#### A CHAPTER ON PEARLS.

BY AN EXPERIENCED JEWELLER.

Pearls are obtained from a bivalve known as the pearl oyster, found at great depths in the Indian Seas. These oysters are of great size, mersuring from nine to ten inches in diameter, and known to naturalists as the Maccagrina Margaritifera. The larger pearls are usually found in the beard of the fish, the smaller in the flesh. The deeper the water, according to the experience of the divers, the larger the pearls, Pearis are composed of a series of concentric layers, of a thin gelatinous membrane, alternating with layers of carbonate of lime (specific gravity 2.68), and are supposed to be concretions formed by a disease peculiar to this species of ovster.

Besides those known as oriental, there is a class commonly called Scotch pearls, procured from a particular variety of mussel found in Scotch rivers, and in other rivers of Europe, as the Moldava in Bohemia, the Conway in Wales, etc. The Tay, near Perth, according to Mr. Pennant, produced at one time a great number, the value of which was reckoned at several hundreds a year; but the supply is now very limited, and the pearls themselves of little value. Some, however, of a good size and fine lustre are occasionally picked up here and there. Suctomus and it will be new to many, that Julius Casar, a great admirer of pearls, was induced o invade Britain, in order to secure the valuable pearls found there. According to Pluy and facitus, he brought back to Rome a buckler overed with British pearls, which he dedicated o Venus Genetrix, and caused it to be hung up

Besides the pearls got in the oyster, there are often excrescences upon the mother-of-pearl somewhat of the nature of the pearl itself, and which often assume very irregular and gro-tesque shapes; they are called baroques, and, when large and fine, bring high prices. One of ne most singular of the baroques represents a Chinese, with crossed legs, and another has the appearance of a bearded dog; this term is also applied to a flat or ill-shaped pearl, if of con-siderable size. When pearl shells are smooth and regular in shape, there is less chance of finding pearls inside, but, when deformed or disterted, they are almost sure to yield some.

The richly variegated substance so well known as mother-of-peart (French, nacre), "dyed with rainbow tints," and beautifully opalescent, is the shell of the oyster formed by the calcareous eravise of the fish. It has "the brightness of the morning, or the glowing tints of the evening sky;" in other words, the color of the prism so tened, retained, and made permanent. The firest nacreous shells are those or Mantlla, which are very large and brilliant, with yellow edges, Those from Singapore are larger, but of a dead

The whiter the pearl the more highly is it valued; not of a chalky, but of a brilliant silvery brightness, called orient, from the resemblance which this lustre has to the dist faint blush of the rising sun mingling with the silvery clouds, a lustre which cannot be imparted to factitions pearls, whatever resemblance they may otherwise possess. Some pearls are so slightly colored as only to be detected by comparing then with others which are perfectly white; buta large number are decidedly yellow, others are pink or bluish, and some perfectly black. Tayrmer mentions having seen six, weighing together twelve hundred carats, as black as jet, but so purchaser could then be found for them, although blackish and pink pearls are now in decand, to some extent. The whitest pearls hav the greatest number of layers; those fished or he coasts of Kurah and Congo are said to be if superior color and roundness, many of ther having eight layers, while those got at other fishings have sometimes only five. The water on these coasts is too deep, unfortunately to make the fishing profitable.

Pearls cannot be assisted by art; when taken from the shell they merely require to be drilled, and cleaned with the dust produced by the opertion-those not drilled are called, in the trade virgin pearls. Some dealers try to improv ill-colored pearls by boiling them in a soluton of potash, which, if it makes them white, does so at the expense of their lustre and macity; others bake them in bread put into be oven; some, again, recommend rubbing themwith boiled salted rice, when hot. It is said hat, in Ceylon, "widows"-that is, pearls discored by having been worn for a length of time-are restored to their original whiteness by beng swallowed and retained in the stomachs of chikens for a few hours, until acted upon by the astric juice. Pearls are sized by passing them brough sieves of ten different degrees of

Peals are extremely difficult to match, especially hose of large size. On this account they were alled unio (or single) by the Romans. It may opear, at first sight, singular that such diffictly should exist; but size, shape, shades of colr, and many circumstances besides, make it all ut impossible to make up even a single row f perfectly matched pearls, jewellers havin sometimes to wait for years to complete a row ontaining not more than thirty or only tlerably well matched, after all. Before the lae Emperor Nicholas could make out a sufficiat number of well-matched pearls, for a necklse to present to the Empress, he had to wait tenty-five years. By purchasing every fine perl which came in his way, and exchang oters, during that period, he at length succeeed in laving at the feet of her Imperia Highnes one supposed to be the finest in the

Pear of good color, although badly shaped, were sailable for much of the strung pearl work a vogue about thirty years ago, but, althoun not altogether unfushionable, this class of wor is less patronized, at present, than it was the. Although the use of pearls, whether set or trung, has been on the decline for at least frty years, their price has kept rising, not-

Seedearls are not sold in single rows, but so much a ounce; they are little used in England, exceptor strung pearl work, but are more used in Frace and other European countries, from being orked into embroidery. The great mart for theale of seed pearls is Cuina and other parts (the East, where they are not only used extensely for embroidery of every description. but arsupposed to form one of the most potent ingredats of the majoon or elixir of life—a universi panacea throughout China, Hindoo stan, Irsia, and the Japanese Empire. These majoot, under the name of electuaries, were, at a tie not very remote, highly thought of it this centry, and were composed of many preciot stones, besides pearls. The world-re-nowne medicine called the "Five Precious Fragmits," consisting of rubies, sapphire, eme raids, bazes, and jacinths; these, bounded and mixed ith pearls and other substances of a more cuestible kind, were considered a sove reign roedy for every complaint.

