Meek cont. Eyes of fire, Four paws That never tire, That's puss,

Black as night.

From a saucer

Rolling on

Getting wet, All in a mass, That's puss,

Climbing tree

Little twitter Never more heard, That's puss.

Rat, or mouse.

About the house, That's puss.

That's puss.

Killing fly,

As it runs

Pet of missis.

'Itto mite.

Out of sight.

Never must be

Lapping mitk,

The dewy grass,

And catching bird.

That's puss.

Soft, as soft As washing silk

With talons long.

Scratching. Which is very wrong,

Ways playful, Tail on high, Twisting often Towards the sky, That's pus-

In the larder Stealing meat, Patter, patter, Little feet, That's puss. After ball,

Reel, or string, Wild as any Living thing, That's puss. Round and round After tail. Fast as any

Postal mail. That's puss. Curled up, Like a ball,

In the half, That's puss. Purring loud On missis' lap, Having toast, And then a nap,

THE LEGEND OF POCAHONTAS.

Did Captain John Smith Invent It!-His Veracity Impeached.

An article on "Captain John-Smith" in the new number of the North American Beview is the first popular presentation of a theory which has been held for a few years past by a class of our historical students. It not only impeaches the veracity of the founder of Virginia, but it almost demonstrates that the celebrated story which tells how heroic Pocahontas saved his life is but a plea-sant fiction at the best. The reviewer merely repeats the theory of Mr. Charles Deane, which, during the war, has been hidden away in his reprints of "Wingfield's Discourse of Virginia," and of Smith's "True

It is shown that Smith's character was not inquestioned in his own times. He had trouble with his colonists; "it was proved to his face," says Wingfield, "that he begged in Ireland like a rogue without a lysense." But such testimony in such times and from such men-for the first families in Virgina were a motiey crew-would hardly injure his reputation now, were it not for the fact that he has left several autobiographical records which will not adjust themselves on a critical examination to any theory that can vindicate his character as a man of veracity. Let us examine, for example, the legend of

Smith started on his trip of exploration (in the history of which Pocahontas first appears as his deliverer from impending death), on the 10th of December, 1607, and returned on the 8th of January following. In the same year Smith published his "True Relation" of this adventure. In this report he makes no mention whatever of the heroic Pocahontas. In 1624 he published his "Generall Historie," which introduced Pocahontas in the attitude est adapted for winning the applause of a Bowerv audience.

In his "True Relation" he thus speaks of his introduction to Powhatan, the father of the renowned Pocahontas:—

"From hence this kind king conducted me to a place called Topahanocke, a kingdonre upon another river northward. The cause of this was, that the year before a shippe had beene in the river Pamanuke, who, having been kindly entertained by Powhatan, their Emperor, they returned thence, and discovered the river of opahanocke, where, being received with like kindnesse, yet be slue the king and took of his people, and they supposed I were hee; but the people reported me a great man that was Captaine, and using mee kindly; the next day

"Arriving at Weramocomoco their Emperour . . kindiy welcomed me with good wordes, and great platters of sundry victuals, assuring mee his friendship and my libertle within four days . . . hee desired mee to forsake Paspa-hegh, and to live with him upon his river, a countrie called Capa-Howasicke, ne promised to give me corne, venison, or what I wanted to feed us, Hatchets and copper wee should make him and none should disturb us. This request promised to performe; and thus having all the kindness hee could devise sought to content me; hee sent me home with four men, one that usually carried my goune and knap-sacke after me, two other loaded with bread, and one to accompanie me. . . .

Compare this account with his version of the same adventure published in 1624:-"At last they brought him to Meronocomoco,

where was Powhatan their Emperor. Here more than two hundred of those grim Courtlers stood wondering at him, as he had been a monster; till Powbatan and his trayne had put themselves in their greatest brayeries . . . At his cutrance before the King, all the people gaye a great shout. The Queene of Appama-tuck was appointed to bring him water to wash his hands, and another brought him a bunch of feathers, in stead of a Towell to dry them: having feasted him after their best barbarous manner they could, a long consultation was held, but the conclusion was, two great stones were orought before Powhatan; then as many as could layd hands on him, dragged him to them, and thereon laid his head, and being ready with their clubs, to beate out his braines, Pocabontas, the King's dearest daughter, when no intreaty could prevaile, got his head in her armes, and hid her owne upon his to save him from death: whereat the Emperour was contented he should live to make him hatchets, and her balls, beads, and copper.

"Two dayes after, Powhatan having disguised himselfe in the most fearfullest manner he could . . . more like a devil than a man, with some two hundred more as blacke as himselfe, came unto him, and told him now they were friends, and presently he should goe to Jamestowne, to send him two great gunnes and a grynstone, for which he would give him the county of Capahowosick, and for ever esteeme him as his sonne Nantaquoud. So to Jamestowne with twelve guides Powhatan sent him, he still expecting (as he had done all this long time of his imprisonment) every houre to e put to one death or other; for all their feast-. But Almightie God (by His divine providence) had mollified the hearts of those sterne Barbarians with compassion. The next morning betimes they came to the Fort. . .

