TOO TIMID.

You look into my face as if
You had anger in your heart;
Pray speak, and tell me if I have
In waking it a part.

You say you loved me. Ay, indeed!
You loved me as you loved your life;
And only waited time to ask
That I might be your wife.

You waited time, sir! Know that Time
Turns liquid heat to frozen cold;
Withers fair flowers and rots ripe fruit,
And changes young to old.

How should I know your love, forsooth?
Your hand was always loose and chill;
It never closed and sent through mine
A swift electric thrill.

How should I know your love, forsooth?
You never struck one fervid blow
Upon the red door of my heart;
Your knocking was too low.

How should I know your love, forsooth?
You stood too far, and never came
To let the love-fire of your eyes
Set my thoughts all aflame.

You stayed too long; another spoke
And showed his love, a costly thing;
He looked it, lived it. Now I wear
Upon this hand his ring.

If you had spoken as he spoke,
I might have answered to your claim;
But now too late. And not to me,
But you belongs the blame.

Learn wisdom, sir. A woman sees
All that a man may dare to show.
You showed me nothing. Now, good-bye;
I leave you here, and go. V. N. B.

CITY INTELLIGENCE.

[FOR ADDITIONAL LOCAL ITEMS SEE OUTSIDE PAGES.]

THE PENN SQUARES—THEIR PROPOSED IMPROVEMENT.—Yesterday afternoon the Committees of Law, Finance, and City Property of Philadelphia Councils convened in the Mayor's Office, to consult as to the propriety of obtaining legislative enactment for the improving and building up of the Penn Square. THE EVENING TELEGRAPH some time ago gave a detailed plan on which it was proposed to proceed in the improvements. The Academy of Natural Sciences, The Library Company of Philadelphia, The American Philosophical Society, The Academy of Fine Arts, and The Franklin Institute were represented by Messrs. N. B. Browne, John Welsh, Frederick Fraley, S. V. Merrick, Edward Shippen, Henry C. Lea, and other gentlemen.

Mr. Eli K. Price favored the plan, and submitted a statement to the effect that the plan of the city of Philadelphia, as laid down by Thomas Holmes, the first Surveyor-General, and adopted by William Penn, had laid upon it five public squares, on which were no lots numbered for first purchasers; but on the eastern two were written the words "eight acres were for public uses." On the western the same words. On the centre square were the words, "Centre Square, ten acres." These were to be kept open, and not built upon. *That* not to be kept open, but to be *built upon*.

The first use made of the Centre Square was to build a Friends' meeting-house on the southwest section in 1685, then a natural forest of oaks and hickories.

On the 20th of October, 1701, the Friends' Meeting-House was yet standing on the Centre Square, as appears by William Penn's first charter of that date to the city of Philadelphia; for thereby the Proprietary granted to the inhabitants of the city, until taken in for building, the use of his vacant lands, with this proviso—"That nothing herein contained shall debar me or my heirs in time to come from fencing in all the vacant lands that lie between the Centre Meeting-House and the Schuylkill, which I intend shall be divided from the land by me allotted for the Delaware side, by a straight line along Broad street from Edward Shippen's land, through the Centre Square by (to) Daniel Pegg's land:" Franklin's Charters and Laws, 1742, p. 30; 1 Whar. R., 479.

In the spring of 1799 the Philadelphia Water Works were begun, and erected in the centre of Centre Square.

"No written deed of conveyance," continued Mr. Price, "appears to have been made by William Penn of any of the public squares to the city or State. They were but dedicated to public uses in laying out the plan of the city." Mr. Price, in concluding his statement, said that there can be no risk in respect to the public's right in the squares, for there is no dedication upon a condition to revert, and the required legislation will be so framed as to have the concurrent authority and consent of the State and the city. If it should be thought expedient to make productive of profit the two great business fronts of each of the squares, as they will become in the future, by adapting the lower story for places of business, the legislation devised will provide that the rents shall subserve the public purposes of the institutions if taken in whole or part by them; and if in part by the city, that they shall be applied to maintain or extend kindred objects of public use.

After some further discussion, adjourned.

IMPROVEMENTS.—West Philadelphia will witness very material improvements this season. The erection of ten dwellings on Walnut street, west of Thirty-fourth, has been commenced, and it is in contemplation to build sixteen more on the same street. All of these will be first-class houses. A handsome dwelling, to be 26 by 96 feet, is to be erected on Walnut street, east of Fortieth, and preparations are being made for the building of six dwellings on Ludlow street. At Twentieth and Tioga streets two fine houses are to be put up, one of which is to be occupied by a store on the first floor, and a public hall on the second floor; the other will be used as a dwelling. The sizes of these are—fronts 22 and 26 feet, depths 98 and 75 feet.