Duriz the last illness of King Edward I, at Lannemet, in 1367, among other medicines pre scribedwas a comforting electuary made with amber, nusk, pearls, and jacinths, also a sweet-ened dak sharpened with pearls and corals. There as also "one precious electuary called Dystanron, or an antidote to fate," the com ponent of which have been unfortunately lost to the wild but no doubt pearls and precious stones ere part of the ingredients. These medicins were valuable in one sense, although not a swexign remedy in this case, 'for ye kinge he did." Both were compounded and administerdunder the direction of Dr. Nicholas Tyngewick (the atterward embalmed the body) sicism eld in the highest repute, and de scribed as a an of honest life, good conversa

tion, and emient science. Leoni di sotletto, an Italian physician of eminence, preribed a drink of dissolved pearls to Lorenzo ti Magnificent, when suffering from

The pearl ester is found in large beds, but always at conderable depths. One of these banks is oppose to Conducthy (Ceylon), and is twenty miles length. On this bank the the Romans, nd, from the great care with which the flangs have been conducted, are was over as productive by as they ever have been. The the trick.

whole length is divided into seven lots, one only being fished in each year, thereby giving opportunity to the fish in the others to reach full maturity. In the Persian Guli the pearl ashing is prosecuted with considerable energy, pearl cysters being found slong the whole extent of the Arabian coast, and in all the islands in the gulf. The entire monopoly is in the hands of the Sheik of Bushire, who considers these islands as his absolute property. The fishing season is divided into two portions, one called the short and cold, the other the long and hot, In the cooler weather of the month of June diving is pursued along the coast in shallow water, but not until the hot months of July and September are the Behrein banks much reserted to. The water on these banks is about seven latnoms deep. The divers are much inconvenienced when the water is cold; indeed they can do little unless it is as warm as the air; it becomes even more so in the hottest of the summer months. The boats in the Behrein nsheries are stated to be about fifteen hundred, and the entire trade is in the hands of merchants, many of whom are possessed of considerable capital.

After the discovery of America the pearl fisheries on the coast of Columbia became of great value. In 1564, upwards of six hundred and ninety-seven pounds of pearls are said to have been imported into Seville. Besides these, there were three coffers full of small pearls belonging to the king, all of which were sold by the ounce. Those in ported by Spanish and Portuguese merchants exceeded thirteen hundred maces (a mace is equal to about four and a half ounces), exclusive of several bars full of pearls belonging to passengers. Towards the end of the sixteenth century, from mismanagement under Spanish rule, the trade in pearls became nearly extinct.

The Ceylon pearl fishing fleet may number five hundred divers. The produce of the fishing. when brought ashore, is divided into four equaparts, three of which belong to the Government in repayment for the expense of fitting out the fleet and for the liberty to fish. The remaining burth is divided into unequal portions among the boatmen, the boat owner, the tindat, and the divers-the divers receiving twice as much as the boatmen, and the owner rather more than the divers. The oysters, when taken ashore, are put up for sale by auction, in lots of thousand. After the sale they are left under guard for thirty days, in order that they may become perfectly decomposed. In this state they are well and carefully washed, the decayed parts removed, and the pearls picked out. The extremely hazardous nature of these auctions may be gathered from the fact, that, while in some instances as many as a hundred pearls of various sizes and qualities may be found in one large oyster, a hundred may be epened without the purchaser finding one. The most costly pearls of the Ceylon fisheries are purchased by Moorish and Hindoo traders, for sale in India. where they find a ready market, the least valuable being seut to Europe.

Although the exertion must be very great when at work, diving for pearls is not considered very injurious to the constitution. The greater danger arises from the number of sharks and sword-fish continually upon the watch. For security against these implacable foes, they secure the services of shark charmers, and load themselves with amulets, without which they never dive. The time which a diver can remain under water varies from a minute and a half to two minutes, but some are able to keep down for four, and even five minutes; but such in-stances are rare, and to the diver very ex-