These passages show that the episode of Pocahontas was an afterthought. Not only does he make no mention of her in his first narrative, but his account of the treatment he received from her father precludes the possibility of the action for which she is now renowned. He was treated with the utmost kindness and speedily released. There are other additions in the later narrative and several exaggerations. When he was first captured (according to his "True Relation") he was guarded by eight men, who increased (in his history) to thirty or lorty tall fellows; his four guides from Powhatan in 1608 become twelve in 1824; Smith, on his return, in 1608, is grateful that the arrival of Captain

New rustrated the design of his enemies, in 16 preparing to depose him, whereas, states that he "laid them by the

"No amestowne they were all in comrun atith the Pinnace, which, with the run aith the Pinnace, which, with the hazzar, life, with Sabre falcon and musket shot he forced now the third time to stay or some no better than they should be had piotth the President, the next day, to have pulo death by the Levideall law for the lives onson and Emry, pretending the sault was at had led them to their ends; but he d tooke such order with such lawyers to layed them by the heeles till be sent son hem prisoners for England."

he sent so hem prisoners for England." "The salaracter of exaggeration," says the reviewmarks the whole account of the treatmi received among the savages. According story, written a few months after the ev people is described, savage it is true, buther cruel nor bloodthirsty; reckless, per of life in battle, but kind, and even mimous, towards their captive. It is elly stated that no such demonstration hade against Smith as that which, in 1t, affirmed to have taken place within ar after his capture. Only a few days aft a few days aff was taken prisoner, he represents him, giving orders to Ope-chapkanough to him to Powhatsn, and even at this timknew that he was to be allowed to go tkestown. "To him I told I must go, and arn to Paspabegh." The reviewer contint

reviewer contint

"Powhatau ret him with the greatest cordiality, and, htsought to contest him with all the kindu could devise, did actually send him with rd of honor back to his friends. It the "Itelation" is really true, the behavior of thosed baroarians towards Smith was far moreane than that which he would have received hands of any civilized nation on the face learth. There is not a trace of his having my hamediate fear for his life, except from are whose son he had killed, and from with pechankanoush protected him. There dideed, occur one line to the effect that fed him so fat as to make him mucht they meant to sacrifice him; and paragraph furnishes the most striking use of the kindness of the Indians, of the fact that he believed himself to have mistaken in having entertained the sus. Yet, in 1624, we ment he was still exple every hour to be put to one death or ano. ment he was still expt every hour to be

These wide variation Captain Smith's versions compel us ento resist further inquiry, or to reject tuching story of the Indian maiden as a.

There is other eviden, show that the new theory is correct. Vid's "Discourse of Virginia," the earlies then record of the Virginia colony, mes Smith's trip, his adventures, the conspi to depose and execute him on his returnt he is silent about Pocahontas.

Smith falled as a colon He was de-Smith failed as a Colon He was deposed and sent to Englander articles of complaint, in 1609. The Via Company refused all his applications he employed again.

As late as 1612 the story olahontas had not been given to the publin that year Captain Smith published his p of Virginia," with a description of country ginia, with a description of country, people, government, and ref. In this little volume he still makes notion of his brave Indian gisl, although escribes a custom which would have naly led him to do so. He tells us that in execution of criminals their heads were pi upon an altar, while "one with clubbes be out their braines." He adds that he an Indian beaten in his presence till he enseless, without a cry or complaint.

"Here," says the reviewer, "gave the whole idea of the story which herwards made public. It may be left racticed lawyers to decide whether under irdinary rules of evidence, the passages not amount to a practical assertion he bad himself not been placed in the ion described, and it may perhaps be ible for future students to explain why Sashould have suppressed his own story, sting it to have been true."

There is other testimony of imilar nature. Strachey's "Historie of Tra into Virginia" (1615) contains a full ant of Smith, and has some curious refees to Pocabontas; but there is no hin her agency in saving the bold Captain's In 1614 Rapne Hamor, "late Secretar, the Colonie," published a volume in whitnere was an elaborate description of the ure and christening of Pocahontas. It kins a letter from John Rolfe, Pocahontaus. band. No mention is made by eitherter of her celebrated girlish exploit.

Strachey gives this curious peep at ahontas, before she sprang, clad in a sig "Pocahuntas, a well-featured but wantot; girle, Powbatan's daughter, sometymes reing to our fort, of the age then of elever twelve yeares, would get the boyes forth, her into the marketi-place, and make wheele, falling on their hands, turning their heeles upwards, whome she would foll and wheele so herself, naked as she was, all

fort over. After the seizure of Pocahontas as a h age, and her conversion to the faith, she England, and was the lion of the hour—Queen Emma of the seventeenth centu Pinchis made it a point at this time to d cover all that was to be known about V ginia. He saw Smith, Rolfe, and others. Y he, too, failed to hear of Pocahontas' here deed!

There is still more evidence tending establish the theory that Pocahontas did nt save the life of Captain John Smith, for the good and sufficient reason that it was never additional properties. She went Premiums, Ron-forieiture, Endowments, payable at a uture age, or on prior decase, by Yearly Premiums, or 10 year Premiums; or by 5, 10, in a correct series of the life of the seventeenth centure of the security of the life of the life of the life of the life of Captain John Smith, for the good and sufficient reason that it was never additional properties. Indowments, payable at a uture age, or on prior decase, by Yearly Premiums, Ron-forieiture.

Endowments, payable at a uture age, or on prior decase, by Yearly Premiums, Ron-forieiture.

Endowments, payable at a uture age, or on prior decase, by Yearly Premiums, Ron-forieiture.

Endowments, payable at a uture age, or on prior decase, by Yearly Premiums, Ron-forieiture.

Endowments, payable at a uture age, or on prior decase, by Yearly Premiums, Ron-forieiture.

Endowments, payable at a uture age, or on prior decase, by Yearly Premiums, Ron-forieiture.

Endowments, payable at a uture age, or on prior decase, by Yearly Premiums, Ron-forieiture.

Endowments, payable at a uture age, or on prior decase, by Yearly Premiums, Ron-forieiture.

Endowments, payable at a uture age, or on prior decase, by Yearly Premiums, Ron-forieiture.

Endowments, payable at a uture age, or on prior decase, by Yearly Premiums, Ron-forieiture.

Endowments, payable at a uture age, or on prior decase, by Yearly Premiums, Ron-forieiture.

Endowments, payable at a uture age, or on prior decase, by Yearly Premiums, Ron-forieiture.

Endowness, payable at a uture age, or on prior decase, by Yearly Premiums, Ron-forieiture.