In the city proper, among the improvements about to be made, the following are deserving of mention:—A church is to be erected on the southwest corner of Hancock street and Susquehanna avenue, which is to have a front of 60 feet, and to be 90 feet in depth, the material to be brick. It is designed for the worship of a Roman Catholic congregation. A chapel is to be erected at Twelfth and Oxford streets, to be 36 by 68 feet, and one story high. On the southwest corner of Tenth and Market streets a storehouse is to be put up for Messrs. Ellis & Co., druggists, which will have a front of 22 feet on Market street, and be 109 feet deep. It will be four stories in height, with a French style of roof. This will add very much to the appearance of the neighborhood, lately improved by the erection of a handsome storehouse for Messrs. French, Richards & Co., on the northwest corner of Tenth and Market streets.

FIRE.—Last evening, about 11½ o'clock, a fire was discovered in the glue and curled-hair manufactory of Kessler & Delaney, at the S. E. corner of Hancock and Jefferson streets. The flames were found consuming the floor immediately over the boilers, and had already charred the joists. Had it not been for the prompt discovery, we would have had a very disastrous conflagration to record. The factory is in a very thickly settled neighborhood, with cotton factories and dwellings roundabout; is four-and-a-half stories high, and extends from its forty-feet front on Hancock street along Jefferson to Mascher. The damage is small.

DIRECTORS OF THE FIRE DEPARTMENT.—At a meeting of the Board of Directors of the Fire Department, officers for the ensuing year were elected, as follows:—President, Samuel S. Stone, Delaware Engine Company; Vice-Presidents, Samuel B. Savin, of the Northern Liberty Engine Company, and George W. Dull, of the Resolution Hose Company; Treasurer, Lewis S. Rush, Friendship Engine Company; Secretary, T. W. Blake. A Committee was appointed to wait upon the Mayor, and request that the police ropes may be promptly brought to fires, and used whenever necessary.

MALICIOUS CONDUCT.—Last night, two men named Frederick Swartz and George Wightman, residing in Broad street, above Turner's lane, were held in $2000 bail each, by Alderman Fitch, to answer the charge of attacking the private residences of Mary Kelly and Mary Jones, at Fifteenth and York streets, yesterday, and maliciously stoning the premises and committing an assault and battery, with, as is alleged, an attempt to kill. The defendants offered no plea in extenuation, and the attack is said to have been entirely unprovoked.

RAZED TO THE GROUND.—Yesterday, the walls of the American Theatre were pulled down, in order to prevent accidents. Mr. Fox, the proprietor of the establishment, proposes to rebuild upon the site of the old theatre, and an architect is now engaged in preparing the drawings for the new structure.

—A great deal of fun is poked at the married men who made such queer excuses to attend the great prize-fight near Washington. The *Star* of that city says a Baltimore councilman, who got leave of absence from his spouse (a lady of much force of character), on pretense of having to come to Washington to see some coast survey plans for the improvement of the Baltimore Basin, and whose name, unfortunately, got into the papers, has not yet dared to return to his domestic circle, it is said, but is waiting in Washington until a pardon can be negotiated.

—Elegant and Consequential Lady—"I won't go, except in a ladies' car; the regulations oblige you to have one, and you shall." Accommodating Superintendent—"Certainly, madam, certainly. I'll order one immediately; but that baby in your arms can't go in it, madame. It must stay in the gentlemen's car; it is a male."

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	4·29	MOON RISES	0·34
SUN SETS	7·35	HIGH WATER	8·09

PHILADELPHIA BOARD OF TRADE.
WILLIAM C. KENT, THOMAS E. ASHMEAD, CHARLES WHEELER, } MONTHLY COMMITTEE.

MOVEMENTS OF OCEAN STEAMERS.

FOR AMERICA.

Propontis	Liverpool	Philada	June 1
W Metropolis	Southampton	New York	June 5
Iowa	Glasgow	New York	June 7
Mellita	Liverpool	Philada	June 8
Wm. Penn	London	New York	June 8
Union	Southampton	New York	June 11
Denmark	Liverpool	New York	June 12
Fulton	Havre	New York	June 12
Nestorian	Liverpool	Quebec	June 13
Delaware	Liverpool	Philada	June 15
Russia	Liverpool	New York	June 15
City of Dublin	Liverpool	New York	June 15
Teutonia	Hamburg	New York	June 15

FOR EUROPE.