The decline in the value of pearls in Europe, which commenced in the seventeenth century, may be partly attributed to the more attractive brilliancy of the diamond, after the method of cutting and polishing it was fully understood, and partly to the successful imitation of the pearl itself; close as this resemblance may be, person accustomed to look at pearls will easily discover the best imitations by their glassy vitreous look, so different from the orient of the true pearl. Minerals have the advantage of pearls in being indestructible and unadulterated by time, whereas pearls, in process of time. moulder into dust. In opening the tomb in which the daughters of Stilicho had been buried, with the whole of their ornaments, for 1118 years, it was found that all the riches contained in it were in good condition, with the exception of the pearls, which were so soit as to crumble between the finger and Poorls bent in said never to lose their color or lustre, if excluded from air or moisture. The pearl was in equal favor with the Romans, Egyptians, Hebrews, and other Eastern nations. The story of the large pearl, worth £80,729, dissolved, or more likely pounded, and swallowed by Cleopatra, is too well known to need repetition; but it is, perhaps, not so well known that pearls were the principal ingredients in the love philters of these days, and it is more than likely that this pearl was sacrificed to make a charm of great potency, in order to win back the regards of Antony. A match to this para-gon pearl, belonging also to Cleopatra, after wards tell into the hands of King Agrippa, the favorite of Augustus, who carried it to Rome, and had it halved, to make a pair of earrings, which he presented to adorn the statue of Venus, in the Pantheon, and which, for size and beauty, were the admiration of all who beheld

Tavernier, who travelled in India in the seventeenth century, states, in his work on dia-monds and pearls, that he purchased at Catifa, in Arabia, a drop-shaped pearl, measuring from an inch and a half to two inches in length, and 63 of an inch in diameter at the broadest part. He describes it as perfectly faultless and of great beauty, which it must have been, as he gave the prodigious sum of £110,000 for it. informs us that he afterwards sold it to the Shah of Persia. The palegrina, or the matchless, which came into the possession of Philip II of Spain, was found at the pearl fishery of Margerita, on the coast of Spanish Colombia, in the Bay of Panama. It is about the size of a pigeon's egg, but with more of a pear shape; its weight is 250 carats, and its estimated value \$150,000. It is said to belong now to a Russian princess. The Medici family, who, centuries, were great patrons of art and arbi-ters of taste, were great admirers of pearls; many royal and noble ladies of their connecion possessed the finest collection to be met with in Europe, Those bequeathed by Catharine de Medicis to Mary Queen of Scots were greatly admired for their size and beauty. In the French crown are several pearls of great value. One weighing 27 5-16 carats, is valued at £8000. Two others, weighing together 57 11-16, are valued at £12,000. The Princess of England, on her marriage with the Prince of Prussia, wore a pearl necklace worth £20,000.

Many different methods are adopted for producing an exact imitation of the pearl. The mode adopted in Paris, according to Baibot, is o fill hollow glass beads with the scales of the bleak fish, which have a pearly, silvery lustre, known as the extract of orient; the same scales are likewise used to coat beads of gypsum, or alabaster soaked in oil and covered with wax. Lemaire, of France, manufactures beads of beautiful lustre, closely resembling the pearl. He adds to 1000 ounces glass beads three ounces of the scales of the bleak fish, half an ounce of fine parchment glue, one ounce white wax, one unce of pulverized alabaster, with he gives them an external coating. Artificial pearls are sometimes made by reducing seed, and those which are ill-shaped, to a one powder. worked up into a paste with pale gum, and made round with a pill machine, or squeezed into a silver mould, so as to give them any desired shape, as when too round they are more readily suspected. When hard enough to handle, they are baked in a loaf, and afterwards covered with the orient amalgam, or the scales of fish. Pearls so made are, however, too expensive for general use, as, however close the resemblance, they are still only an imitation, and easily detected by examination. Factitious pearls of this descripion are brought as near as possible to the specific gravity of the real gem.—Abridged from the Glasgow Weekly Herald.

Ast. Louis miss of fifteen eloped with a young Italian the other day, and cheated a minuter into marrying them by placing a slip of paper with eighteen written on it in her shoe, and when questioned as to her age, saving she was over eighteen. A wicked lawyer taught her

## RAILROAD LINES.

READING RAIL ROAD
ROM PHILADELPHIA TO THE INTERIOR O
FENNSYLVANIA, THE SCHUYLRILL, SURGUE
HANNA (UMEFELAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE
CANADAS
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, June 4, 1868.
Leaving the Company's Depot. at THIRTEENTH an
CAJIOWHILL Streets, Philadelphia, at the follow in
bours:—

Modeline South, at 6:30 P. M., arriving in Philadelphia 910 P. M.

Market train, with passenger car attached, leaves Philadelphia at 12 45 neon for Reading and all way stations. Leaves heading at 11 30 A. M. and Downlingtown at 12:30 P. M., for Philadelphia and all way stations. All the above trains run daily, sundays excepted.

Sunday trains leave Potsville at 8:90 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8:00 A. M.; itcurning from Reading at 4:25 P. M.

CHES!ER VALLEY RAILROAD.

Passengers for Downingtown and Intermediate points take the 7:30 and 8:15 A. M. and 5:10 P. M. trains from Philadelphia, returning from Downingtown at 6:35 A. M. and 12:30 noon.

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

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M., and 8 00 P.M., passing Beading at 145 and 11 53 A. M. and 148 P. M., and connecting the arrishment of the state of the control of the property of the state of the property of the state of the property of the property of the Pennsylvania express from Pittsburg, chicago, will the Pennsylvania express from Pittsburg, at 3 and 9 15 P. M., passing Reading at 4 49 and 10 52 A. M., and 1730 P. M., passing Reading at 4 49 and 10 52 A. M., and 1730 P. M., passing Reading at 4 49 and 10 52 A. M., and 1730 P. M., passing Reading at 4 49 and 10 52 A. M., and 1730 P. M., passing Reading at 4 49 and 10 52 A. M., and 1730 P. M., Sleeping cars accommany these trains through between Jersey City and Pittsburg, with out change.

out change.

