

INSURANCE COMPANIES. NORTH AMERICAN TRANSIT INSURANCE COMPANY, No. 33 South Fourth Street PHILADELPHIA.

1829-CHARTER PERPETUAL. Franklin Fire Insurance Co. OF PHILADELPHIA. Assets on January 1, 1866, \$2,506,851.96.

REMOVAL. The Girard Fire and Marine Insurance Company. HAVE REMOVED TO THEIR NEW OFFICE, NORTH EAST CORNER HESNUT AND SEVENTH Streets, 186 PHILADELPHIA.

LIVERPOOL AND LONDON GLOBE INSURANCE COMPANY. Capital and Assets, \$16,000,000. Invested in United States, \$1,500,000. Total Premiums Received by the Company in 1865, \$4,947,175.

INCORPORATED 1825-CHARTER PERPETUAL. PHENIX INSURANCE COMPANY OF PHILADELPHIA. No. 22 North Second Street.

FIRE INSURANCE EXCLUSIVELY. THE PENNSYLVANIA FIRE INSURANCE COMPANY. INCORPORATED 1825-CHARTER PERPETUAL. No. 310 WALNUT Street, opposite Independence Square.

MANUFACTURERS OF Manila and Tarred Cordage, Cords, Twines, Etc. No. 22 North Second Street, PHILADELPHIA.

912 ARCH STREET.-GAS FIXTURES, CHANDELIERS, BRONZE STATUES, ETC. WALKER & CO. would respect fully direct the attention of their friends and the public generally to their large and elegant assortment of GAS FIXTURES, CHANDELIERS, BRONZE STATUES, ETC.

GEORGE PLOWMAN, CARPENTER AND BUILDER, No. 232 CARTER Street, And No. 141 DOCK Street.

GOVERNMENT SALES. SALE OF GOVERNMENT VESSELS AND QUARTERMASTER'S PROPERTY. DEPT. QUARTERMASTER'S OFFICE, BALTIMORE, MARYLAND.

SALE OF QUARTERMASTER'S STORES. CLOTHING DEPOT, SCHUYLKILL ARSENAL, PHILADELPHIA, December 18, 1866. Will be sold at public auction on account of the United States, at the Schuykill Arsenal, Gray's Ferry Road, Philadelphia, on SATURDAY, December 22, 1866, at 10 o'clock A. M., the following named articles of Quartermaster's Stores, viz:—

NAVY DEPARTMENT. WASHINGTON CITY, December 18, 1866. On the 19th day of January, 1867, THURSDAY, at noon, there will be sold at public auction, in the NORFOLK NAVY YARD, the largest bidder, a lot of old and unserviceable cannon, arms, and miscellaneous articles of naval ordnance.

STAR LINE TO NEW ORLEANS. The New York Mail Steamship Company's ocean steamers will leave Pier 46 NORTH RIVER, New York, on SATURDAY, the 20th of December, 1866.

ATLANTIC COAST MAIL STEAMSHIP LINES. SEMI-WEEKLY, FOR NEW ORLEANS. DIRECT. NEW ORLEANS, 1st class cabin, \$40; second class, \$30; third class, \$20.

FOR NEW YORK.—PHILADELPHIA STEAMSHIP PROPRIETOR COMPANY. Search southwest lines via Delaware and Raritan Canal, and the Delaware Bay, connecting with all Northern and Eastern lines.

SHIP CAPTAINS AND OWNERS. The undersigned having leased the KENSINGTON, a 1000-ton steamer, well equipped with increased facilities to accommodate those having vessels to be loaded or repaired, and who require a competent painter and caulker, will give personal attention to the vessels entrusted to him for repairs.

118 DELAWARE Avenue above Laurel Street. FITLER, WEAVER & CO. MANUFACTURERS OF Manila and Tarred Cordage, Cords, Twines, Etc.

ALEXANDER G. CATELL & CO. PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES. No. 21 NORTH WATER STREET. ALEXANDER G. CATELL (23)

RAILROAD LINES. PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. TIME TABLE. Commencing MONDAY, November 26, 1866. Trains will leave Depot, corner of BROAD Street and WASHINGTON Avenue, as follows:—

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. TIME TABLE. Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase and Steamer's Run.

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SURRAT AS A POET. The Cincinnati Gazette publishes what it is assured is a verbatim copy of a poem composed by John H. Surrat, while a student at St. Charles College, Howard county, Maryland, June 3, 1860. It was copied by his college friend, Samuel Morrison, of Indiana. It was written by Surrat originally in Mr. Hand's album:—

My youthful tears have all been shed, The April dews which glow Like sprinkles from the mountain's head, And in the sunshine glow.

The currents of my life grow deep As down the stream I float, And in the current's wildly sweep Around my fragile boat.

Like some fair bird which wings its flight Far up the azure sky, My spirits soar with fond delight, More glowing heights to try.

Then round my soul are quickly thrown Clouds black with sorrow's gloom, And suddenly the winds do moan Around some loved one's tomb.

My heart is draped in darkest night, My little barque is tossed, Till my faithless waves and fright I cry, "I sink! I'm lost!"

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very midst of intensely classic scenes. Within a stone's-throw was the old mill, built in 1669, the spacious frame of which, slowly but surely, swallowed up the eddying waters before me; while in front, only a few paces off, stood the Dutch Church, surrounded by locust trees and lofty elms, from which its tower, white-washed walls, and spire, rose like a giant's hand, its beauty beaming through the shades of retirement. I enjoyed the prospect vastly.

"Can you imagine anything more interesting than this?" inquired my guide. "Look at the old sanctuary before you. Note how it is built. It is all of stone and masonry as it was in 1599, the year in which it was finished."

"This was supposed to be the spot about which the settlers would centre. The river, supplying as it does ample power to turn the mill, was covered by the water, which in its bank the miller-house was accordingly located. Tradition says that when Frederick Vlype, the first lord of the domain, began to build his church, he laid the foundation, and then withdrew his labors, that they might repair the damage done to the dam by a recent freshet."

"No sooner, though, had they finished the dam than another freshet came one night and washed it away. The second time Frederick Vlype, who was soon after a stronger structure erected, when another freshet came and destroyed it. This discouraged the proprietor, and he was about to give up in despair, when Henry, his second son, who had been educated in the cause of his ill-success was the withdrawal of his men from the church. Let that be finished first, the warning said, and the dam will stand. He forthwith resumed work upon the church, and after several days, when it was doing good service at this day."

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