommodation, No. 1,at 11 00
1	Fast Line and Eric Express
ų	Hairisburg Accommodation
ú	Lancaster Accommodationat 4:00 "
И	Paoli Accommodation No. 2at 5:00 "
Ц	Pittsburgh and Erie Mai * 1at 9 00 "
H	Paoli Accommodation, No. 3
1	Philadelphia Expresst at 11-10 "
	Philadelphia Express†
	Cincinnati Express:at 1240 A. M
	Philade phia Express
	Paoil Accommodation, No. 1
	Columbia Train
	Lancaster Train,at 12-40 P. M
	Fast Line
	Paoil Accommodation, No. 2at 4 10 "
	Day Express at 5.50
	Paoli Accommodation, No. 3at 7:30 "
	" Daily, except Saturday. † Daily, 1 Daily, except
	"Dally, except Saturday, Daily, Dally, except
	Monday. All other Trains daily, except Sunday.
	Running through from Philadelphia to Pittsburgh
	and Erie without change of cars.
	Sunday Accommodation Trains for Pauli and interme
	dute stations leave Philade phia at 900 A. M. and 70
	P. M., returning leave Paoli at 6 50 A. M. and 4 50 P. M.
	A TICKET OFFICE
	Is located at No. 621 Chesnut street. where Tickets t
	all important points may be procured, and full informa

all important points may be procured, and full information given by JOHN C ALLEN, Ticket Agent.
Also at Thirty-first and Market streets, on application to The Thomas H. Parke.
Ticket Agent at the Depot.
An Emigrant Train runs daily (except Sunday). For
full particulars as to isre and accommodations, apply to
FRANCIS FUNK,
No. 137 DOCK Street.
No. 137 DOCK Street.
No. 137 DOCK Street.
any rick for Baggage, except for Wearing Apparel, and
limit their responsibility to One Hundred Dollars in
value. All Baggage exceeding that amount in value
will be at the risk of the owner, unless taken by special
contract.

312

REIGHT LINES FOR NEW YORK AND isi. the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH.

The CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY PREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock P. M. daily (Sundays excepted).

Freight must be delivered before 4% o'clock, to be for warded the same day.

Returning, the above lines will leave New York at 12 noon and 4 sind 8 P. M.

Freight for Trenton. Princeton. Kingston. New Bruns wick, and all points on the Camden and Amoov Rail road; also, on the Bevidere. Delaware and Fleming ton the New Jersev, the Freehold and Jamesburg and the Burington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere De aware Reliroad connects at Philipsburg with the Lehigh Valley Railroad, and at Mannokachunk with ail points on the De'aware, Lackawanna, and Western Railroad, forwarding to syracuse, Buffalo, and other coints in Western New York

The New Jersey kaliroad connects at Elizabeth with the New Jersey kaliroad connects at Elizabeth with the New Jersey kaliroad, and at Newark with the Mortis and Essex Railroad.

A silp memerandum, specifying the marks and numbers, shippers, and consignees, must, in every instance be sent with each load of goods, or no receipt will be given.

N. E.—Increased incilities have been made for the he sent with cased tacilities have been made for the transacutation of live stock. Drovers are invited to try the route. When stock is iurnished in quantities of two carloads or more, it will be delivered at the foot of For tie h street near the Drove Yard, or at Pier No l. North River, as the shippers may designate at the time of shipperst.

For terms, or other information, apply to WALTER FREED AN, Freight Agent, No. 226 S. DELAWARF Avenue, Philadelphia

OBANGE AND ALEXANDRIA RAILROAD. CRANGE AND ALEXANDRIA RAILROAD.

On and arier MONDAY, February 12 two daily pains will run between Washington and Lynchburg, connecting at Gordonsvile with Virginia Central Railroad trains to and from Richmond, as iollows:

Lave Washington daily (bunday excepted), at 6:49 a. M., and srive at Lynchburg at 5:48 P. M.

Leave Washington daily (bunday excepted), at 6:49 a. M., and srive at Lynchburg at 5:48 P. M.

Leave Washington daily (including Sunday) at 6:05 P. M.

M. and arrive at Lynchburg at 6:00 A. M.

Leave Washington daily (including Sunday) at 6:05 P. M.