Endowness, payable at a uture came a personage of note. She went

save the life of Captain John Smith, for the sons, or bodies politic or corporate.

good and sufficient reason that it was neve samuel a samuel a shipley. RICHARD CADBURY, in any danger. Pocahontas was in her gray Jeremiah Hacker, before the legend which has made her memory but hard woold.

before the legend which has made her memory but hard woold. WM. CLONGSTRETH, illustrious for two centuries was first published. Charles F. COFFIN.

What was Smith's motive in inventing this THOMAS WISTAR, M. D., J. B. TOWNSEND, story, if it was not "historically true?" We quote again from the Review:—

"The examination of Smith's works has shown any-incorporated 1825—Charter Percentage."

capture and her marriage to Ralfe first gave her importance. Her visit to England, however, made her beyond question the most conspicu-ous figure in Virginia to the public mind, and it became inevitable that romantic incidents in her life would be created, if they did not already exist, by the mere exercise of the popular imagination, attracted by a wild and vivid picture

of savage life. The history of the Emperor's daughter be came, as we are led by Smith to suppose, a sub-ject for the stage. Nothing was more natural or more probable. It is not even necessary to suppose that Smith nimself invented the additions to his original story. He may have merely accepted them after they had obtained a strong and general hold on the minds of his

contemporaries 'In the meanwhile Smith's own career had turned out a fallure, and his ventures ended dis-astrously, while in most cases he sailed to obtain the employment which he continued to seek with unrelaxed energy. In 1622, however, a great disaster occurred in Virginia, which woke the greatest interest and sympathy in England for the colonists, and gave occasion for renewed afforts in their behalf. The Indians rose against he English, and in the month of May a terrible

massacre took place around Jamestown. The opportunity was not one to be lost by a many no, like Smith, with engless will to act, was till marting under what he considered unde his services to the company, with a plan for restoring peace; but his plan and his offer of services were again declined. Still, he had the resource left of which he had already made such frequent use, and by publishing the Generale Historic he made a direct appeal to the public, more ambificus than any he had yet attempted. In this work he embodied everything that could tend to the increase of his own reputhat could tend to the increase of his own reputation, and drew material from every source which could illustrate the history of English colonization. Pocabontas was made to appear in it as a kind of stage deity on every co-sible occasion, and his own share in the affairs of the olony is magnified at the expense of all his companions. None of those who e reputations be treated with so much barshness appeared to vindicate their own characters, far less to assert the facts in regard to Pocahontas. The effort indeed failed of its object, for he remained unemployed and without mark of distinction, and died quietly in his bed, in London, in June, 1631; but in the absence of criticism, due perhaps to the political excitement of the times book survived to become the standard authority on Virginian history. The readiness with which it was received is scarcely so remarkable as the credulity which has left it un-questioned almost to the present day."

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSU-RANCE COMPANY, incorporated by the Legis-tature of Fennsylvania, 1830. Office, S. E. Corner THIRD and WALNUT Streets
MARINE INSURANCES
on vessels, cargo, and treight, o sil parts of the world
INLAND CNSURANCES
on goods by river, canal, lake, and land carriage, to a
parts of the Union.
FIRE INSURANCES

on merchandise generally.
On Stores, Dwelling Houses, Etc. ASSETS OF THE COMPANY, November 1, 1896. \$100,000 United States 5 Per Cent. Loan, \$114,000-00 120 000 United States 6 Per Cent. Loan, 190 000 United States 5 Fer Cent. Loan, 1981.

100 000 United States 7 3 10 Per Cent. Loan, Trensury Notes.

125,000 City of Philane phin six Per cent. Loan (exempts).

54,000 State of Pennsylvania Six Per Cent. Loan.

40,000 State of Pennsylvania Five Per Cent. Loan.

50,000 State of Acw Jersey Six Per Cent. Loan.

20,000 Pennsylvania Ball road, 1st Mort-136,500 00 211,500+00 50,750-00 Loan.
20,000 Pennsylvania kai road, ist Mortgage, Six Per Cent. Bonds......
25,000 Pennsylvania Rai road 2d Mortgage Six Fer Cent. Bonds...
25,000 Westein Pennsylvania Railroad
Six Fer Cent. Bonds (Penna. B. R.
guarantees). 20,500 € 6 24.250:00 20.750:00 20 000 State of Tennessee Five Fer Cent. 18,000-00

7,000 State of Tennessee Six PergCent. 5.040 00 15,800 300 Shares Stock or Germantown 15,000 300 Shares Stock of Germantown
Gas Company (principal and interost suaranteed by the city of
Philadelptia).
7.150 143 Shares Stock of Pennsylvania
Radiroad Company.
5 000 160 Shares Stock of North Pennsylvania Radiroad Company.
\*20,000 80 Shares Stock of Philadelphia
and Fouthern Mail Steamship
Company. 15.000.00 8.958 25 3.950.00

195,900 Loans on Bords and Mortgage. 1st Liens, on City Property...... Cost, 81 030,552 05. 51.045,050 par. 36,000-00 27,637-23 2,930.00

41.549-60 81,407,321 56 \*This being a new enterprise, the Par is assumed as the market value.

Thomas C. Hand,
John C. Davis,
Edmund A Souder,
Theophius Paulding,
John W. Lenrose,
John W. Lenrose,
H. Jones Brooke,
H. Jones Brooke, Edward Darlington, H. Jones Brooke, Edward Lalourcade, Theophius Faulding, John it Fenrose, James Traquair, Henry C. Dailett, Jr., James C. Hand, William C. Ludwig, Joseph H. Scal, George G. Leiper, Hugh Craig, James Traquair.

Jenry C. Dallett, Jr.,
James C. Hand,
William C. Yudwig,
Joseph H. Seal,
George G. Leiper,
Hugh Craig.
John D. Taylor,
THO MAS
C. HAND, President.

JOHN C. DAVIS, Vice President.

HENRY LYLBURN, Secretary.

Edward Lalourcade,
Jacob P. Jones,
James B. McFarland,
Joshus P. Lyro,
Spencer Mclivalne,
Spencer Mclivalne,
J. B. Berser,
D. T. Morgan,
C. HAND, President.