A mail train for New York leaves Harrisburg at 2:10 P.

M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Poitsville at 7 and 11:30 A. M., and 7:15
P. M. leturning from Tamaqua at 7:35 A. M. and 1:46
and 4:15 P. M.

P. M. leturning from Tamaqua at 7:30 A. M. and 146 and 415 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 7:50 A. M. for Pinegrove and Harrisburg and 150 P. M. for Pinegrove and Tremont, seturning from Harrisburg at 3:20 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M.

TICKETS

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. The following tickets are obtain able only at the office of S. BEADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Beacing:

COMMUTATION TICKETS

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

MILEAGE TICKETS,

Good for 2000 miles, between all points, \$52:59 each, for families and firms.

Good for 2000 miles, between all points, \$52.50 each, for families and firms

SEASON TICKETS.

For three, six, nine, or tweive months, for holders only, to all points, at reduced rates.

(LERGYMEN

Residing on the line of the road will be furnished caros entitling themselves and wives to tickets at hall fare.

EXTURSHON TICKETS

From Philadelphis to principal stations, good for 8a turday, Sunday, and Monday, at reduced fare, to be had only at the licket Office, at THILTEENTH and CALLUW HILL Streens

FREIGHT.—Goods of all descriptions forwarded to all the above points, from the Company's new Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5 35 A. M., 12:45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Potisville Port Clinton, and all points beyond.

Close 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.

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
On and a ter WEDNESDAY, May 16, 1866, FOR GERMANTOWN

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 10, 3%, 4, 5, 5%, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7%, 8, 8, 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4%, 6, 6%, 7, 8, 9, 10, 11 P. M.
Leave Germantown 6, 7, 7%, 8, 8, 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4%, 6, 6%, 7, 8, 9, 10, 11 P. M.
The 8 26 down train, and 3% and 5% up trains will no stop on the Germantown Branch.
ON SUNDAYS.

Leave Philadelphia 9-10 A. M., 2, 3, 5, 8, 10% P. M.
Leave Germantown 8 A. M., 1, 4, 6%, 9% P. M.
Chesnut Hill Ralinoad.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 10d 11 P. M.

and 11 P. M.

Leave Chesnut Hill 7:10 minutes, 8, 940, 11:40 A. M.

1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 minutes P. M.

Leave Philadelphia 9:16 minutes A. M., 2, 5, and 8 P. M.

Leave Chesnut Hill 7:4) minutes A. M., 12:40, 6:40, and

9:25 minutes P. M.

FCR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 8:35 minutes, 11:05 A. M. 12:40, 6:40, and FCR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadeiphia 6, 835 minutes, 1195 A.M., 1%,
4%, 5%, 6%, 805 minutes, and 11%, P. M.
Leave Norristown 5%, 7, 750, 9, 11 A.; M., 1%, 4%, 6%,
and 8F M.
The 5% P. M. train will stop at School Lane, Wissa
hickon, Manayunk, Spring Mill, and Conshohocken only
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4, and 7%, P. M.
Leave Norristown 7 A. M., 1, 5%, and 8 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 835 minutes, 11, 95 A. M., 1%,
4%, 5%, 6%, 8%5, and 11%, P. M.
Leave Manayunk 6%, 7%, 820, 9%, 11%, A. M., 2, 5, 6%
8% P. M.
ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.

Leave Manayum 7% A. M., 1%, 6, and 9% P. M.

W. S. WILSON, General Superintender t.

¡Depot NINTH and GREEN Streets

NORTH PENNSYLVANIA RAILROAD. Depot. THIRD Street above Thompson.

For BETHLEHEM. DOYLESTOWN. MAUCE CHUNK, EASTON, WILLIAMSPORT, and WILKES BARRE.

At 730 A. M. (Express), for Bethlehem, Allentown Mauch Chunk, Hazleion, Williamsport, and Wilkes barre, At 3:30 P. M. (Express), for Bethlebem, Easton, etc. reaching Easton at 6:45 P. M., At 5:15 P. M., for Bethlebem, Allentown, Mauc.

reaching Easton at 6'45 P. M.
At 515 P. M., for Bethlehem, Allentown, Maue:
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 Streats Line City
Passenger Cars run direct to the depot.
TRAINS FOR PHILADELPHIA,
Leave Bethlehem at 6'25 A. M. and 12'75 Noon, and
5 15 P. M.

Leave Bethlehem at 6 25 A. M., and 12 75 Action, at 15 P. M.,
Leave Doylestown at 5 40 A. M., 3 15 and 5 30 P. M.
Leave Lansdale at 5 50 A. M.,
Leave Lansdale at 5 50 A. M., and 2 15 P. M.
Leave Fort Washington at 10 50 A. M., and 2 15 P. M.
Philadelphia for Bethlenem at 9 A. M.
Philadelphia for Doylestown at 2 30 P. M.
Doylestown for Philadelphia at 7 20 A. M.
Bethlehem for Philadelphia at 4 30 P. M.
Through Tickets must be procured at the ticket offices
THIRD Street, or BERES Street.
5 21
ELLIS CLARK, Agent.