M. and arrive at Lynchburg at 6:00 A. M.

Leave Lynchburg at 6:30 P. M. and arrive at Washing on at 6:10 A. M.

Hoth trains making close connections at Lynchburg for all points South, and Southwest, and at Washing

Leave Lynchburg at 5:30 P. M. and arrive at washing on at 6:19 A. M.

Both trains making close connections at Lynchburg for all points South and Southwest, and at Washington or North and Northwest.

First-class sleeping cars attached to the night trains.
The road is attractive, not only for its comfortable accommodations, but for the fact that it passes the now historic localities of Fairfax, Buil Run, Manassas, Briscoe, Catet's, Rappahannock, Culipeper, Orange, and Goydonsville, places of imperishable interest in the popular mind.

Through tickets to all points South and Southwest may be had in Boston, New York, Philadelphia, and Baltimore, and at the Laises of the road in Washington 1, Managan 1, Managan

ONE TRIAL

SECURES YOUR CUSTOM.

WHITNEY & HAMILTON,

SCHUYLKILL,

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COAL. No. 935 North NINTH Street.

Above Poplar, East Side. [62 JAMES O'BRIEN, DEALER IN

LEHIGH AND SCHUYLKILL COAL BY THE CARGO OR SINGLE TON,

Yard, Broad Street, below Fitzwater. Has constantly on hand a competent supply of the above superior Coal, surable for family use, to which he calls the attention of his friends and the public generally,

Orders left at No. 205 South Fifth street, No. 32 South Seventeenth street, or through Despatch or Post Office, promptly attended to. A SUPERIOR QUALITY OF BLACKSMITHS COAL. 765

BENDER'S

COAL AND ICE DEPOT. S. W. CORNER OF BROAD AND CALLOWHILL STREETS.

Offers the celebrated West Lehigh Coal from the Greenwood Colliery, Stove, Egg. and Heater size, \$7.50; Nut at 86.50. Also, the very superior Schnykkii Coal, from the Recevesdale Colliery Nutsize, \$6.00. All other sizes \$7.50. All Coal warranted and taken back free of expense to flie purchaser, h not as represented. Also, the Coal for-telted it not full weight.

MEDICAL.

VOX POPULI. WRIGHT'S TAR SYRUP. PRINCIPAL DEPOT.

No. 771 South THIRD Street Price, \$1.00 per Bettle; \$5.00 for half-a-dozen.

Price, \$1.00 per Bottle; \$5.00 for half-a-dozen.

The undersigned citizens take pleasure in cheerinity recommending the use of Wright's Tar Syrap for coughs, colds, consumption, whooping-cough, spotted ever, fiver complaint, pains in the breast, forochidis, inflammation, and restriction of air vessels in the lungs, etc. The remedy should be in every family:—

Charles C. Wison, Forney's Press office,
Charles H. Graffen, Sunday Mercusy office,
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William F. Corbit, Associated Press.
William H. Carpenter, Fire Alarm and Police T graph, Firth and Chesnut streets.

A Eandolph, Front and 1 ombard streets.
James W. Perrine No. 129 Charles street.
H. A. Davis No. 23 Gaskill street.
John Woodside No. 1331 Franklin street.
Robert Thompson, No. 1608 Walter street,
J. Gebloff, No. 731 S. Second street.
John Seymour, No. 513 S. Front street.
E. W. Howard, No. 1 Dock street
H. C. Bartlett, No. 227 S. Second street.
L. Pates No. 605 Arch street
Abert Martin, No. 417 S. Second street.
W. Thomas, No. 20 S. Fourth street.
T. M. Carthy, No. 198 Eureth's alley.
George Wilson, No. 236 Race street.
W. F. Brooks, No. 69 North Second street.
S. Seymour Rose, Busileion.
Char es Rogers, No. 218 South Street.
R. T. Weilington, Second and Quarry streets
F. E. Themas, No. 136 South Stath street.
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Mrs. No. 148 Supplementary of the Mrs. North Second street.
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No. 20 Second and Pressumenting North Falls.