C. of Cork	New York	Liverpool	June 26
Persia	New York	Liverpool	June 26
Tarifa	New York	Liverpool	June 26
Weser	New York	Bremen	June 27
C. of Boston	New York	Liverpool	June 29
Hammonia	New York	Hamburg	June 29
Pereire	New York	Havre	June 29
Caledonia	New York	Glasgow	June 29
Achilles	New York	Antwerp	June 29
C. of N. York	New York	Liverpool	July 3

COASTWISE, DOMESTIC, ETC.

Eagle	New York	Havana	June 27
J. W. Everman	Philada	Charleston	June 29
Wyoming	Philada	Savannah	June 29
Tioga	N. Orleans	Philadelphia	June 29
G. Washington	New York	New Orleans	June 29
Ocean Queen	New York	Aspinwall	July 1
H. Hudson	Philada	Havana	July 2
Star of the Union	Philada	New Orleans	July 2
Pioneer	Philada	Wilmington	July 6
Stars and Stripes	Philada	Havana	July 16

☞ Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamship Norman, Crowell, Boston, H. Winsor & Co.
Schr Emma Bacon, Case, Salem, Audenried, Norton & Co.
Schr A. May, May, Boston, Wannemacher & Co.
Schr Mary E. Coyne, Facemire, New Bedford, Suffolk Coal Co.
Str Ann Eliza, Richards, New York, W. P. Clyde & Co.
Str F. Franklin, Pierson, Baltimore, A. Groves, Jr.
Tug Thos. Jefferson, Allen, for Baltimore, with a tow of barges, W. P. Clyde & Co.

ARRIVED YESTERDAY.

Steamship Roman, Baker, 46 hours from Boston, with mdse. and passengers to H. Winsor & Co.

Ship Tamerlane, Curtis, 47 days from Bremen, with mdse. and 201 passengers to L. Westergaard & Co. Had four deaths and two births on the passage. 6th inst., on the Virgin Rocks, spoke fishing schrs May Queen and Sarah Hill, of Orland, Me.; also, schr Grapeshot, of Bucksport, Me., all well, and requested to be reported.

Schr Mary Ellen, Thomas, 13 days from St. John, N. B., with lumber to D. Trump, Son & Co.

Schr A. May, May, from Boston, in ballast to Wannemacher & Co.

Schr M. Monroe, Monroe, from Rockland, with ice to captain.

Schr Mary E. Coyne, Facemire, from New Bedford, in ballast to capta'n.

Schr D. Faust, Lord, from Wilmington, N. C., with lumber to D. Trump, Son & Co.

Schr F. A. Sawyer, Reed, from Calais, via Delaware City, in ballast to captain.

Schr E. F. Meany, Clark, from Portland, in ballast to captain.

Schr Emma Bacon, Case, from Boston, in ballast to captain.

Schr J. H. Marvill, Quillin, 3 days from James river, with lumber to Bacon, Collins & Co.

Schr Metta Pierce, Pierce, 1 day from Brandywine, with corn meal to R. M. Lea & Co.

Steamer May flower, Robinson, 24 hours from New York, with mdse. to W. P. Clyde & Co.

Steamer Black Diamond, Meredith, 24 hours from New York, with mdse. to W. M. Baird & Co.

Steamer R. N. Fairchild, Trout, 24 hours from New York, with mdse. to W. M. Baird & Co.

Tug Lookout, Alexander, from Baltimore, with a tow of barges to W. P. Clyde & Co.

MEMORANDA.

Ship Athena, Wask, for Philadelphia, cleared at New York yesterday.

Ship Admiral, Haestoop, hence, at Bremen 9th inst.

Ship Wyoming, Burton, from New Orleans for Philadelphia, was seen 4th inst., lat. 42 49, lon. 45 10.

Steamship Virginia, Snyder, for Philadelphia, sailed from Norfolk 23d inst.

Barque Jenny, Henrico, for Philadelphia, cleared at New York yesterday.

Barque Danish Princess, Baker, hence, at Queenstown 5th inst.

Barque G. Palmer, Yeamon, for Philadelphia, cleared at New York yesterday.

