

CURTAIN LECTURES BY MRS. CHARLIE SLICK. REPORTED BY HER HUSBAND. Mr. Slick attends a club meeting.

There can be in the clubroom, that men will leave their homes, wives, and blessed little ones, until 11 o'clock, to amuse themselves as best they may. We are mighty, for they seem to weigh very heavy upon you, so much so that they stagger you; and I suppose what makes your tongue so thick is you have talked until it is swollen. You wish mine would swell! Yes, there is no doubt of that. You dislike to have your faults spoken of; but if there is any company in the house, you delight to barter my conduct, and throw out the impression that you are the most abused man in the world.

Mr. Slick retires, and unfortunately upsets two chairs and runs against a cradle, which awakens the last edition of the Slick family. Mr. Slick recovers his equilibrium, and commences singing:— "Come, landlord, fill the flowing bowl, Until it doth run over, For this night we'll merry, merry be, To the top of the roof."

"Murder! what a bedlam! A lunatic asylum would be heaven to this place. Now that you have woken up the baby and made night hideous, I hope you will go to bed and sleep off your drunken fit. Ain't (his) drunk! Oh, no. You are perfectly sober. Got a bad turn of hiccup, that's all. There, hush, papa is a brute. A brute! Yes, you are a gentleman! A delightful husband you are! You try to make home pleasant, and your company is very agreeable."

Mr. Slick still sings, and attempts to jig a la negro minuet, and makes a scanty meal from what he has left over from dinner, and all because you are to gorge yourself, like a glutton, in your clubhouse. That's what it all comes to by believing what a man says. Heaven knows, if ever I get free of this burden, I will never take another one upon myself. Leave, then! Yes, that's what you always say, when you know that I have nothing to go with, not even a dress fit to be seen on the street. Then you ask why I don't leave if I am dissatisfied. You know that such conduct would dissatisfy the most lenient of wives. I have always endeavored to perform my duty, and then to be abused in this manner, it is too (sob) bad indeed. If I had remained at home in single blessedness—"

Here Mr. Slick fell asleep, and dreamed that his wife was turned into a thundergod, with which he could hear the distant rumbling of its pent-up fire.

"Ted" Lincoln and the Black Boy. A correspondent of the Independent relates the following:—"When Mr. President Lincoln took up his residence in Chicago, he decided to send his son Thomas (better known to the public as 'Little Boy') to one of the public schools in that city. He was an early childhood sufferer from an impediment of speech, by which it was difficult for strangers to understand him. While at Washington he was almost necessarily confined to his room, and he neglected, and when he was ready to enter the elements of learning. When asked by his teacher if he had ever been at school, he replied, 'I had a teacher in Washington; but he did not like me much, and I did not learn much.' When Ted came to be classified, first by qualification and then by size, it came to pass that he came in regular order shoulder to shoulder with a black boy, who had been in the South until the great proclamation set him free. In this contact the lad displayed the manliness of his illustrious father by treating the colored boy with the same kindness and consideration with which he treated the white boys that were around him, and at times by defending him when insulted by other boys. His conduct was reported unexceptionable, but the colored boy advances the most rapidly."

THE PENANS. RETURN OF COLONEL O'CONNOR FROM IRELAND. We have received the following:—"CENTRAL OFFICE, FENIAN BROTHERHOOD, No. 5 FRANKFURT STREET, NEW YORK, May 18.—Colonel O'CONNOR, who has raised the standard of revolt in Kerry, reported himself at the Central Office this morning, having come direct from Ireland. He brings despatches from military men in Ireland of a cheering nature, and more determined to grapple with the enemy, and more hopeful of success, than at any period since Fenianism was inaugurated."

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1853. Office, S. E. corner of THIRD and WALNUT Streets Philadelphia.

Table with 3 columns: Description of assets, Amount, and Market value. Includes items like United States 5 Per Cent Loan, Pennsylvania 6 Per Cent Bonds, etc.

"This being a new enterprise, the Risk is assumed as the market value. Samuel E. Stokes, President, Henry Wilson, Secretary, etc."

1829-CHARTER PERPETUAL.

Franklin Fire Insurance Co. OF PHILADELPHIA.

OFFICE, 437 CHESTNUT STREET. ASSETS ON JANUARY 1, 1867. \$2,552,146.15. CAPITAL, \$500,000.00.

Directors: Charles N. Bancroft, George F. Felt, Tobias Wagner, Francis W. Lewis, M. D., George W. Richards, Isaac Lee, Charles N. Bancroft, President, GEORGE F. FELT, Vice-President.

