A REMARKABLE RACE.

California Mustangs — Two Hundred Miles in Eight Hours.

The San Francisco correspondent of the Chicago *Tribune* writes, under date of Aug. 3:—

"It has long been asserted by competent horsemen that the common Mexican or California horse—or, as he is commonly designated, 'Mustang'—is the most enduring animal in the world, and that his speed, if fairly put to the test, would astonish the advocates of 'blooded stock,' high feeding, and fancy training. A few years since I was talking to an old Californian who mentioned the fact that before the cession of California to the United States the young men of Los Angelos were compelled to go to Santa Barbara for their license to marry. The distance was sixty-five miles by mountain trails and along the seashore, taking the shortest cut they could make, and yet the young caballeros made it a point of honor always to ride there and back within the twenty-four hours preceding their marriage, making the entire distance of one hundred and thirty miles, the toughest kind of riding in a hot, dry climate, with a single horse. They would leave Los Angelos after dinner, riding at a gallop all the way, and reaching Santa Barbara, before midnight, take a sleep until morning, get the license and ride back in the blazing sun, arriving in season for the celebration of the nuptials in the afternoon, then dance all night at the grand ball given in honor of the auspicious event. An Englishman who heard this statement remarked instantly, 'Haw, well, that's all very well for Hamerica, but a Hinglishman would a done it in 'alf the time!' What more could be said?

"Now it is well known that the greatest feat of horsemanship ever accomplished in England was that of Mr. Osbaldiston, who rode 200 miles in eight hours and forty-two minutes, and he was a small man, riding large, powerful horses. No other Englishman has ever equalled this feat.

"In May, 1858, Jack Powers rode 150 miles in six hours, forty-three minutes, and thirty-one seconds, riding California stock; and subsubsequently Tom McNabb rode 200 miles in ten hours.

"About a month since a party of horsemen were discussing the question of the comparative merits of imported blooded stock and the common California mustangs, and the different styles of riding when Edward Whipple offered to bet $2500 against $2000 that no man could be found to ride 300 miles on fifteen consecutive horses. He was at once taken up by Louis Burns and John Cahill, who named N. H. Mowery as the man to ride. The match was all agreed upon on the spot, and since then there has been constant betting going on as to the result. You will see that he must average a mile every three minutes for fifteen consecutive hours, allowing nothing for loss of time in changing horses at every second, third, or fourth mile, accidents or unaccountable delays. The general feeling was that he could never succeed, and in the betting the odds were decidedly against him. Yesterday (Sunday, August 2), was fixed on for this race against time.

THE RACE.

"The race took place at Bay View Park, a few miles north of the city, over a mile track. The animals, thirty in number, selected by Mr. Mowery, were the common California mustangs and half breeds, none of them full-sized, but all formed of the indomitable pluck and life which belongs to the descendants of the gallant fleets which were ridden into Spain by the fiery followers of Musa and Tafe, when, at the bidding of the Commander of the Faithful, the conquerors of Africa poured into Europe, there to spread the knowledge of the true God and the law of the Koran.

"Mr. Mowery is an old Californian, apparently of about the middle age, weighs 160 pounds, and rode with a heavy Mexican-California saddle, Spanish bit and free rein.

"At twenty minutes to five in the morning he sprang into the saddle, and rode the first horse four times around the track—that is to say four miles—at a dead run. Attendants stood ready at the stand to saddle and bring out the fresh horses as he beckoned for them in coming around; and he changed animals rapidly, riding none of them three miles after the first, and few of them more than two. The Mexican dodge of 'rushing' was constantly resorted to. An attendant would ride one-fourth or one-third of the way down the track to meet him as he came in wheeling his horse, ride back just behind him yelling, '*Vamos! vamos! whoop ah vamos!* and swinging his hat as if frantic. This would start the flagging animal into redoubled exertions, and he would come in fairly flying. A single sharp pull on the Spanish bit would stop the animal in a second, and in two or three more the rider would be on a fresh animal, and off again. Sometimes the mile or two miles would be ridden one way round the track, sometimes the other, in order to relieve the rider by change as far as practicable. Early in the morning the race-track was crowded with people, and before 2 P. M. the jam was immense. Up to 12 M. the rider refused all assistance in mounting and remounting, but after that his attendants would occasionally give him a lift, apparently not so much because he required it, as for fear that he might do so before the race was over. At the end of two hundred miles a rest was taken, and a placard was displayed from the judges' stand that the two hundred miles had been accomplished in eight hours, two minutes, and forty-eight seconds—thus beating by forty minutes the time made by Mr. Osbaldiston, with race horses in England. Then the start was made on the third hundred miles, Mr. Mowery having had a bath and otherwise refreshed himself, and appearing good for the two hundred more, if required. The bets are now changed, and large odds were offered on his winning, with but few takers, and those of the obstinate English bob-tail and pig-skin school. He now made a mile in 2·08, and the average speed was 2·30 throughout. There was a very heavy wind blowing across the track at this time, and the average speed must have been considerably unfavorably affected by this fact, nevertheless he kept up his lick, amid the cheering of the crowd, never flagging for an instant. A halt was made for a second bath, and from time to time an attendant would dash a little water over Mowery's head as he rode along. At one time a friend who was at the stand ran forward and offered his own horse for a ride over the track. Mowery was on him in an instant, and rode, not only once, but three times around. As he came round the second time, the owner made a fruitless attempt to catch him, and only succeeded in catching a fall, as the rider, sitting erect as a bronze statue, dashed past. The crowd yelled with delight at this, and as Mowery came around the third time, shouted to him to 'go it again,' but that would have been carrying the joke too far, and he changed horses, while the officious friend led his own away amid the jeers and cheers of the spectators.