Brig Anna, Bruns, from Baltimore for Philadelphia, sailed from Hampton Roads 24th inst.

Schr Buckeye, Starr, hence, at Norfolk 23d inst.

Schr S. Washburn, Williams, hence, at Dighton 23d instant.

Schr W. Howe, for Philadelphia, sailed from Hampton Roads 24th inst.

Schrs Wave Crest, Young, and A. Pharo, Shourds, for Philadelphia, sailed from Providence 22d inst.

Schrs H. M. Baxter, T. L. Miller, and B. Davidson, hence, at New London 23d inst., the two last for Boston.

Schr Maria, Fleming, hence, at Norwich 22d inst., and sailed same day to return.

Schr L. D. Small, Tice, hence, at Danvers 19th inst.

Schr L. A. Danenhower, Sheppard, for Philadelphia, sailed from Marblehead 23d inst.

Schrs A. Hugel, Robinson; Gettysburg, Smith; and M. D. Cranmer, Cranmer, hence, at Newburyport 21st instant.

Schrs J. H. Wainwright, Morris, and C. S. Carstairs, Price, hence, at Boston 24th inst.

Schrs A. Downing, Taylor; J. M. Flanagan, Shaw; A. Edwards, Somers; and Trade Wind, Corson, for Philadelphia, sailed from Salem 22d inst.

Steamer New York, Marshall, hence, at Alexandria 23d inst.

Steamer W. C. Pierrepont, Shropshire, for Philadelphia, cleared at New York yesterday.

NOTICE TO MARINERS.

The French Government has given notice that a new light has been established 550 yards SE by E. ¼ E. from the present light on the point Grouin du Cou, at the entrance of Pertuis Breton.

The light is a fixed white light, elevated 96 feet above the level of the sea, and in clear weather should be seen from a distance of ten miles.

The tower is stone, 46 feet high, and is in lat. 46 20¼, lon. 1 28 W. of Greenwich.

All bearings are magnetic. Variation 20¾ degrees westerly in 1867.

By command of their lordships,
GEO. HENRY RICHARDS, Hydrographer.
Hydrographic Office, Admiralty, London, May 21, 1867

Official information has been received at this office that, from and after the 1st day of August, 1867, the existing Flash Light on Gannet Rock, in the Bay of Fundy, will be replaced by one of the fourth order Holophotal system.

The character of the new light will be—during each minute—fixed white light, 45 seconds; eclipse, 5½ seconds; flash, 4½ seconds; eclipse, 5½ seconds—total, 60 seconds.

In consequence of the arrangements to be made for substituting the new apparatus for the old one, and necessary repairs to the lighthouse, the present light will cease to be shown from the night of Tuesday, the 9th day of July, 1867, until the night of Thursday, the 1st day of August, 1867, being the time fixed for putting the new light in operation.

By order, W. B. SHURRICK, Chairman.
Treasury Department, Office Lighthouse Board, Washington, D. C., May 28, 1867.

SHIPPING.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE. THROUGH AIR-LINE TO THE SOUTH AND WEST.
THROUGH RECEIPTS TO NEWBERN.
Also, all points in North and South Carolina, via Seaboard and Roanoke Railroad, and to Lynchburg, Va., Tennessee, and the West, via Norfolk, Petersburg, South-Side Railroad, and Richmond and Danville Railroad.
The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.
No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates, and leave regularly from first wharf above Market street.
Freight received daily.
WM. P. CLYDE & CO., No. 14 North and South Wharves.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO, Agents at Norfolk. 6 1

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE
FOR SAVANNAH, GA.
TONAWANDA, 850 tons, Captain Wm. Jennings.
WYOMING, 850 tons, Captain Jacob Teal.
The steamship WYOMING will leave or the above port on Saturday, June 29, at 8 o'clock A. M., from Arch street wharf.
Until further notice, the TONAWANDA will be withdrawn, and the WYOMING will make semi-monthly trips.
Through passage tickets sold and freight taken for all points in connection with the Georgia Central Railroad. WILLIAM L. JAMES, General Agent, No. 314 S. Delaware avenue.
Agents at Savannah, Hunter & Gammell. [4 1¾