E M O V A L.

The Girard Fire and Marine Insurance Company

HAVE REMOVED TO THEIR

NEW OFFICE,

NORTHEAST CORNER

CHESNUT and SEVENTH Streets.

PHILADELPHIA.

PROVIDENT LIFE AND TRUST COMPANY
OF PHILADELPHIA
No. 111 South FOURTH Street.
INCORPORATED 3c MONTH, 23d., 1865, 1
CAPITAL, 8160 600, PAID IN.
Insurance on Lives, by 1 carly Premiums; or by 5, 10,
or 30 year Fremiums, Son-foriciture.

quote again from the Review:—

"The examination of Smith's works has shown that his final narrative was the result of gradual additions. The influence exercised by Pocahontas on the affairs of the colony, according to the accounts given in 1608, was very slight. Her capture and her marriage to Ralfe first gave her this cools was described by a result of gradual and the safety of the colony according to the accounts given in 1608, was very slight. Her capture and her marriage to Ralfe first gave her this cools was described by the colony according to the accounts given in 1608, was very slight. Her capture and her marriage to Ralfe first gave her this cools was described by the colony according to the colony according ms. heir Capital, together with a arge Surplus Fac-

m to offer to the insured an undoubted security in the Daniel Smith, Jr., John Devereux, Alexander Henson, Thomas Smith, Isaac Hazlehurst, Henry Lewis, Thomas Robbins, J. Gillingham Fell, Daniel Haddock, Jr. Daniel Haddock, Jr. Daniel Smith, Jr., President, MAIAM G. CROWELL, Secretary. 2305

H.G.NIX INSURANCE COMPANY OF PHILADELPHIA. CORPORATED 1864—CHARTER PERPETUAL, 224 WALBUT Street, opposite the Exchange, addition to MARINE and INLAND INSURANCE, Company insures from loss or damage by FIRE, eral terms or buildings, merchandise furniture for imited periods, and permanently on buildings, boost of premium. Company has been in active operation for more tlaixity YE. are, during which all losses have been phtsy adjusted and paid.

DIRECTORS.

bn L. Hodge,
B. Mahony,
In T. Lewis,
Ulam S. Grant,
bert W. Leaming,
Clark Wharton,
Eucl Wilcox,
JOHN WUCHERER, President.

B WILCOX, Secretary.

INSURANCE CCMPANIES.

NORTH AMERICAN TRANSIT INSURANCE COMPANY, No. 33 South FOURTH Street

No. 33 South FOURTH Street
PHILADELPHIA.

Annual Policies used against General Accidents of
all descriptions at exceedingly low rates
Insurance effected for one year, in any sum from \$100
to \$10.400, at a premium of only one-half per cent,
securing the full amount insured in case of death, and
a compensation each week equal to the whole premium paid.
Short time Tickets for 1, 2, 3, 5, 7, or 10 days, or 1, 5, or
6 months, at 10 cents a day, insuring in the sum of \$3000,
or giving \$10 per week if lisabled to be had at the
General Onice, No. 133 S. FOURTH Street, rhiadolphils, or at the various Hallmand Ticket offices. Be surto purchase the tickets of the North American Trans'
insurance Company.
For circulars and turther information apply at the
seneral Office, or of any of the authorized Agents of the
Company, Lewis L. BOURTH Provident.

Company.

LEWIS L. HOUPT, President,
JAMES M. CONRAD, Treasurer
HENRY C. BROWN, Secretary,
JOHN C. BULLITT, Solicitor
Lirectors,
Lirectors,
L. L. Honpt, late of Pennsylvania Bankroad Company
J. E. Kingsley, Continental Hotel
Semue. C. Palmer (ashler of Com. National Bank.
H. G. Leisenring, Nos. 237 and 239 Dock street,
James M. Courad, 5rm of Coarad & Walton, No. 63
Market street. Market street.

Eboch Eewis, late Gen. Sup't Penna R. P.
Andrew Mehafley, S. W. corner of Third and Walnut Thomas K. Peterson, No. 2636 Market street.
W. W. Kurtz, firm of Kurtz & Boward, No. 258

1829-CHARTER PERPETUAL Franklin Fire Insurance Co. PHILADELPHIA. Assets on January 1, 1866.

\$2,506,851'96. UNSETTLED CLAIMS, INCOME FOR 1866 £11,467.53.

LOSSES PAID SINCE 1829 OVER \$5,000,000. Perpetual and Temporary Policies on Liberal Terms Charles E Bancker,
Tobias Wagner,
Samuel Grant,
George W. Richards,
IsaacLes,
CHARLES N. BANCKER, President.
LDWARD C. DALE, Vice-President.
JAS. W. MCALLISTEE, Secretary protem. Charles M Bancker,

LIVERPOOL AND LONDON AND

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.

Total Losses Paid in 1865, \$4,018,250 All Losses promptly adjusted without reference t ATWOOD SMITH, General Agent for Pennsylvania,

OFFICE, No. 6 Merchants' Exchange

MISCELLANEOUS.

MONUMENTS, TOMBS, GRAVE-STONES, Etc.

Just completed, a beautiful variety of ITALIAN MARBLE MONUMENTS,
TOMBS AND GRAVE-STONES
Will be soid cheap for cash.
Work sent to any part of the United States. HENRY S. TARR

1 24 wm No. 710 GREEN Street, Philadelphia FITLER, WEAVER & CO.,

MANUFACTURERS OF Manilla and Tarred Cordage, Cords, Twines, Etc.

