THE DAILY EVENING TELEGRAPH PHILADELPHIA MONDAY TILY & 1867

	and the second		THE CONTRACTOR OF THE OWNER.	The second s	AURADINA
THE FASHIONS.	FINANCIAL	FINANCIAL.	INSURANCE COMPANIES.	INSURANCE COMPANIES,	SHIPPING.
The Ladies in Bismarks and Brown Colored Dresses Tripping to the Expo- sition-Enraptured, and the Effect- Muslins and How Made-The New Shades of Colors-Dress Trimmings- Shawis-A Fashionable Wedding Dress -Parts "Fashions"-A General Miscel- iany. Parts, June 20Your fashions correspondent has long been honestly endeavoring to find a worth simile for womankind when dressed all in brown and Bismares I think it suitable to say they temind the contemplative of flurned partridges trotling about in stubble, nodding their heads at every stop and fluttering straight	THE UNION PACIFIC RAILROAD COMPANY.	NOTICE TO THE HOLDERS " OVERDUE LOANS	DELAWARE MUTUAL SAFETY INSU- BANCE COMPANY, Incorporated by the Legis- Inture of Pennsylvania, 1855. 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 fives, canal, iske, and land carriage, to all parts of the Union. all parts of the Union. all parts of the Union. BY FIRE INSURANCES on merchandias generally. On Stores, Dweiling Houses, etc ASSETS OF THE COMPANY. November 1, 1804. 100,000 United States 6 Per Cent. Loan. 120,000 United States 6 Per Cent. Loan.	OF NORTH AMERICA. OFFICE, NO. 201 WALNUT ST., PHILADELPHIA INCORPORATED 179. CHARTER PERPETUAL. CAPITAL, \$500,000. AMMETS. JANUARY 5, 1867, 01,708,207*88. INSURES MARINE, INZAND TRANSPOR- TATION AND FILE BISHES. DIRECTOR Arthur G. Coffin, Sommel W. Jones, John A. STOWN, Status W. Jones, John A. STOWN,	FOR WILMINGTON, N. C. THE STEAMSHIP PIONEER, Advertised for BATURDAY, 6th inst., will be det tained until WEDNESDAY, 19th inst. Freight is row being received at her whart, the second below Eprace street. WM. L. JAMES, General Agent, 75 48 No. 314 South DELAWARE Avenue. STEAM TO LIVERPOOL-CALLAR Ing at QueentownThe Inman Lines multing semi-weekly, carrying the United States Mathematics RETURN TICK ETS TO PARKS AR DO BACK, FIRST CLARS, 500 GOLD.
to their rendezvous at the Exposition, with that unmistakable instanct of high-flown birds which leads them to the very spot it is most agreeable to rest on. Their ittle cries of surprise and admiration when they pass by the satins, velvets, diamonds, and laces, which all attract attention, are sgain like the communications with which the featurery tribe bonor us. Words can but be poor renderings of some of the good things seen by an intelligent observer at that section of the Champ de Mars reserved for woman's attire. Here it is that the haughtlest peerces and the most fascinating	THEIR FIRST MORTGAGE BONDS AS AN INVESTMENT.	Commonwealth of Pennsvivania	1881	Charless Taylor, Ambross Whits, Elchard D. Wood, William Cummings, S. Morris Wain, John Masson, CHARLESS PLATY, Secretary. William Cummings, Affred D. Jessop, John P. Wills, Affred D. Jessop, John P. Wills, Charless PLATY, Secretary. William Cummings, Affred D. Jessop, John P. Wills, Charless PLATY, Secretary. William Cummings, Constraints, Affred D. Jessop, John P. Wills, Constraints, Secretary. William Cummings, Constraints, Secretary. Mathematical Constra- ing State of Pennsylvania. GIRARD FIRE AND MARINE INSURANCE COMPANY,	CITY OF LONDON
comitesse like to assemble. Some openly and frankly admire how silk and thread can be transformed into velvel and lace, how Indian pebbles become sapphires and rubies, how yards of gauze can look like curling waves of foam; but oh! satirists, keep distant; for few of the fair sex, whether they come from Moscow, Lis- bon, Berlin, or London, can hide the anxions wish, the rising sigh, the deep look so expres- sive of the torture milicted by that asple which hurks in ladies' bo oms, and called by analysts "desire." "Mephistopheles," in Gounod's Faust, is the impersonation of the covatous feelings oreated in woman by the sight of what is unat- tainable in toilet. Others can arrest the curve upon their lips while contemplating all the for- bidden magnificence displayed; but these stand as if petrified before the mute glass stands. It is my duty to describe here weekly all the chappes which fashion imposes, and I may not	The rapid progress of the Union Pacific Railroad, now building west from Omaha, Nebraska, and form- ing, with its western connections, an unbroken line across the continent, attracts attention to the value of the First Mortgage Bonds which the Company now offer the public. The first question asked