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE,
FOR NEW ORLEANS, LA.
STAR OF THE UNION, 1076 tons, Capt. T. N. Cookesy
JUNIATA, 1215 tons, Captain P. F. Hoxie,
TIOGA, 1073 tons, Captain J. F. Morse.
Will leave this port every two weeks alternately, touching at Havana returning, for freight and passengers.
The STAR OF THE UNION will leave for New Orleans on Tuesday, July 2, at 8 o'clock A. M., from Pier 15 (second wharf above Spruce street).
The TIOGA will leave New Orleans for this port June 29.
Through bills of lading signed for freight to Mobile, Galveston, Natchez, Vicksburg, Memphis, Nashville, Cairo, St. Louis, Louisville, and Cincinnati.
WILLIAM L. JAMES, General Agent, No. 314 S. Delaware avenue.
4 1¾ Agents at New Orleans, Creevy, Nickerson & Co.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE
FOR WILMINGTON, N. C.
The steamship PIONEER, 812 tons, Captain J. Bennett, will leave for the above port on Saturday, July 6, at 8 o'clock A. M., from Pier 18 (second wharf below Spruce street).
Bills of lading signed at through and reduced rates to all principal points in North Carolina.
Agents at Wilmington, Worth & Daniel.
WILLIAM L. JAMES, General Agent, No. 314 S. Delaware avenue.
4 1¾

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly from the first wharf above Market street.
Freight received daily.
WM. P. CLYDE & CO., No. 14 North and South Wharves.
J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & Co., Agents at Alexandria, Virginia. 61

OPPOSITION TO MONOPOLY.—DAILY LINE FOR BALTIMORE, via Chesapeake and Delaware Canal.
Philadelphia and Baltimore Union Steamboat Company, daily at 3 o'clock P. M.
The Steamers of this line are now plying regularly between this port and Baltimore, leaving the second wharf below Arch street daily at 2 o'clock P. M. (Sundays excepted).
Carrying all description of Freight as low as any other line.
Freight handled with great care, delivered promptly, and forwarded to all points beyond the terminus free of commission.
Particular attention paid to the transportation of all description of Merchandise, Horses, Carriages, etc. etc.
For further information, apply to JOHN D. RUOFF, Agent, No. 18 N. DELAWARE Avenue. 5 16¾

HAVANA STEAMERS.
SEMI-MONTHLY LINE, CARRYING THE UNITED STATES MAIL.
The steamships HENDRICK HUDSON.....CAPTAIN HOWES
STARS AND STRIPES.....CAPTAIN HOLMES
These Steamers will leave this port for Havana every other Tuesday at 8 A. M.
The Steamship HENDRICK HUDSON (Howes Master), will sail for Havana on TUESDAY MORNING, July 2, at 8 o'clock.
Passage to Havana, $50 currency.
No freight received after Saturday.
For Freight or Passage apply to THOMAS WATTSON & SONS, No. 140 N. DELAWARE Avenue. 5 18

STEAM TO LIVERPOOL—CALLING at Queenstown.—The Inman Line, sailing semi-weekly, carrying the United States Mails, RETURN TICKETS TO PARIS AND BACK, FIRST CLASS, $200 GOLD.
CITY OF CORK.....Wednesday, June 26
CITY OF BOSTON.....Saturday, June 29
CITY OF NEW YORK.....Wednesday, July 3
CITY OF BALTIMORE.....Saturday, July 6
CITY OF DUBLIN.....Wednesday, July 10
And each succeeding Saturday and Wednesday, at noon, from Pier No. 46 North River.
RATES OF PASSAGE
By the mail steamer sailing every Saturday.

Payable in Gold.		Payable in Currency.	
First Cabin	$110	Steerage	$30
To London	115	To London	35
To Paris	125	To Paris	45

Passage by the Wednesday Steamers:—First Cabin, $110; Steerage, $30. Payable in U. S. Currency.
Passengers also forwarded to Havre, Hamburg, Bremen, etc., at moderate rates.
Steerage passage from Liverpool or Queenstown, $40 currency. Tickets can be bought here by persons sending for their friends.
For further information apply at the Company's office. JOHN G. DALE, Agent, No. 15 BROADWAY, N. Y.
8 7¾ or No. 411 CHESTNUT St., Philadelphia.

PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND BY STEAMSHIP AND SAILING PACKET, AT REDUCED RATES.
DRAFTS AVAILABLE THROUGHOUT ENGLAND IRELAND, SCOTLAND, AND WALES.
For particulars apply to TAPSCOTTS, BROTHERS & CO., No. 30 SOUTH Street, and No. 23 BROADWAY, N. Y.
11 Or to THOS. R. SEARLE, No. 217 WALNUT St.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
Express Steamboat Company Steam Propellers leave Daily from first wharf below Market street. Through in twenty-four hours. Goods forwarded to all points, North, East and West, free of commission.
Freights received at the lowest rates.
WM. P. CLYDE & CO., Agents, No. 14 South Wharves.
JAMES HAND, Agent, No. 104 Wall street, New York. 61 tf

FOR NEW YORK.—SWIFTSURE Transportation Company Despatch and Swiftsure Lines, via Delaware and Raritan Canal, on and after the 15th of March, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Eastern lines.
For freight, which will be taken upon accommodating terms, apply to WILLIAM M. BAIRD & CO., No. 132 S. DELAWARE Avenue. 1 11

TO SHIP CAPTAINS AND OWNERS.—The undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having vessels to be raised or repaired, and being a practical ship-carpenter and caulker, will give personal attention to the vessels entrusted to him for repairs.
Captains or Agents, Ship-Carpenters, and Machinists having vessels to repair, are solicited to call.
Having the agency for the sale of "Wetterstedt's Patent Metallic Composition" for Copper paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on reasonable terms.
JOHN H. HAMMITT, Kensington Screw Dock, 1 DELAWARE Avenue, above Laurel street.

EXCURSIONS.

EXCURSIONS UP THE RIVER.—The splendid steamboat JOHN A. WARNER makes daily Afternoon Excursions to Burlington and Bristol, stopping at Riverton, Torresdale, Andalusia, and Beverly, each way. These excursions leave CHESTNUT STREET WHARF at 2 o'clock in the Afternoon. Returning, leave Bristol at 4 o'clock, arriving in the city at 6 o'clock P. M. FARE—Excursion, 40 cts. Each way, 25c. [5 25 3m

EXCURSIONS ON THE SCHUYLKILL.—Steamers leave Fairmount Park (foot of Coates street),
EVERY HALF HOUR,
FOR LAUREL HILL CEMETERY,
AND
THE FALLS OF SCHUYLKILL.
First boat leaving Fairmount at 7·20 A. M.; last boat at 6·30 P. M. Last boat leaving Falls of Schuylkill at 6·35 P. M. 6 5 1m

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, Incorporated by the Legislature of Pennsylvania, 1835.
Office, S. E. corner of THIRD and WALNUT Streets Philadelphia.
MARINE INSURANCES on vessels, cargo, and freight, to all parts of the world.
INLAND INSURANCES on goods by river, canal, lake, and land carriage, to all parts of the Union.
FIRE INSURANCES on merchandise generally. On Stores, Dwelling Houses, etc

ASSETS OF THE COMPANY, November 1, 1866.

$100,000	United States 5 Per Cent. Loan, 1871	$114,000·00
120,000	United States 6 Per Cent. Loan, 1881	136,500·00
200,000	United States 7 3-10 Per Cent. Loan, Treasury Notes	211,500·00
125,000	City of Philadelphia 6 Per Cent. Loan (exempt)	126,562·50
54,000	State of Pennsylvania 6 Per Cent. Loan	54,700·00
66,000	State of Pennsylvania 5 Per Cent. Loan	44,620·00
50,000	State of New Jersey Six Per Cent. Loan	50,750·00
20,000	Pennsylvania Railroad, 1st Mortgage, Six Per Cent. Bonds	20,500·00
25,000	Pennsylvania Railroad, 2d Mortgage, Six Per Cent. Bonds	24,250·00
25,000	Western Pennsylvania Railroad Six Per Cent. Bonds (Pennsylvania Railroad guarantees)	20,750·00
30,000	State of Tennessee Five Per Cent. Loan	18,000·00
7,000	State of Tennessee Six Per Cent. Loan	40·00
15,000	300 Shares Stock of Germantown Gas Company (principal and interest guaranteed by the city of Philadelphia)	15,000·00
7,150	143 Shares Stock of Pennsylvania Railroad Company	8,253·25
5,000	100 Shares Stock of North Pennsylvania Railroad Company	3,950·00
*20,000	80 Shares Stock of Philadelphia and Southern Mail Steamship Company	20,000·00
195,900	Loans on Bonds and Mortgage, 1st Liens on City Property	195,900·00
$1,645,050 par.	Market value. Cost, $1,030,553·05.	$1,070,230·75
	Real Estate	36,000·00
	Bills receivable for insurances made	27,637·20
	Balance due at agencies—Premiums on Marine Policies. Accrued interest, and other debts due to the Company	38,923·90
	Scrip and Stock of sundry Insurance and other Companies, $613. Estimated value	2,980·00
	Cash in Bank $811,102·26; Cash in Drawer 447·14	41,540·00
		$1,407,321·85

*This being a new enterprise, the Par is assumed as the market value.