WEST JERSEY RAILROAD LINES, FROM VV toot of MARKET Street (Upper Ferry), com-encing MONDAY, July 16, 1866 Leave Philadelphia as follows:—
For (ape May, 9 A. M., Mail; 2 P. M., Accommodation; 4 P. M., Fast Express
For Bridgeton, Saiem, and intermediate points, 8 A. M. and 330 P. M. For Miliville, and intermediate points, SA. M. and 2

P. M. Woodbury Accommodation, 6 P. M. RETURNING:
Leave Cape May at 6:30 A. M., Mail; 9 A. M., Fast Express: 5 P. M. Express
Leave Bridgeton 7 I5 A. M. and 3 50 P. M. Freight; 30 P. M. 30 P. M. Leave Salem I A. M. and 3-15 P. M. Freight 5-45 P. M. Leave Millville 6-55 A. M. and 6-38 P. M. Freight 11-0; A.M. Preight will be received at Second Covered Whari below Walnut street, from 706 A.M. until 5-50 P.M. That received before 700 A.M. will go through the same

Freight Delivery, No 228 S. DELAWARE Avenue J. VAN RENSSELAER, Superintennent. The West Jersey Express Company will attend to all the usual branches of Express business. A Special Mess senger accompanies each through train. Office No. 72 WALNUT Street Philadelphia.

1866 -PHILADELPHIA AND ERIE RAIL.

ern and Northwest Counties of Pennsylvania to the City of Frie on Lake Erie. It has been leased and is operated by the Pennsylvania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA Arrive Eastward—Brie Mail Train, 7 A. M.; Erie Express Train, 1 P. M.

Lenve Westward—Erie Mail, P. M.; Erie Express Train 12 M. Leave Westward—Erie Mall, P. M. I Erie Express
Train 12 M.
Passenger cars run through on the Erie Mail and Express trains both ways between Philade phia and Erie
New York KCONNECTION.
Leave New York at 9 A. M. arrive at Erie 9 30 A.M.
Leave Are at 445 P. M. arrive at New York 4 19 P. M.
Eles ant Sleeping Cars on all the night trains,
For information respecting passenger business, apply
at corner THIETIE; H and MARKET Streets Phila.
And for ireight business, of the Company's Agents, B.
Kingston Jr. corner Thirteenth and Market streets
Philadelphia; J. W. Reynolds, Erie; William Brown
Agent N. C. R. R. Ballimore.
H. H. HOUSTON, General Preight Agent, Phila
H. W. GWINNER, General Ticket Agent, Phila
A. L. TYLLER General Sup't, Williamsport. Train 12 M.

# RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BAL
TIMORE RAILBOAD,
TIME TABLE,
Commencing MONDAY, July 2, 1866. Trains will
lea & Depot, corner of BROAD Street and WASHINGTVN Avenue, as follows:
Express Train at 415 A. M. (Mondays excepted), for
faitimore and Washington stopping at Chester, Wilmington, Newark, Ekton, Northeast, Perryville, Havre,
de Grace, Aberdeen, Perryman's, Magnolia, Chase's and
Stemmer's Ron.
Way Mail Train at 8 15 A. M. (Sundays excepted), for
faitimore, stopping at all regular stations between Plaiidelphia and Baltimore.
Delaware Railroad Train at 2 A. M. (Sundays excepted), for Princess Anne, Milford, and intermediate
stations.
Express Train at 1145. Express Train at 11.45 A. M. (Sundays excepted), for Express Fran at 11 to A. M. (Sundays excepted), for Baltimore and Washington.

Express Train at 3 P. M. (Sundays excepted), for Baltimore and Washington, scopping at thester, Claymont, Wilmington, Newsra, Fikton, Northesst Perryville, Havie de Grace. Aberdeen, Perryman's, Edgewood Magnolia, Chase's, and Stemmer's Run I.

Fight Express at 11 P. M., for Baltimore and Washington. gton. Passengers by Boat from Baltimore for Fortress Mon-se. Norfolk, City Point, and Richmond, will take the 11 45 A M 'rain.

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

Stopping at all Stations between Philadelphia and Wilmington.

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

Leave Wilmington at 6:30 7:15 and 9:30 A. M., 4 and 6:30 P. M. The 7:15 A. M. train will not stop at stations between Choater and Philadelphia.

Trains for New Casile leave Philadelphia at 9 A. M., 420 and 6:P. M.

"THROUGH TRAINS FROM BALTIMORE

Leave Wilminston at 11 A. M., 4:36 and 19 P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 7:28, 7:55, 10:14, and 11:40 A. M., 4:43, 5:10, 7:25, and 10:36 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:55 A. M., Way-mail. 9:20 A. M., Express. 13b. P. M., Express. 8:25 P. M., Express.