No. 23 North WaTER Street, and No. 22 North DELAWARE Avenue, PHILADELPHIA.
EDWIN H. FITLER, MICHAEL WEAVER,
CONBAD F. CLOTHIER 2145

SLATE MANTELS SLATE MANTELS are ausurpassed for Durability. Beauty, Strength, and Cheapness. SLATE MANTELS and Slate Work Generally, made

J. B KIMES & CO. Nos. 126 and 2128 CHESNUT Street.

912 ARCH STREET, —GAS FIXTURES, —VANKIEK & CC. would respect ully direct the attention of their friends, and the public generally, to their large and elegant assortment of GAS FIXTURES, CHANDELIERS, and ORNAMENTAL BRONZE WARES. Those wishing handsome and thoroughly made Goods, at very reasonable prices, will find it to their accuming to give us a call before purchasing elsewhere. where, N.B.—Solled or tarnished fixtures refinished with special care and at reasonable prices. VANKIRK & CO.

O R N E X C H A N G E

BAG MANUFACTORY.
JOHN T. BAILEY & CO.,
REMOVED TO
N. E. corner of MARKET and WATER Streets,
Philadelphia.
DEALERS IN BAGS AND BAGGING
of every description, for
Grain, Flour, Salt, Super-Phosphate for Lime, Eene
Large and small GUNNY BAGS constantiyion h pd.
2-225
Also, WOOL SACKS,
JOHN T BAILEY
JAMES CASCADEN.

W 1 L L 1 A M S. G R A N T, COMMISSION MERCHANT
No. 33 S. DeLAWARE Avenue, Philadelphia,
AGENT FOR
DUDON'S Glappowder, Refined Nitre, Charcoal, Etc.
W. Baker & Co.'s Chocolate, Cocoa, and Broma.
Crocker Bros. & Co.'s Yellow Metal. Sheathing, Bol send Nalis.

COTTON AND FLAX.

SAIL DUCK AND CANVAS
On all numbers and brands.

Tent Awains, Truns, and Wagon Cover Duck. Also,
Paper Manuacturers Drier Feits, from one to seven
test wid.; Faulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN & CO.,

Bo 103 JONES Alley.

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

M achine Work and Millwrighting promptly attended A LEXANDER G. CATTELL& CO.
PRODUCE COMMISSION MERCHANTS
NO. 6 NORTH WHARVES
SO. 2 NORTH WATER STREET,
PHILADELPHIA
ALEXANDER G. CATTELL 225 ELIJAR G CATTELL,

PRIVY WELLS—UWNERS OF PROPERTY—
The only place to get Privy Wells cleaned and d snfected at very low prices

A. PEYSON,
S105 GOLDSMITHS BALL, L BRABY Street

THE NEWS-STAND, S. W. CORNER SEVENTH and CHESNUT Streets is open daily until 9 P. M., for the sale of the leading Morning, Evening, Weekly, Sunday, and filustrated Newspapers of this city; together with the New York dailies was lies, etc.; 12

U NITED STATES REVENUE STAMPS.—
Principal Depot, No. 204 CHESSUT Street.
Central Depot, No. 163 S. F1 \*TH Street. one door below
Chesnut. Established 1862. Revenue Stamps of every description constantly on

Revenue Stamps of every description constantly on hand in any amount.
Orders by Mail or Express promptly attended to.
United States Notes, Draits on Philadelphia or New York, or current funds received in payment.
Particular attention paid to small orders.
The decisions of the Commission can be consulted, and any information regarding the law cheerfully given

RAILROAD LINES.

NEW AND SHORT ROUTS TO THE OU. WARREN AND FRANKLIN RAILWAY.

Trains will run on this rose as follows:—
GOING SOUTH.

7-30 A. M., Through Train. Leaves Irvincton, at Junction of P. & E. B. B., stopping at principal stations, arrives at Oleopolis at 10 10, and at 01 City at 11 A.

M., councing with trains for Franklin and other points. points.
1-10 P. M., Through Train. Leaves irvineton, stopping at all principal stations, arrives at Oil City at 5-50

at all principal stations, arrives at Oil City at 3:00 P.M.

7:30 A.M., Pithele Accommodation. Leaves Oleopolis; arrives at Oil City at 8:10 A.M.

6:40 A.M., Pithele Accommodation. Leaves Oleopolis, and arrives at Oil City at 8 if A.M.

6:40 A.M., Pithele Accommodation. Leaves Oil City, arrives at Oleopolis at 7:20 A.M., maxing close connection for Pithele.

6:40 A.M., Trough Train. Leaves Oil City, stopping at a 17:40 F.M., maxing close connection for Pithele.

8-23 A. M., Trough Train. Leaves Oil City, stopping at all principal stations, strives at Irvincton at 17-49 P. M., making close connection with trains on P. & E. R. R., bound East and West.
12-50 P. M., Through Train. Leaves Oil City, stops at all principal stations, and arrives at Irvincton at 4-10 P., making close connection for points West, and connecting with latter train Easten P. & E. R. R. & G. P. M., Pibele Accommodation. Leaves Oil City arrives at Oleopolis at 0-25 P. M., making close connection for Pithole.
By this route, passengers leaving Philadelphia at noon, arrive at Irvincton at 6-25 A. M., have an noor for breakinst, and arrive at Oil City at 11-90 A. M., or 22 hours from the time of starting.

he time of a arting.

Fassencers leaving Eric at 10 25, reach. Oil City at 450
P.M., or can stop at Tillbotte and return to Eric same day.
Passengers leaving Ou City at 9:30 A. M., arrive at Philadelphia at 7:40 A. M., next day, or at Eric at 4:00 P. M., me day. sphin at 740 A. M. hextuay, or at the case of the case. Passengers leaving Oil City at 12 50 P. M., arrive at Ecse to 06 P. M. same afternoon, or at Philadelphia afternoon of the colonying day.

All trains south leave Irvineton after arrival of trains on initial colonies for philadelphia and Eric Railroad, connect at Oicopolis for philadelphia and at Oil City with trains for Franklin and other courts. points.
All trains North leave Oil City after arrival of train from Franklin, connecting at Oicopolis with trains for Pithole, and at Irvineton with trains bound both East and West on P. & E. R. E.

NATHANIEL P. HOBART, General Superintendent, Warren and Franklin Bailroads.

N EW AND MOST DIRECT ROUTE TO THE OIL REGIONS.