DIRECTORS.
Thomas C. Hand, John C. Davis, Edmund A. Souder, Theophilus Paulding, John R. Penrose, James Traquair, Henry C. Dallett, Jr., James C. Hand, William C. Ludwig, Joseph B. Seal, George G. Leiper, Hugh Craig, John D. Taylor, Jacob Riegel, Samuel E. Stokes, Henry Sloan, William G. Boulton, Edward Darlington, H. Jones Brooke, Edward Lafourcade, Jacob P. Jones, James B. McFarland, Joshua P. Eyre, Spencer McIlvaine, J. B. Semple, Pittsburg, A. B. Berger, " D. T. Morgan, " George W. Bernardon.
THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary. 1 8¾

1829—CHARTER PERPETUAL.

Franklin Fire Insurance Co.
OF PHILADELPHIA.
OFFICE
NOS. 435 AND 437 CHESNUT STREE

ASSETS ON JANUARY 1, 18
$2,753,146·13.

Capital	$400,000·00
Accrued Surplus	946,713·98
Premiums	1,206,432·15
UNSETTLED CLAIMS, $27,431·18	INCOME FOR 1866, $325,000.

LOSSES PAID SINCE 1829 OVER $5,500,000.
Perpetual and Temporary Policies on Liberal Terms

DIRECTORS.
Charles N. Bancker, Tobias Wagner, Samuel Grant, George W. Richards, Isaac Lea, George Fales, Alfred Filler, Francis W. Lewis, M. D., Peter McCall, Thomas Sparks.
CHARLES N. BANCKER, President.
GEORGE FALES, Vice-President.
J. W. McALLISTER, Secretary pro tem. [31 1123¾

TAKE A LIFE POLICY
IN THE
BROOKLYN
LIFE INSURANCE COMPANY
OF NEW YORK.
OFFICE:
N. E. Cor. SEVENTH and CHESNUT.
E. B. COLTON,
2 23¾ GENERAL AGENT.

PROVIDENT LIFE AND TRUST COMPANY OF PHILADELPHIA,
No. 111 South FOURTH Street.
INCORPORATED 30 MONTH 22d, 1865.
CAPITAL, $150,000, PAID IN.
Insurance on Lives, by Yearly Premiums; or by 5, 10, or 20 year Premiums, Non-forfeiture.
Annuities granted on favorable terms.
Term Policies, Children's Endowments.
This Company, while giving the insured the security of a paid-up Capital, will divide the entire profits of the Life business among its policy holders.
Moneys received at interest, and paid on demand.
Authorized by charter to execute Trusts, and to act as Executor or Administrator, Assignee or Guardian, and in other fiduciary capacities, under appointment of any Court of this Commonwealth, or any person or persons, or bodies politic or corporate.
DIRECTORS.
SAMUEL B. SHIPLEY, JOSHUA H. MORRIS, RICHARD WOOD, RICHARD CADBURY, HENRY HAINES, T. WISTAR BROWN, W. C. LONGSTRETH, WILLIAM HACKER, CHARLES F. COFFIN.
SAMUEL B. SHIPLEY, President. ROWLAND PARRY, Actuary.
WM. C. LONGSTRETH, Vice President.
THOMAS WISTAR, M. D., Medical Examiner. J. B. TOWNSEND, Legal Adviser.
7 27¾

FIRE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA FIRE INSURANCE COMPANY—Incorporated 1825—Charter Perpetual—No. 510 WALNUT Street, opposite Independence Square.
This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also, on Furniture, Stocks of Goods, and Merchandise generally, on liberal 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.
DIRECTORS.
Daniel Smith, Jr., Alexander Benson, Isaac Hazlehurst, Thomas Robbins, John Devereux, Thomas Smith, Henry Lewis, J. Gillingham Fell, Daniel Haddock, Jr.
DANIEL SMITH, Jr., President.
WILLIAM G. CROWELL, Secretary. 3 30¾

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1804—CHARTER PERPETUAL.
No. 224 WALNUT Street, opposite the Exchange.
In addition to MARINE and INLAND INSURANCE, this Company insures from loss or damage by FIRE for liberal terms on buildings, merchandise, furniture, etc., for limited periods, and permanently on buildings, by deposit of premium.
The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.
DIRECTORS.
John L. Hodge, M. B. Mahony, John T. Lewis, William S. Grant, Robert W. Leaming, D. Clark Wharton, Samuel Wilcox, Lawrence Lewis, Jr., David Lewis, Benjamin Etting, Thomas H. Powers, A. R. McIlvainy, Edmund Castillon, Louis C. Norris.
JOHN WUCHERER, President.
SAMUEL WILCOX, Secretary.