Express, 140 P. M., Express
P. M., Express
TRAINS FOR BALTIMORE
TRAINS FOR BALTIMORE Leave Chesterat 449 and 851A, M., and 338 P. M.
Leave Wilmington at 523 and 933 A. M. and 415 P. M.
Freight Trains with Passenger Cars attached will leave
as tollows:—Wilmington for Ferryville and intermediate
stations at 645 P. M. Baltimore for Havre-de Grace and
intermediate stations at 445 P. M. Perryville for Wimington and intermediate stations at 3429 A. M. connecting at Wilmington with 715 A. M. train for Philadeiphia.

SUNDAY TRAINS

secting at Wilmington with 7-15 A. M. train for Philadelphia.

Express Train at 4-15 A. M. for Baltimore and Washington, Stopping at Chester, Wilmington, Newark, Elkton, Nor heart, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magneria, Joanse's, and Stemmer's Run.

Night Express, 11 P. M. for Ealtimore and Washington, Accommodation Trein at 11-36 P. M. for Wilmington and intermediate stations.

Leave Baltimore at 8-25 P. M., stopping at Havre-de-Grac. Perryville, and Wilmington, Also stops at Elkton and Newark (to take passengers for Phi adelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

Insten.
Accommodation Train from Wi mington for Philadel
phis and intermediate stations at 6 % P. M.
H. F. KENNEY, Superintendent. FOR NEW YORK,—THE CAMDEN AND Philadelphia and Trenton Radiroad

ompany's Lines.
FROM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Wharf, will as follows, viz:— At b.A. b., via Camden and Amboy, Accommoda-At 8 A. M. via Canden and Jersey City Express. 3-00
At 8 P. M., via Canden and Jersey City Express. 3-00
At 6 P. M., via Canden and Amboy Express. 3-00 

through to Trenton.

LINES FROM KENSINGTON DEPOT WILL LEAVE
At II A. M., 430, 645 P. M., and 12 P. M. (Night), via
Kensington and Jersey City Express Lines, fare \$2.90.
The 645 P. M. Line will run daily. All others Sundays excepted. At 7:30 and 11 A. M., 3 3:30 4:30, 5, and 6 45 P. M a d

At 7:30 and 11 A. M., 3, 3:39, 4:30, 5, and 6:45 P. M. a. d. S. idnight, for Bristol, Trenton, etc.
At 7 and 10:15 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 7:30 A. M., and 3:30 P. M. for Niagara Falls, Buffalo, Dunkirk Canandalgua, Elmira, Ithaca, Owego, Roches er. Bing hampton, Oswego, Syracuse, Great Bend, Montrose Wilkersbares, Schanton, Strondsburg, Water Gap, Felvidere, Laston, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the trail leaving Easton for Mauch Chunk, Allentown, Bethie hem. etc. hem etc. t 5 F. M. for Lambertville and intermediate stations. June 1, 1806. WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD. SUMMER ARRANGEMENT.

The Trains of the Pennsylvania Central Railroad icave the Depot. at Thirry-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 Front street about 30 minutes prior to the departure of each Train. to the departure of each Train.
On Sundays—Cars leave Eleventh and Market streets 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.

TREIGHT LINES FOR NEW YORK AND Lat 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 clock P M. daily Sundays excepted.

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

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

Freight for Trenton. Frinceton, Kingston, New Brans wick, and al points on the Camden and Amboy Railroad; also, on the Belvidere Delaware and Flemington the New Jersey, the Freeholt and Jamesburg and the Burlington and Mount Holly Railroads, received and lowarded up to 1 P. M.

The Belvidere De aware Reliroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manua, and Western Railroad, forwarding to Syracuse, Buffalo, and other points in Western New York.

The New Jersey Central Railroad, and at Newark with the New Jersey Kaitroad connects at Elizabeth with the New Jersey Kaitroad connects at Elizabeth with the New Jersey Kaitroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad.

A slip memorandum, specifying the marks and numbers, slippers, and consigness must in every instance be sent with each load of goods, or no receipt will be given.

yen.

N. B.—Increased isclittes have been made for the ranscortation of live stock. Drovers are invited to try the route. When stock is turnished in quantities of two carloads or more it will be delivered at the foot of Former in a rivet near the Drove Yard, or at Pier No. 1. North River, as the shippers may designate at the time of shippers.

For terms, or other information, apply to No. 226 S. DELAWARE Avenue. Philadelphi () RANGE AND ALEXANDRIA RAILROAD.

ORANGE AND ALEXANDRIA RAILROAD.—
On and arer MONDAY, February 12 two daily trains will run between Washington and Linchburg, connecting at Gordensylle with Virginia Central Rail road trains to and from Richmond as follows:—

MAIL TRAIN.

Leave Washington daily (bunday excepted), at 6'45 a. M., and arrive at Lynchburg at 5 46 P. M.
Leave Lynchburg at 7 A. M. and arrive at Washington at 5'26 P. M.

EXPRESS TRAIN.

Leave Washington daily (including Sunday) at 6'05 P. M.
and arrive at Lynchburg at 6'06 A. M.
Leave Lynchburg at 6'30 P. M. and arrive at Washington at 6'10 A. M.
Leave Lynchburg at 6'30 P. M. and arrive at Washington at 6'10 A. M.
Leave Lynchburg at 6'30 P. M. and arrive at Washington on a 6'10 A. M.
Leave Lynchburg at 6'30 P. M. and arrive at Washington for North and Northwest.