WARREN AND FRANKLIN RAILWAY.

1868. WARREN AND FRANKLIN RAILWAY.

1868. WINTER ARRANGEMENT. 1867.

From Thursday. November 23, 1868. trains leave Irvincton (at the junction of the Philadelphia and Eric Bailroad 380 miles from Philadelphia).

6'55 A. M. Mail Train arrives at Tidioute at 7.35 A. M.;

Olcopolis at 9'19 A. M.; and Oil City at 4'50 A. M.;

Olcopolis at 9'19 A. M.; and Oil City at 4'50 P. M..

GOING NORTH TO IRVINETON.

Trains leave Oil City as follows:—

9'10 A. M. Express Train arrives at Olcopolis at 9'50 A.

M.; at Tidioute at 11'50 A. M.; and at Irvineton at 12 noon, making close connection with P. and E. Railroad trains for Fhiladelphia, and all points, bot. East and West. Passengers for Philadelphia by thus train arrive there at 7 A. M.;

trains for Philadelphia, and all points, bot. East and West. Passengers for Philadelphia by this train arrive there at La. M.

1-20 P. M. Mail Train arrives at Oleopolis at 1-35 P. M.;
Tidioute at 3-35 P. M.; and at Irvineton at 4-15 P. M.;
Tidioute at 3-35 P. M.; and at Irvineton at 4-15 P. M.;
Tidioute at 3-35 P. M.; and at Irvineton at 4-15 P. M.;
Tidioute at 3-35 P. M.; and at Irvineton at 4-15 P. M.;
Tidioute at 3-35 P. M.; and at Irvineton at 4-15 P. M.;
All trains close connection for the West. Philadelphia passengers by this train temain at 1-20 P. M.

All trains goling South leave rvineton after arrival of trains on Fhiladelphia and Erie Bailroad, connect at Oleopolis for Pit-hole City, and at Oli City with Atlantic and Great Western Hailway trains for Reno, Franklin, and Tarr and Story Farns, Fetroleum Centre, etc.

All trains goling North leave Oil City and Oleopolis after arrival of trains from above points

By this route passengers can leave Philadelphia at Irvineton at 6-30 A. M., having 15 minutes for breakinst, and arrive at Oil City at 2-45 A. M.

Time through only 22 hours. Or passengers can leave Philadelphia at 3-50 P. M., arrive at Irvineton at 43 P. M.

At Irvineton passengers will find four comfortable

rain South
At Irvineton passengers will find four comfortable
botels, and first-class dining saloon in the depot.
Be sure to obtain through tickets and baggage checks
at Pennsylvania Railroad Depot. West Philadelphia,
via Warren and Franklin Bailway, the great short
route to the Oil Region
ISAAC BLAKSLEE, Superintendent.
BEVERLEY B. KEIM, General Freight and Ticket
Asent.

ORTH PENNSYLVANIA BAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Allentown, Manch Chunk, Bazleten, White Haven. Wilkeabarre, Mahanoy Cty, and all points in the Lehigh and Wvoming Goal regions. Passenger Depot in Philadelphia, N. W. corner of BEKS and AMERICAN Streets.

WINTER ARRANGEMENT.

On and siter 1 UESDAY, January 1, 1967, Passenger trains leave the New Depot. corner Berks and American sitests, daily (Sundays excepted), as tellows:—At746 A M.—Morning Express for Bethlehem, and Principal Stations on North Pennsylvania Raliroad connecting at Bethlehem with Lehigh Valley itsiroad for Allentown. Catasauqua, Slatington, Manch Chunk, Wearherly, Jeanesville, Hazeton White Haven, Wilkesbarre, Kingston, Pittston and all pomis in Lehigh and Wyoming valleys: also, in connection with Lehigh and Myoming valleys: also, in connection with Lehigh and Mahanoy Kailroad for Mahanoy City and with Catawissa Kailroad, for Supert, Danville, Milton, and Williamsoort. Arrive at Msach Chunk at 12-05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, cassing Bethlehem at 12-55 P. M., for Easton and points on New Jersey Central Railroad to New York.

At 9 A. M.—Accommodation for Doylestown, stopping

ley train, rassing Bethlehem at 12 55 P. M., for k aston and points on New Jersey Central Bailroad to New York.

At 9 A. M.— Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Whitow Grove. Hatboro', and Hartsville, by this train, take the Stage at Old York road.

At 16 15 A. M.— Accommodation for Fort Washington, stopping at Intermediate stations.

At 23 5 P. M.— Accommodation are Doylestown, stopping at all intermediate stations. Passengers take Stage at Loy estown for New Jope.

At 245 P. M.—Evening Express for Bethlehem and orincipal stations on the North Fermsylvania Baliroad, making close connection at Bethlehem, with Lehigh Valley train for Easton, reaching there at 645 P. M.—Passengers for Plainfield Somerville, and other points on New Jersey Central Hallroad, take New Jersey Central train at Easton, which arrives in New York at 16 45 P. M.—Passengers for Plainfield Somerville, and other points on New Jersey Central Hallroad, take New Jersey Central train at Easton, which arrives in New York at 16 45 P. M.—Passengers for Summertown take Stage at North Wales, and for Nazareth at Bethlehem, and for Greenville at Quakertown.

At 230 P. M.—Accommodation, for Doylestown stopping at all intermediate stations.

At 6 29 P. M.—Through accommodation, for Bethlehem and is stations on main line of North Pennsylvania Raliroad, connecting at Bethlehem with Lehigh Valley Evening Train for Allentown, Mauch Chunk, etc.

At 6 29 P. M.—Accommodation, for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA

From Bethlehem at 9:16 A. M., 238 and 8:40 P. M.—Passengers leave Wilkesbarre, Mahanoy City, and Hazleton.

Passengers leave Wilkesbarre at 1:30 P. M. connect at Bethlehem at 6:16 P. M., and arrive in Philadeiphia at 8:40 P. M.—Even Lensing at 7:30 A. M.