INSURANCE COMPANIES.

INSURANCE COMPANY OF NORTH AMERICA.
OFFICE, No. 232 WALNUT ST., PHILADELPHIA
INCORPORATED 1794. CHARTER PERPETUAL.
CAPITAL, $500,000.
ASSETS, JANUARY 8, 1867, $1,763,267·32.
INSURES MARINE, INLAND TRANSPORTATION AND FIRE RISKS.
DIRECTORS.
Arthur G. Coffin, Samuel W. Jones, John A. Brown, Charles Taylor, Ambrose White, Richard D. Wood, William Welsh, S. Morris Wain, John Mason, George L. Harrison, Francis R. Cope, Edward H. Trotter, Edward S. Clarke, William Cummings, T. Charlton Henry, Alfred D. Jessup, John P. White, Louis C. Madeira.
ARTHUR G. COFFIN, President.
CHARLES PLATT, Secretary.
WILLIAM SUEHLER, Harrisburg, Pa., Central Agent for the State of Pennsylvania. 1 25¾

GIRARD FIRE AND MARINE INSURANCE COMPANY,
(No. 639)
N. E. COR. CHESNUT AND SEVENTH STS.
PHILADELPHIA.
CAPITAL AND SURPLUS OVER $300,000
INCOME FOR 1866, $163,934.
Losses Paid and Accrued in 1866, $47,000
Of which amount not $2000 remain unpaid at this date.
$100,000,000 of property has been successfully insured by this Company in thirteen years, and Eight Hundred Losses by Fire promptly paid.
DIRECTORS.
Thomas Craven, Furman Sheppard, Thomas MacKellar, John Supplee, John W. Claghorn, Silas Yerkes, Jr., Alfred S. Gillett, N. S. Lawrence, Charles I. Dupont, Henry E. Kenney, Joseph Klapp, M. D.
THOMAS CRAVEN, President
A. S. GILLETT, Vice-President.
2 22 3mw] JAMES B. ALVORD, Secretary

ENGINES, MACHINERY, ETC.

COLD'S IMPROVED PATENT LOW STEAM AND HOT WATER APPARATUS,
FOR WARMING AND VENTILATING WITH PURE EXTERNAL AIR.
Also, the approved Cooking Apparatus,
THE AMERICAN KITCHEN
On the European plan of heavy castings, durability and neatness of construction.
Suitable for Hotels, Public Institutions, and the better class of Private Residences.
Also, Agents for the sale of
SPEAKMAN'S PATENT SAFETY VALVE,
Which should be connected with every water back and boiler, and GRIFFITH'S
PATENT ARCHIMEDEAN VENTILATOR.
UNION STEAM AND WATER HEATING COMPANY.
JAMES P. WOOD & CO.,
NO. 41 SOUTH FOURTH STREET.
B. M. FELTWELL, Superintendent [4 26 3m

BOILER EXPLOSIONS
GUARDED AGAINST BY USING
SHAW & JUSTICE'S
MERCURY COLUMN GUAGES AND LOW WATER SIGNALS,
MANUFACTURED ONLY BY
PHILIP S. JUSTICE,
6 14 1m] NO. 14 NORTH FIFTH ST., PHILA.
Shops—SEVENTEENTH and COATES Streets.

STEAM BOILER EXPLOSIONS
CAN BE PREVENTED BY USING
ASHCROFT'S
LOW WATER DETECTOR
PRICE $50, APPLIED.
AUG. S. BATTLES,
SOLE AGENT FOR PENNSYLVANIA,
67 tf NO. 24 NORTH SIXTH STREET

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fine, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings of all sizes and kinds; Iron and Brass Castings of all descriptions; Roll Turning, Screw Cutting, and all other work connected with the above business.
Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.
The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc., etc., for raising heavy or light weights.
JACOB C. N