First class sleepins cars attached to the night frains.

The road 's attractive, not only for its comfor able accommodations, but for the fact that it passes the now his toric localities of Fairfax, Buil Run. Manassas, Bristoe, Catlett's, Rappahannock, Culpeper, Orango, and Gordonsville, places of imperishable interest in the popular mind.

Through tickets to all points South and Sourhwest may be had in Boston, New York, Philadelphia, and hrough tickets to all points South and Southwest by be had in Boston, New York, Philadelphia, and littinger, and at the Lasses of the road to Washington W. H. McCaffert, General Supe Intenden.

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ONE TRIAL

SECURES YOUR CUSTOM.

# WHITNEY & HAMILTON.

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SCHUYLKILL. AND BITUMINOUS

COAL.

No. 935 North NINTH Street, Above Poplar, East Side. [62

TAMES 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 at ove superior Coal, surable for family use, to which he calls the attention of his friends and the public generally.

Orders lett 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. 768

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, 8759; Nut at \$6.50. Also, the very superior Schuylkill Coal, from the Eccycsdale Colliery Nut size, \$6.60. All other All Coal warranted and taken back free of expense to the purchaser, h not as represented. Also, the Coal for-tested is not full weight.

### MEDICAL.

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

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

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

The undersigned citizens take pleasure in cheerfully recommending the use of Wright's Tar Syrup for coughs, colds, consumption, whooping-cough, spotted is ver, liver complaint, pains in the breast, bronchids, 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. Graften, Sunday Mercury office.
James H. Graften, Sunday Mercury office.
William F. Corbit, Associated Press.
William H. Carpenter, Fire Alarm and Police T graph, Fifth and Chesnut streets.
A Enacelyh, Front and a ombard streets,
James W. Perrine No. 1129 Charles street.
H. A. Davis No. 323 Gaskil street.
John Woodside No. 1331 Franklin street.
Gebloff, No. 731 S. Second street.
John Seymour, No. 528 Front street.
L. W. Howard, No. 1 Dock street.
H. C. Hartlett, No. 527 S. Second street.
L. Rates No. 553 Arch street.

Joan Seymour, No. 13 S. Front street.
E. W. Howard. No. 1 Dock street.
H. C. Fartleit. No. 227 S. Second street.
L. Bates No. 615 Arch street
Abert Martin. No. 417 S. Second street.
Mary Caldwell, No. 162 Sansom street.
W. Ibomas, No. 20 N. Fourth street.
T. M. Carthy, No. 169 Eireth's alley.
George Wison. No. 236 Race street.
W. F. Brooks, No. 69 North Second street
M. J. Hassett, No. 119 Canal street.
S. Seymour Rose Busiston.
Chares Rogers, No. 921 South street.
E. T. Weiling on, Second and Quarry streets
F. E. Thomas, No. 136 South Sixth street.
William Barns, No. 515 South Frontstreet.
S. S. Santord, Opera Manager.
John Maginnis, rear of No. 134 North Second street.
Mrs. S. R. Choate, Newark, Del.

Mr. William B. Wright :-Mr. William B. Wright:—
Sin:—We take pleasure in recommending your ITAL SYRUP (of which we have already sold considerable quantities) as a most excellent and efficacious remedy for the complaints set torth in your printed bill already submitted to the public. As a tratifying act 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, HOLLOWAY & COWDEN S,

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And all principal Druggists and Dealers.

The subscriber would beg leave turner to say that
he is propared to fall orders and forward the Syrup to
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will be returned as soon as the extgencies of business
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WILLIAM B. WRIGHT. 320 So 771 S. THIED Street, Philadelphia, Pa.

GLAD NEWS

FOR THE UNFORTUNATE. BELL'S SPECIFIC REMEDIES Are warranted in all cases, for the SPERDY and PERMA SANT CULE of all diseases arising from excesses or YOUTHFUL INDISCRECION. Emissions, Genital, Physical and Nervous Debility, Im-NO CHANGE OF DIET IS NECESSARY.

They can be used without detection, and never tall to effect a Care, if used according to instructions. BELL'S SPECIFIC PILLS, Price One Dollar per Box, or Six Boxes for Five Dollars; also, Large Boxes, containing Four Small, 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 Genical Debi ity with Nervous Prostration has affected the system

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

A Package Pince Five Dollars, whill ast a month, and is generally sufficient.

In extreme cases of Debility and Impotence BELL'S EXTERNAL REMEDY.

Price Two Dollars, sufficient for a month, can be used to good advantage.