From Doylesiown at 8:35 A. M., 5:15, and 7:05 P. M.

Bethlehem at 6-15 P. M., and arrive in Philadelphia at 8-16 P. M.
From Doviesiown at 8-35 A. M., 5-15, and 7-05 P. M.
From Lanscale at 7-30 A. M.
From Fort Washington at 11-50 A. M., and 3-95 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9-30 A. M.
I hiladelphia for Dovlestown at 2-35 P. M.
Dovlestown to Philadelphia at 7-20 A. M.
Bethlehem to Philadelphia at 7-20 A. M.
Fifth and sixth streets passenger cars convey passengers to and from the new depot.
White cars of "econd and Third streets line and Union line run within a short distance of the depot.
Tickets must be procured at the Ticket Office, in order to secure the lowest rates of fare
ELLIS CLARK, Agent.
Hillman's Baggage Express will call for and deliver language at the Dopot
Office No 112 South THIRD Street.

1 15

DITISBURG, COLUMBUS, AND CINCIN NATI RAILROAD COMPANY.
THE PAN HANDLE ROUTE WESTWARD.
Owing to the great distance saved by THIS RIUTE, the Government has assigned to it the carrying of the United States Mail to the principal cities of the West and Southwest United States Mail to the principal cities of the West and Southwest
THERE BEING BUT ONE CHANGE OF CARS BETWEEN PHILADELPHIA AND CINCINNAIT AND BUT TWO TO ST. LOUIS.

PASSENGERS BY THIS ROUTE WILL ARRIVE IN CINCINNAII. INDIANAPOLIS, CAIRO. AND ST. LOUIS, ONE TRAIN IN ADVANCE OF ANY OTHER LINE.

Fast line at 12:00 M. Passengers by this train take supper at Airooms; can take state room sleeping cars presengers are not subject to change at Pittsburg, but run. through to Coshocton, affording an uncorder run. through to Coshocton, affording an uncorder run. through to Coshocton, affording an uncorder run.

in through to Constitute in the constitute of th PINNSYLVANIA RAILEGAD OFFICE, OTHER OF THIRTLETH and MARKET Street

Philadelphi 8. F. SCULE Geveral Ticket Agent Steubenville, JOHN H. MILLES, JOHN H. MILLES,
General Eastern Passenger Agent,
No. 526 Broadway, New York,
OHN DUBAND, Genera Superintendent.
Pennsy vania Railroad Office. No 631 Chesnut street.

CAMDEN AND ATLANTIC RAILROAD,
WINTER ARRANGEMENS
Leave Vine Street Ferry daily, as follows (Sundays Leave Vine Sireet Felty

Accepted):

Atlantic Accommodation.

RETURNING, LEAVE ATLANTIC

Mail, with Freight.

Atlantic Accommodation.

Atlantic Accommodation.

Atlantic Accommodation.

Atlantic Accommodation.

I termediate stations leaves Vine street.

By OP. M.

Beturning, leaves Jackson with the street.

By OP. M.

Beturning, leaves Jackson and in
LADDONFILLD ACCOMMODATION TRAINS

Leave Vine street furry daily at 10-16 A. M. and 2 P. M.

Leave Haddonfield at Land 3 16 P. M.

JOHN G. BRYANT, Agent RAILROAD LINES.

NEW PREIGHT ROUTE TO THE SOUTH
AND SOUTHWEST,
AND SOUTHWEST,
AND SOUTHWEST,
AND SOUTHWEST,
AND SOUTHWEST,
BALTIMORE AND DELAWARE
TO Created, Marriand, thence by the Great Southern
Inland Steam bavigation Company's
Steamiers to Nortok Virginia,
Steamiers to Nortok Virginia,

GREAT VIPGINALA AND TENNESSEE AIR-LINE.
BALLWAY,
to Bemphi, Nashville, Atlanta, and all points South
This route offers advantages over all competing transnortal on lines. Shippers by this line save both time
and noney.

THE MARINE RISK BETWEEN CRISTIELD AND NORFOLK IS ASSUMED BY THE COMPANY, thus offering the inducements of an ALL Ball. Bill. of LADING, with guaranteed time from Philadelphia to all proposes to some the company, the southern and Southwestern points. FREIG STS

FOR Norsele, Richmond, Petersburg, and all points to receive the company of the company of

as by another line

Freights delivered at the Depot of P. W. and B. R. E.

BROAD and FRIME Streets, before 5 P. M., will reach

Norfolk twenty four bours in advance of any other

route. This unprecedented desnator gives the shipper

of Southern Freights from Publade inhis advantages not

before offered by any other line. For further information apply to

CHANLES E. DILKES.

Agent Virginia and Tennessee Air Line Fallway.

No. 411 CHESSUT Street.
S. P. WILTHANK.

No. 829 CHESNUT Street.

CLOBE EXPRESS COMPANY, OFFICE, NO. 1866.—The Globe Express Company will tals day open its first line between New York, Philadelphia, Baitamore, and Washington for They will call for and deliver promptly at the following fairs:—

ing rates:—
For heavy freights to and from New York, 48c, per 198
ths.: Ba timore, 58c, per 100 lbs.: Washingtor, 8cc, per 100 lbs.: Georgetown, 50c, per 100 lbs.; Alexandria, \$1.28
per 100 lbs. Packages and valuables will be taken at as reasonable

Packages and valuables will be taken at as reasonable tates as by any other responsible Combany.

The Company is arranging to rapidly open its offices at all important points through the South and Southwest, as a ull Express.

This Company are prepared to pay promptly for any 10% or damage that may occur.

Orders may be left at the above Office.

S. W. W. ILSON, Superintendent.

STUAKT GWYNN,

Of New York, President.

E. C. PECHIR.

†

Of Philadelphia, Treasurer.

THE ADAMS EXPRESS COMPANY, OFFICE. No. 220 CHESNUT Street, forwards Parcies, Packages, Merchandise, Bank Notes, and Specie, citier by its own lines, or in connection with other Express Compenies, to all the principal towns and cities in the United States.