by prudent investors is, "Are these bonds secure?" Next, "Are they a profitable investment?" To reply in briet:- First. The early completion of the whole great line to the Pacific is as certain as any future business event can be. The Government grant of over twenty mil- lion acres of land and fifty million dollars in its own bonds practically guarantees it. One-fourth of the work is already done, and the track continues to be iaid at the rate of two miles a day. Second, The Union Pacific Railroad bonds are issued upon what promises to be one of the most profitable lines of railroad in the country. For many years it		road Six Per Cent. Bonda (Pennsyivania Railroad gua- rantzes)	Forman Sheppard, Thomas MacKellar, John Supplee, John W, Clagborn, Joseph Klapp, M. D. THOMAS CRAVEN, President A. S. GILLETT, Vice-President	 men, etc., at moderate rates. Beserage namer from Liverpool or Queensitown, Michael Strategy To the state of the stat
moralize; but if the columns of the New York Herald are ever ahead of every other paper, latitude is ever allowed for a serious thought and caim remonstrance. I will therefore, tell all your readers that the exquisite treasures ex- hibited have turned many a woman's brain. It is no longer the passive "to be, or not to be," it is the "to have, or not to have." Husbands there are who say "no wonder it should be so," and who plead for their wives' weakness, arguing that the soit pearls of the East, magniteent diamonds, chiselled jewelry, rich tissoes, marvellous embroidery, all the cashweres, vells, necklaces, cloaks and drapery are too costly not to be tempting. But it this is granted, their sisters and daughters should all marry millionaires, and the equilibrium of Ed- rope would be a less serious consideration than that of each individual home budget. What if the robes shown are covered with all the trickest created things, can we not simply admire in them the progress of industry and the perfection of manulacturing processes? This query will lead me on to so many, that, fearing lest I should positively turn a lecturer, I will torget to mora- lize, and simply give the state of clothing as seen in the best circles.	must be the only line connecting the Atlantic and Pa- cidc: and being without competition, it can maintain romunerative rates. Third. 376 milles of this road are fluished, and fully equipped with depots, locomotives, cars, etc., and two trains are daily running each way. The materials for the remaining 141 miles to the eastern base of the Rocky Mountains are on hand, and it is under con- tract to be done in September. Fourth, The net earnings of the sections already finished are several times greater than the gold in- terest upon the First Morigage bonds upon such sec- tions, and if not another mile of the road were built, the part already completed would not only pay inte- rest and expenses, but be profitable to the Company. Fifth. The Union Pacific Railroad bonds can be is- sued only as the road progresses, and therefore can never be in the market unless they represent a <i>bond add</i> property. Sixth, Their amount is strictly Hmiled by law to a sum equal to what is granted by the United States Government, and for which it takes a second lien as its security. This amount upon the first 517 miles west from Omaha is only \$16,000 per mile. Seventh, The fact that the United States Govern- ment considers a second lien upon the road agood in-	JOHN F. HABTRANFT. AUDITOR-GENERAL. WILLIAM H. KEMBLE, STATE TREASURER. BANKING HOUSE OF JAY COOKE & CO., NOS.113 AND 114 S. THIRD ST., PHILA. Dealers in all Government Securities.	made 27,637'20 Balance due at agencies. — Pre- miums on Marine Policies, Accrued intereat, and other debis due to the Company	COLD'S IMPROVED PATENT LOW STEAM AND HOT WATER APPARATUS, FOB WARMING AND VENTILATING WITH PURE EXTERNAL AIR. Also, the approved Cooking Apparatus, THE AMERICAN KITCHENER, On the Enropean plan of heavy casiings, durability and heatness of construction. Buitable for Hotels, Public Institutions, and the better class of Private Residences. Also, Agents for the sale of SPEAKMAN'S PATENT SAFETY VALVE,	Also, all points in North and South Carolinn, vis Seaboard and Roanoke Railroad, and to Lynchburg Va., Tennessee, and the West, via Norfolk, Peters burg, South-Side Railroad, and Richmond and Das ville Hailroad. The regularity, anfety, and cheapness of this routh commend it to the public as the most desirable me dium for carrying every description of freight. No charge for commission, drayage, or any expense of transfer. Steamships insure at lowest rates, and leave regu- larly from first wharf above Market stroct. Freight received daily. W.M. P. OLYDE & CO, No. 14 North and South Wharves. W. P. PORTER, Agent at Richmond and Okp Point. T. P. OROWELL & CO, Agents at Norfolk. 