Mr. William B. Wright:

Six:- We take pleasure in recommending your ITAL
SYRUP (of which we have already sold considerable
quantifies) as a most excellent and efficacious remedy
submitted to the public. As a realitying set to suffering
humanity we will cheerfully recommend your preparation to all afflicted with diseases which it is designed to
cure. Yours, etc.,

DILKS & SON, Druggists,
N, E. corner Pine and Sixth streets,

For sale also at

For sale also at JOHNSON, HOLLOWAL & COWDEN S, DYOTT & CO'S,
And all principal Druggists and Dealers.

The subscriber would beg leave further to say that he is prepared to fill orders and forward the Syrup to any part of the country. Persons desiring other into mation by mail will inclose a postage stamp, and answer will be returned as soon as the exigencies of business will admit Address WILLIAM B. WRIGHT. 320 No. 771 S. THIRD Street. Philadelphia, Pa.

GLAD NEWS FOR THE UNFORTUNATE.

BELL'S SPECIFIC REMEDIES Are warranted in all cases, for the SPEEDY and PERMANENT CURE of all diseases arising from excesses or YOUTHFUL INDISCRETION.
Emissions, Genital, Physical and Nervous Debility, Importance of the street. NO CHANGE OF DIET IS NECESSARY. They can be used without detection, and never fall to effect a Cure, if used according to instructions.

BELL'S SPECIFIC PILLS, Price One Doltar per Box, or Six Boxes for Five Dollars; also, Large Boxes, containing Four Small,
Price Three Dollars.
From four to six boxes are generally required to cure ordinary cases of Seminal Weakness, though benefit is derived from using a single box.
In Chronic Cases, and particularly when Impotence or Geritai Debility with Nervous Prostration has affected the system.

BELL'S TONIC PILLS Are recommended as the most Efficacious, Rejuvenating, and invigorating Remedy in the world.

A Fackage Frice Five Dollars, will last a month, and is generally sufficient. In extreme cases of Deblijty and Impotence

BELL'S EXTERNAL REMEDY. rice Two Dollars, sufficient for a month, can be used o good advantage.

It gives Strengta to the Organs and, with the Pills, will restore them to their normal condition.

A Pamphlet or 100 pages, on the ERRORS OF YOUTH, designed as a Lecture and Cau ion to Young Meu, sent tree. Ten Cents required to pay postage. If you cannot purchase Brill's Specific REMEDIES of your Druggist, take no other, but send the money

DR. JAMES BRYAN, Consulting Physician,

No. 819 BROADWAY. New York.
And you will receive them by return of mail post paid,
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For sale by DYOTT & Co., No. 232 N. SECOND
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SCHOOLFIELD'S CHOLERA AND DIARRHOEA PILL Cure all kinds of Bowel Complaints, and his

GASTRIC AND LIVER PILLS Are the best remedy for all biseases of the infoma-

WHOLESALE AGENTS. J. W. DALLAM & CO., SECOND AND CALLOWHILL

INSURANCE COMPANIES

DELAWAREMUTUAL SAFETY INSURANCE DELAWARE MUTUAL SAFETY INSURANCE
COMPANY
INCORPORATED BY THE LEGISLATURE OF
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OFFICE, S. E. CORNER THERD AND WALNUT
STREETS, PHILADELPHIA
ON VESSELS,
CARGO.
TO all parts of the world.
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INLAND INSURANCES
On Goods by River, Canai, Lake and Land Carriage to
all parts of the Union.
FIRE INSURANCES
On Merchanduse generally.
On Stores, Dwelling Houses, etc.

ASSETS OF THE COMPANY

November 1, 1885.

120,000 United States 5 per cent. loan 71... \$65 000 00

120,000 7 3 10 per cent. loan

Treasury Notes.

100 000 State of Pennsylvania Five Per Cent
Loan. 90.555-00

54,000 State of Pennsylvania Six Per Cent.
Loan. 53,250 00 25 000 City of Philadelphia Six Per Cent. 25,000 City of Philadelphia Six Per Cent.

Loan.

20,000 Pennsy vanna Bailroad First Morrgage Six Fer Cent. Bonds.

25,000 Pennsylvania Bailroad Second Mortgage Six Per Cent. Bonds.

23,750 09

25,000 Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds.

23,750 09

25,000 Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds.

23,750 09

25,000 Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds.

23,750 09

25,000 Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds.