INSURANCE COMPANY NORTH AMERICA.

OFFICE, No. 222 WALNUT ST., PHILADELPHIA. INCORPORATED 1794. CHARTER PERPETUAL. CAPITAL, \$500,000.00.

Directors: Arthur G. Coffin, George L. Harrison, Samuel J. Jones, Edward H. Taylor, Charles Taylor, Edward S. Clarke, Thomas Robinson, Richard D. Wood, William Welch, John A. Wood, John Mason, Arthur G. Coffin, President, WILLIAM BUEHLER, HARRISBURG, Pa., Central Agent for the State of Pennsylvania.

FIRE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA FIRE INSURANCE COMPANY, INCORPORATED 1802. CHARTER PERPETUAL—NO 10 WALNUT STREET, opposite Independence Square.

PHENIX INSURANCE COMPANY OF PHILADELPHIA. INCORPORATED 1841—CHARTER PERPETUAL. OFFICE, No. 111 SOUTH FOURTH STREET. INCORPORATED 20th MARCH, 1862, 1866.

PROVIDENT LIFE AND TRUST COMPANY. OFFICE, No. 111 SOUTH FOURTH STREET. INCORPORATED 20th MARCH, 1862, 1866.

THE ADAMS EXPRESS COMPANY, OFFICE, No. 528 CHESTNUT STREET, PHILADELPHIA.

INSURANCE COMPANIES.

TAKE A LIFE POLICY IN THE BROOKLYN LIFE INSURANCE COMPANY OF NEW YORK.

OFFICE: N. E. Cor. SEVENTH and CHESNUT. E. B. COLTON, GENERAL AGENT.

PROPOSALS. DEPARTMENT OF AGRICULTURE.

WASHINGTON, D. C., May 8, 1867. Proposals will be received at this Department until 11 o'clock, June 6, 1867, for furnishing all the materials and performing the work required in the construction of a brick building for the use of the Department of Agriculture, to be erected on reservation No. 3, in this city.

UNITED STATES ENGINEER OFFICE, PHILADELPHIA, May 15, 1867.

REPAIRS AT MARCUS HOOK, PA. Sealed Proposals, in duplicate, with a copy of this advertisement, for a Building for the use of the United States Engineer Office, to be received at this office until twelve o'clock M., SATURDAY, June 1, 1867, for Materials and Labor for the construction of Wharves and Landings at Marcus Hook, Pa.

IMPROVEMENT OF THE ROCK ISLAND RAPIDS OF THE MISSISSIPPI RIVER.

Sealed Proposals, in duplicate, will be received at this office until 11 M., WEDNESDAY, June 3, 1867, for excavating and reconstructing the Rock Island Rapids on the Mississippi river at the Rock Island and Upper Rapids, by means of coffer dams and other works.

HEADQUARTERS THIRD MILITARY DISTRICT, ATLANTA, GA., May 8, 1867.

BY ORDER OF THE QUARTERMASTER GENERAL, CHAS. C. CORNELL, Chief Quartermaster Third Military District, Atlanta, Ga.

A. S. ROBINSON, No. 910 CHESTNUT STREET.

Is in receipt to-day of an invoice of FINE CHROMES, ENGRAVINGS, ETC., ETC., Which are now open for examination.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct route to Harrisburg, Allentown, Pottsville, White Haven, Wilkesbarre, Mahanoy City, and other points in the Lehigh, Mahanoy, and Wyoming Valleys.

On and after May 21, 1867, Passenger trains leave the New Depot, corner Berks and Chambers Streets, Philadelphia, at the following hours: 7:30 A. M., 10:30 A. M., 1:30 P. M., 4:30 P. M., 7:30 P. M.

READING RAILROAD GREAT TRUNK LINE.

From Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, and the CANADA. SUMMER ARRANGEMENTS OF PASSENGER TRAINS.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

On and after Monday, April 22, 1867, Trains will leave Philadelphia at 7:30 A. M., 10:30 A. M., 1:30 P. M., 4:30 P. M., 7:30 P. M.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

On and after Monday, April 22, 1867, Trains will leave Philadelphia at 7:30 A. M., 10:30 A. M., 1:30 P. M., 4:30 P. M., 7:30 P. M.

PHILADELPHIA AND ERIE RAILROAD.

On and after Monday, April 22, 1867, Trains will leave Philadelphia at 7:30 A. M., 10:30 A. M., 1:30 P. M., 4:30 P. M., 7:30 P. M.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.

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