**PROPOSALS** 

GOVERNMENT SALE.

The property known as the GOVERNMENT TANNERY AND STEAM SAW MILL, with seventy-five acres of land, near SAN ANTONIQ,

Texas.
Sealed proposals, in duplicate, will be received up to the first day of March, 1867, for the purchase of 75 acres of and, more or less, together with the buildings erected thereon, and the appartenances appertaining, that is to say :One Tannery, containing twelve stone lime vats. fitty-two wooden vats, seven stone pools, and capable of tanning 15,000 hides per annum. One Steam Saw Mill, capable of sawing 3000 feet

One Steam Saw and, expanse of sawing over the confirmed sawing of impler daily.

One small Stone Building.

The above property is situated about two miles above San Antonio, on the San Antonio river, and the water is conducted to the establishment by a race of hewn stone, laid in cement.

The land was purchased and improvements and the tree specified to englate the Government and

The land was purchased and improvements inside by the late so-called confederate Government, and are estimated to have cost \$150,000 m gold.

The property has been under lease for the year 1866, at a monthly rent of \$500, payable in advance. A secured title in fee simple will be given by the Unice States Government.

Proposals will be marked, "Proposals for Government Tannery and Saw Mil," and addressed to J. B. KIDDOO,

Brit Mai, Gen. Asst. Com'n. Bureau, B. S. and A. By't Maj. Gen. Asst Com'n, Bureau R. F. and A. Galveston, Texas.

L., Galveston, Texas. PROPOSALS FOR CAVALRY HORSES.-DEPOT QUARTERMASTER'S OFFICE,

DEPOT QUARTERMASTER'S OPPICE,

BALTIMORE, Maryland,
January 9, 1807.

Sealed Proposals are invited and will be received
at inis Office until HURSDAY, 12 o'clock M.,
January 24, 1867, for the delivery in the City of Baltimore of forty-eight (48) Cavalry Horses.

The horses will be subjected to careful inspection
before being accepted, they must be sound in all
respects, well broken, in full flesh and good condition, from fifteen to sixteen hands high, from five
to nine veers oid, well adapted in every way for to nine years old, well adapted in every way for cavalry purposes.

The ability of the bidder to fulfil his agreement must be guaranteed by two responsible persons, which guarantee must accompany the

The horses must be delivered within twenty (20) days from the date of acceptance of any pro-The Government reserves the right to reject any or all bids. Payment to be made on completion of Bids will be endorsed "Proposals for Cavalry Horses," and addressed to the undersigned, Baltimore, Md.

Bore, Md.

By order of the Quartermaster-General,

A. S. KIMBALL,

Captain and A. Q. M., U. S. A.,

111 11t

Depot Quartermaster.

PROPOSALS FOR CONTINUING DELA-WARE BREAKWATER.
UNITED STATES ENGINEER OFFICE,
No. 209 SOUTH SIXTH STREET.
PHILADELPHIA, January 7, 1867.
Sealed Proposals, in duplicate, with a copy of this
advertisement attached to each, will be received at
this office until the 21st of February, 1867, for stone
to the amount of \$67.000 (sixty, seep, thousand dolto the amount of \$87,000 (sixty-seven thousand dollars), for the Delaware Breakwater.

The stone to be of the hardest and most durable quality; the delivery to commence on or about the 15th of May, and to be completed by the 15th of september, and the weekly delivery to be as nearly as possible upitorm. as no sible uniorm.
Of the total amount of stone, four-fifths are required to be in blocks of not less than two tons, and

pe-fifth in blocks of upwards of one-fourth of a on.

The stones will be subject to rigid inspection, and will be received or not, as the Engineer, or his agents shall find them to accord, or not, as to quality and size, with the above description.

Each bid must be guaranteed by two responsible persons, whose signatures should be appended to the guarantee, and who should be certified to as being good and sufficient security, by the United States District Judge, Attorney, or Collector, or other public officer. other public officer.

A reservation of ten per centum on partial payments will be made during the delivery of the

Envelopes to be endorsed, "Proposals for Stone for Delaware Breakwater."

Bids will be opened at 12 o'clock M., on THURS-DAY, the 21st of February, 1867, and bidders are invited to be present. For further information, apply at this office,
C. SEAFORTH STEWART,
18 tuths 6w Maj. Eus. and Byt. Lt.-Col.

M EDICAL BOARD FOR THE EXAMINA-TION OF CANDIDATES FOR ADMISSION INTO THE NAVY AS ASSISTANT SURGEONS.

BUREAU OF MEDICINE AND SURGERY,
NAVY DEPARTMENT,
December 29, 1866.

A Board of Medical Officers is now in session at
the NAVAL ASYLUM. Philadelphia for the examination of candidates for admission into the Medical
Corps of the Navy. Corps of the Navy.

Gentlemen desirous of appearing before the Board must make application to the Honorable Secretary of the Navy, or to the undersigned, stating residence, place and date of birth. Applications to be accompanied by respectable testimonials of moral character.

character.

Candidates must not be less than twenty-one nor more than twenty-six years of age.

No expense is allowed by the trovernment to candidates attending the sessions of the Board, as a successful examination is a legal pre-requisite for appointment in the Navy.

The many vacancies existing in the Medical Corps insure in mediate appointments to successful candidates.

P. J HORWITZ Chief of Bureau. HARD RUBBER ARTIFICIAL

HARD RUBBER ARTIFICIAL
LIMBS, Arms, Legs, Appliances for
Detormity, etc etc. These Limbs are
transferred from Rio in form and fit;
are the lightest, most durable counterable, perfect, and artisute substitutes
yet invented They are approved and
adopted by the United States Government and our principal Surgeons. Patented August 18,
1903: May 23, 1685; May 1, 1896. Adopsas.
No 639 ARCH Street Philadelphia
Pamphist free.