23,750 09

13,337 63

7.150 143 Shares Stock Pennsylvania Bail-road Company.
5.000 100 Shares Stock North Pennsylvania Railroad Company.
40.000 Deposit with United States Govern-ment, subject to ten days' call.
30.000 State of Tennessee Five Ler Cent.

\$1,253 639 46

Thomas C. Hand,
John C. Davis,
Edmond A. Sonder,
Theophilus Paulding,
John R. Penrose,
James Traquair,
Henry C. Daliett, Jr.,
James C. Hand,
William G. Boulton,
Edward Darlington,
Jones Riscoks,
It Jones Riscoks,
James C. Hand,
William C. Ludwig,
Joseph H. Seal,
Georse C. Leiper,
Hugh Craig,
Robert Burton,
John D. Taylor,
HENRY LYLBURN Secretary.

D. T. Morgan, Pittsburg,
JOHN C. DAVIS, Vice-President.

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No. 133 South FOURTH Street PHILADELPHIA. Annual Policies ussued against General Accidents all descriptions at exceedingly low rates.

Insurance effected for one year in any sum from \$19 to \$10 000, 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 promium paid.

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Short time Tickets for 1, 2, 3, 5, 7, or 10 days, or 1, 3, or
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LEWIS L. HOUPT, President.

JAMES M. CONRAD, Treasurer HENRY C. BROWN, Secretary.

JOHN C. BULLITT, Solicitor

LIREUTORS.

M. Baird, of M. Bagwin & Co.'s.

Samuel C. Palmer, Cashier of Commercial Bank.

Bichard Wood, No. 309 Market street.

J. E. Eingsley, Continental Hotel.

H. G. Leisenring, Nos. 237 and 439 Dock street.

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1829-CHARTER PERPETUAL

FRANKLIN FIRE INSURANCE COMPANY

PHILADELPHIA. Assets on January 1, 1866. \$2,506,851'96.

UNSETTLED CLAIMS. INCOME FOR 1866 LOSSES PAID SINCE 1829 OVER

\$5,000,000. Perpetual and Temporary Policies on Liberal Terms. Charles N Bancker, Toblas Wagner, Sanuel Grant, George W. Richards,

Charles N Bancker, Edward C. Dale, Folias Wagner, George Fales, Alfred Fitter, Francis W. Lewis, M. D. Peter McCall.

CHARLES N. BANCKER, President, EDWARD C DALE, Vice-President, 2 2 1124 Isan c Lea. GIRARD FIRE AND MARINE

INSURANCE COMPANY.

OFFICE, No. 415 WALNUTSTREET, PHILADELPHIA CAPITAL PAID IN, IN CASH, \$200,000. This company continues to write on Fore Rises only its capital, with a good surplus, is saidly invested. 701 Losses by fire gave been promptly pain, and more than \$500,000

Disbursed on this account within the pastfew years.

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

such rates as are consistent with safety. THOMAS CRAVEN,
FURMAN SHEPPARD,
TEOS. MACKELLAE,
JOHN SUPPLEE.
SILAS YERKES, JR.,
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INCORPORATED 1804—CHARTER PERPETUAL.

No. 224 WALNUT Street, opposite the Exchange,
In addition to MARINE and INLAND INSURANCE
this Company insures from loss or damas e by Fille, on
liberal crims on buildings, merchandise, miniture, etc.,
for limited periods, and permanently on buildings, by deposit of premium

The Company Las been in active operation for more
than SLXTY YEA RS, during which all losses have been
promptly adjusted and paid.

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Samuel Wilcox,
Samuel Wilcox, Secretary.

JOHN R. WICHERER, President

LIRE INSURANCE EXCLUSIVELY.-THE PENNSYLVANIA FIRE INSURANCE COM PANY-Incorporated 1825—Charter Perpetual—No. sis WALNUT Street, opposite Independence Square. This Company, favorably known to the community for over torty years, continue to insere against loss or damage by fire on Public or Private Buildings, ether permanentiv or for a limited time. Also on Furniture, Stocks of Goods and Merchandse 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 in
the case of loss.

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Daniel Smith. Jr.,

Abuxander Henson,

Leane Hastehurst,

Thomas Robins,

Daniel Haddock. Jr.,

DANIEL SMITH, Jr. President.

WILLIAM G. C WELL , becording .