61 COMPARED SOUTHERIN MAIL STRAMSHIP COM PARY'S REGULAR SEMI-MONTHLY LINE, FOR NEW ORLEANS, LA. STAR OF THE UNION, 1078 tons, Capt. T. N. Cooksey JUNIATA. 1215 tons, Captain F. F. Hozis, TIOGA, 1075 tons, Captain J. F. Morre. Will have this port every two weeks alternately touching at Havana returning, for freight and par- sengers. The STAR OF THE UNION will leave New Of lease for this port July 20. The STAR OF THE UNION will leave New Of lease for this port July 20. The STAR OF THE UNION will leave New Of lease for this port July 20. The STAR OF THE UNION will leave New Of lease for this port July 20. The STAR OF THE UNION will leave New Of lease for this port July 20. Through bills of lacing signed for freight to Mobil Galveston, Natchez, Vickaburg, Memphis, Nasa vike On this port July 20. Through bills of lacing signed for freight to Mobil Galveston, Natchez, Vickaburg, Memphis, Nasa vike On St. Louis, Louisville, and Choolmad.
In the best circles. Muslins have suddenly made their appearance, but they are quite on the second plane, as Chamberys take the lead. Chamberys may, if they like, but the muslins ever will be lovely, gool, and comfortable. These costly Cham- bery cannot be worn on every occasion, whereas in the heat of summer an airy organdie or printed muslin graces a break fast table as well as the public walks. It has been a serious affair to make them look well, gored, and out empire style. The best plan is to have a wide hem, called "false," added on to the bottom circumference, and cross-cut folds to ornament it: small flounces are also very pretty; the wide sash behind of the same material, whether frilled or edged with lace, is quite sufficient trimming. A kind of Marle Antionette fichu is sometimes made, instead of the loose jacket, for walking costume. All our new shades are now out; they are	vestment, and that some of the shrewdest railroad builders of the country have already paid in five mil- lion dollars upon the stock (which is to them a third lien), may well inspire confidence in a first lien. Eighth. Although it is not claimed that there can be any better accurities than Governments, there are parties who consider a first mortgage upon such a property as this the very best security in the world, and who sell their Governments to reinvest in these bonds, thus securing a greater interest. Ninth. As the Union Pacific Railroad bonds are offered for the present at 50 cents on the dollar and accrued interest, they are the cheapest security in the market, being 15 per cent. less than United States stocks. Tenth. At the current rate of premiums on gold they pay	OLD 5-20s WANTED IN EXCHANGE FOR NEW. A LIBERAL DIFFEBENCE ALLOWED. Compound Interest Notes Wanted. INTEREST ALLOWED CN DEPOSITS. Collections made. Stocks bought and sold on Jommission. Special business accommodations reserved for indices. 16 24 3m	Franklin Fire Insurance Co. of Philadelphia. OFFICE NOS. 485 AND 487 CHESNUT STREE ASSETS ON JANUARY 1, 18 53,553,140-13, Capital. ACCTOR SUPPLY ACCTOR SUPPLY PREMIUMS PREMIUMS UNSETTLED CLAIMS. LOSSES PAID SINCE 1539 OVER \$5,500,000. Perpetual and Temporary Policies on Liberal Terms	Which should be connected with every water back and boller, 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 25 3m BOILER EXPLOSIONS GUARDED AGAINST BY USING SHAW & JUSTICE'S	Agenta at New Orleans, Creevy, Nickerson & Co. THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP CON PANY'S REGULAR LINE FOR SAVANNAB, GA. TONAWANDA, 850 tons, Captain Wm. Jennings, WYOMING, 850 tons, Captain Jucob Teal. The steamship WYOMING will leave for the above port on Saturday, July 13, at go'clock A. If from Arch street what. Through passage tickets sold and freight taken for all points in connection with the Georgia Central Ra- no, 814 S. Delaware avenue. Agents at Savannah, Hunter & Gammell. [41] The Steamship WILLIAM L. STEAMSHIP OOD PANY'S REGULAR SEMI-MONTHLY LINE FOR WILLIAM L. JAMES, General Agent, No. 814 S. Delaware avenue. Agents at Savannah, Hunter & Gammell. [41] The Steamship PIONEER, 812 tons, Captain J. Be net, will leave for the above port on Wodnesday, July 10, at S orderk A. M. Com Plorit Barowick and States and Sta