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

A Pamphleto. 100 pages, on the ER 20ES OF YOUTH, designed as a Lecture and Cau ion to Young Men, sent iree. Ten Cents required to pay postage. It you cannot purchase Bell'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 fetura of mail post past, For sale by DYOTI & Co., No. 232 N. SECOND

NEEDLES CAMPHOR TROCHES, Positive Preventive of CHOLERA Diarrhots, Dysentory, and Choiers Morbu

G. Sole Factor, C. H. Needles, Druggist,

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SCHOOLFIELD'S CHOLERA AND DIARRHŒA PILL Cure all kinds of Bowel Complaints, and his

GASTRIC AND LIVER PILLS Are the best remedy for all biseases of the letoma and Liver WHOLESALE AGENTS. J. W. DALLAM & CO.,

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INCORPORATED BY THE LEGISLATURE OF
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STREETS, PHILADELPHIA
MARINE INSURANCE
CARGO.
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TO all parts of the world.

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On Goods by River cans. Lake and Land Carriage to all parts of the Union.
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100,000 State of Pennsylvania Five Per Cent Loan.

54,000 State of Pennsylvania Six Per Cent.

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20,000 Pennsylvania Railroad First Morts

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sage Six Per Cent. Bonds.

23,750 06

Western Pennsylvania Railroad Morts

sage Six Per cent. Bonds.

23,750 06

Company. principal and interest
garanteed by the City of Philadelphia.

13,337 53

7.150 143 Shares Stock Pennsylvania Rail-rond Company. 8,530-99 100 Shares Stock North Pennsylvania Railrond Company 3,250 00 Dr posit with United States Govern-

me t, subject to ten days cal. ... 40,000 cs 30,000 State of Tennessee Five 1 er Cent. Lean. 18,900-00 170,700 Leans on Benus and Wortgare first Hens on City Property. ... 170,000 co Market value ... \$006.550 00 \$1,036,856 Par. Real Estate. heal Pstate. 36, 0.90
Bi is receivable for insurances made. I 21,012 Fl
Balances due at Agencies: - Premiums
on Marine Policies, A corned Interest and other debts due the Com-40,511-44

2,910 63 56,635-3T #1.253 630-TS

Thomas C. Hard,
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No. 133 South FOURTH Street PHILADELPHIA. Annual Policies usued against General Accidants all descriptions at exceedingly low rates.

Insurance effected for one year in any sum from \$10 to \$10 600, at a premium of only one-hall per cent. securing the full amount insured in case of death, and a compensation each week equal to the whole premium paid mium paid

Short time Tickets for 1, 2, 3, 5, 7, or 10 days, or 1, 3, or
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1829-CHARTER PERPETUAL

FRANKLIN FIRE INSURANCE COMPANY PHILADELPHIA.

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

 
 Capital.
 \$400 000 06

 Accinec Surplus
 944 543 18

 Premiums.
 1,162,308 61
 UNSETTLED CLAIMS, INCOME FOR 1806 8310 600. LOSSES PAID SINCE 1829 OVER \$5,000,000.

Perpetual and Temporary Policies on Liberal Terms. Charles M Bencker,
Tobias Wagner,
George Fales,
George W. Richards,
Isaac Lea,
CHARLES N. BANCKER, President.
EDWARD C DALE, Vice-President.
JAS. W. MCALLISTER, Secretary protem. 274128 Charles M Bencker, Tobias Wagner, Samuel Grant, George W. Richards,

GIRARD FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 415 W ALNUT STREET, PHILADELPHIA CAPITAL PAID IN, IN CASH, \$200,009. This company continues to write on Fire Russ only its capital, with a good surplus, is saiely invested.

Losses by fire nave been promptly paid, and more than 8500,000 Disbursed on this account within the past few years. For the present the office of this company will

No. 415 WALNUT STREET, BUILDING N. E. CORNER SEVENTH AND CHESNET STREETS. Then as now, we shall be happy to insure our patrons a such tates as are consistent with salely.

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FURMAN SHEPPARD,
THOS. MACKELLAR,
JOHN SUPPLEE.
JOHN W CLAGRORN,
SILAS YERKES, JR.,
THOMAS CRAVEN, President and Treasurer.
JAMES B. ALVORD, Secretary.

DHIGHIX INSURANCE COMPANY OF PHI LADELPHIA.

INCORPORATED 1804—CHARTER PERPETUAL.

NO. 224 WALNUT "treet 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, minture, etc., for immited periods, and permanently on buildings, by the Company is been in active operation. deposit of premium

The Company Las been in active operation for more
than SLXTY YEARS, during which all losses have been
promptly adjusted and paid
promptly adjusted and paid
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Samue Wilcox,
JOHN R. WUCHERER, President
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Distributed Structure Company of the President Cartillos.
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415

THE INSURANCE EXCLUSIVELY.—THE
PENNSYLVANIA FIRE INSURANCE COM
PANY-Incorporated 1825—Charter Pepetual—No ale
WALNUT Street, oprosite Independence equare.
This Company, tavorably known to the community
for over forty years, continue to insure against loss or
damage by fire on Public or Privace Buildings either
permanent yor for a limited time. Also on Furniture,
stocks of Goods and Merchandus generally, on therat
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.

DESCTORS

Daniel Smith. Jr... John Deversur

Daniel Smith. Jr... John Deversur

Alex ander Benson, Thomas Smith
Isanc Hazlehurat, Henry Lewis,
Thomas Hobins,
Daniel Faddock, Jr.

Daniel, BMITH, Ja President. WILLIAM G. C WELL, becretary .