All our new shades are now out; they are either very gay and bright, or what I should call tender, partaking, in the former case, of the gay soubrette, it colors could be personided.

and of the Quakeress in the latter. To make it more readable, I could as well say that in our time we have the flaunting demi-monde in but-terfly shape and the modest nun in subdued keeping. It is true a lady now is both one and the other on the same day, and looks very charming under tissues on which delicate exo-tics, bright birds, masses of foliage, and brocaded groups are artistically worked, or under the fauitless fitting dove-tinted silks and fawns. I must notice, much against my will, that dresses are heavily covered with passementerie, and that some of the out-and-outers among robes took as if they had been made by up-holsterers, not needle wonten. All our festoons are made to fall down heavily under jet and bend work, crochet, gimp, and large pieces of shiny block glass which imitates ict. The iringes are very cumbersome also, being thick twisted cord, on which are strung long jet inbes ending with beals.

Lace shawls, both black and white, are not the tashion, but iew ladies can mind wearing their rich Chantillys and deep flounced points. At a wedding which took place at the Made-leine this week all the lace worn was put on peplum style, and Marie Antoinette capes, with long flowing ends behind, were made of Mechin or Brussels. One of the pretiest was the much admired light salmon poult de sole, trim-med round the bottom with a deep plait of the ame material; a white Alencon circular was worn over this.

The bonnets were all fanchons with wreaths. They are put on very high on the chignon comb, which necessarily makes them come down low on the forehead, forming a kind of cone or pyramidal aflair in front. As it is called pretty we are obliged to believe it, but the peasantry in Wales wear their coal scuttle sun hats in the same way, and their fashion has ever been called

barbarous, Gaelic, anything primeval. The fact is there are few so-called "Paris fashions." All are worn; every one dreases in conformity with each particular taste; all depends on caprice. In the same drawing-room are met beautles a la Josephine, a la Sevigne, a Pantique. Some do not dress at all. It is getting quite a polyglot combination to write a fashion letter, and deep studies have to be gone through for the purpose, all among the Renaissance nanuscripts, the Fronde, the Regence, and the namuscripts, the Fronde, the Regence, and the Directoire. Everything is worn-Indian mus-ins and Asiatic tissues, Chinese silks, Irish poplins, Swiss work, Mechlin point, Italian ace, Grecian vests and burnouses, Zousve ackets and Spanish toreadors, swan's down plumage, scaris, orystal, mother of pearl, peb-les, granite, rock-we put it all on; we are proud of every atom of it, and we call our attire "Paris Fashions," As long as this denomination s handed round the world I shall feel I have a light to discuss them; but in my heart and conght to discuss them; but in my heart and con-cience (for fashion writers really have bearts

ad consciences) I do think a more appropriate yrm could be found. White foulard Garibaldis are worn with inted muslin skirts; white foulard jackets are arked for walking costumes. The prettiest and a sprigs of gilt are much worn on black d brown hats. Cameos are coming into blon, confurore. Cristal de roche is going t.-N. Y. Heraio. amark wreaths have gilt cherry balls for orna-

COUNTESSES RACING. - The other day the mistion of Vienna crowded the Prater to iness a singular race. Eight horses ran, th ridden by a lady belonging to high life. Inc. The Countess S won by half a to stakes were a partre of diamonds of great

POSTAGE THEN AND NOW .- Thirty years ago e postage of a letter from London to the of Man was 1s. 3d.; to Lerwick, in Sootd, 1s. 5d.; and to Glenavy, in Ireland, 1s. The postage of a letter to Australia or w Zenland is now only 6d.

The daily subscriptions are already large, and they will continue to be received in New York by the CONTINENTAL NATIONAL BANK, No. 7 NAS-SAU Street. CLARK, DODGE & CO., Bankers, No. 51 WALL Street. JOHN J. CISCO & SON Bankers, No. 33 WALL street. And by BANKS AND BANKERS generally throughout the United States, of whom maps and descriptive pamphlets may be obtained. They will also be senf by mail from the Company's Office, No. 20 NASSA'

Street, New York, on application. Subscribers will select their own Agents, in whom they have or alldence, who alone will be responsible to them for the safe delivery of the Bonds. JOHN J. CISCO, TREASURER,

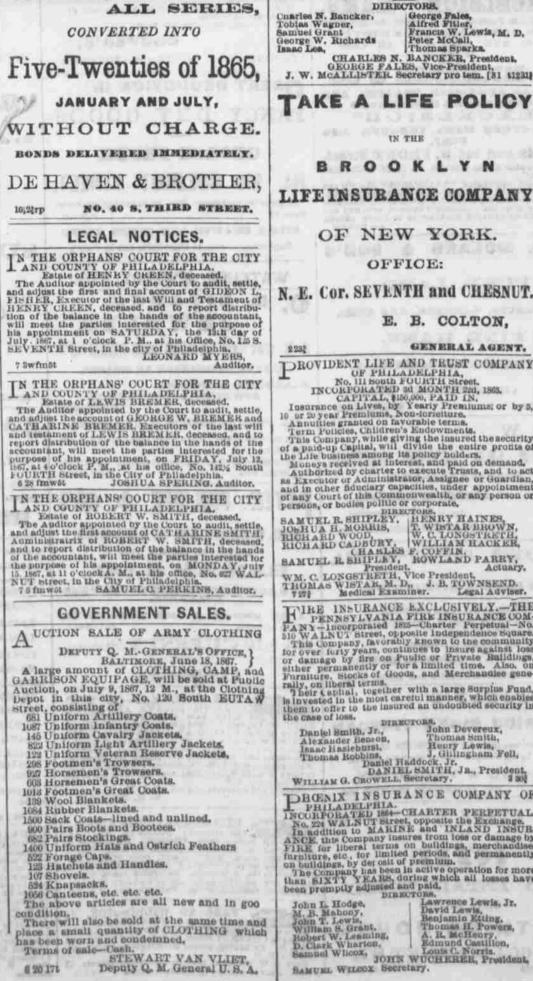
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FOR NEW YORK. -- SWIFTSOLA. Transportation Company Despatch and Raritan Caula, on and after the lath of March, leaving daily at 12 M, and 8 F. M., commenting with all Northern and Eastern lines. For freight, which will be taken upon accommoda-ting terms, apply to WILLIAM M. BAIRD & OS, 110 WILLIAM M. BAIRD & OS, No. 122 S. DELAWARE Avenue.

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