"At eleven minutes to seven P. M., just fourteen hours and nine minutes from the start, the three hundredth mile was accomplished, and a perfect roar of applause broke from the multitude as the underrated horseman started once more, "just for luck." The last mile was made in two minutes and nine seconds, making the unprecedented distance of three hundred and one miles in fourteen hours eleven minutes and nine seconds, and beating anything previously accomplished in the world in this line. The judges declared the money won and announced the time. The gates were flung open, and the vast concourse in carriages of every description, on horseback, and on foot, poured out into the road towards San Francisco, an indiscriminate race on 'the devil take the hindmost' plan being inaugurated. As the crowd streamed away towards the city, the most conspicuous object in it was an Englishman on a tall, raw-boned bay with a stump of a tail sticking up like an abbreviated flagstaff behind, riding on a pig-skin, with short stirrups, top boots, plug hat, an eye glass and a cane. His appearance was so indescribably ludicrous by contrast with what had just been seen, that yells and roars of laughter greeted him at every jump for miles. So ended the great California mustang race against time."

CITY INTELLIGENCE.

[FOR ADDITIONAL LOCAL ITEMS SEE OUTSIDE PAGES.]

THE NAVY YARD.—Business at the Navy Yard is at present very dull, there being only about six hundred men engaged. The formidable Shackamaxon still lies under cover in an unfinished state, but could be made ready for service in a few months. The Potomac lies at the end of the upper wharf dismantled. The Pushmataha lies near the basin, her deck being housed in with planks to protect her from the weather. The Antietam is in the same unfinished state as she was one year ago.

The Omaha, being built in the small shiphouse, is approaching completion, most of her planking being on, and the upper works nearly finished. She can be made ready for launching in a short time, if needed. In front of the ordnance department lie sixteen fifteen inch guns, ready for instant use as soon as mounted on carr ages. The plumber shop is being cleared of the rubbish caused by the late fire, and as the walls are still sound it can soon be rebuilt. Work in the foundry, which was also considerably damaged at the same fire, is not interrupted except in the upper story. The yard at present has less material lying around than for some years past, showing that there is but little going on except to keep the place in working order if any emergency should arise.

CASUALTIES.—Last evening, about 10 o'clock, Patrick Conway, employed at Salmon and York stre s, fell into a tub of hot mash. He was taken out immediately, but was found to be seriously injured and insensible. He was removed to the Episcopal Hospital.

On Tuesday afternoon, as the four o'clock train from Philadelphia to Hightstown, N. J., was leaving the Hartford Station, a man named Edward Williams, in jumping from the train, fell backward down the platform steps, bruising his head and injuring his spine.

The following persons were admitted to the Pennsylvania Hospital yesterday:—

David Woodward, a colored man, who fell from a wagon and broke his arm.

A woman was admitted with the ends of several of her fingers cut off by being caught in some machinery; also, a man, who had his head injured.

STATISTICS.—The proceedings of the Great Council of the Improved Order of Red Men of Pennsylvania have just been published. They show the following statistics for the past year:—The initiations have been 2185; rejections, 153; suspensions, 482; expulsions, 16. Ten thousand six hundred and forty-three dollars have been expended for the relief of members, and two thousand seven hundred and ninety-seven dollars for the burial of the dead. The Order numbers 8126 members and 68 Scribes in the State, 17 new charters having been granted during the year. This Order has no connection with another institution bearing a similar name, and entitled the Independent Order of Red Men.

THE WHISKY DISTILLERS.—Nearly every distiller in the city has ceased operations since the passage of the new law changing the tax on whisky. This has been caused by the fact that surveyors must first ascertain the capacity of the stills, and also because of the peculiarity of the law, which makes the land on which the distillery is erected responsible for any evasion of the law. Owners of the real estate are required to become bound for the amount of tax which may be alleged to be due to the Government for any evasion of the tax. In a few weeks, when the preliminaries can be arranged, all but the smaller distilleries will be in full operation once more.

THE SIXTEENTH WARD CAMPAIGN CLUB.—The Republican citizens of the Sixteenth Ward have organized a Grant, Colfax and Myers Campaign Club, and are holding meetings every week. Last night a large meeting was held at the headquarters of the club, corner of Rachel and Laurel streets, at which able addresses were made by the Hon. Leonard Myers, and A. Wilson Benszey, Esq., candidate for State Senator from the Second District. The gathering was an enthusiastic one, and the remarks of the speakers were received with applause.

RESIGNED.—Mr. H. Y. Lauderbach, for a long time the able and successful Principal of the Northwest Grammar School, in the Tenth Section, has resigned his position, with the intention of opening in September a select private academy. The resignation of Mr. Lauderbach will prove a severe loss to the public schools, but he will carry with him in his new enterprise the good wishes of thousands of his former pupils.

A FOUNDLING HOSPITAL.—Efforts are being made in this city by a number of gentlemen to secure the funds necessary for the establishment of a Foundling Hospital. The gentlemen having the matter in charge propose an institution similar to the Madelaine, at Paris, and they believe that the existence of such a building would go far towards preventing infanticide, as an asylum would be provided for the unfortunate and criminal.

CIGARS IN TAVERNS.—It is not yet generally understood that under the new Revenue bill all tavern keepers selling cigars and tobacco are required to take out a special license, as though regularly engaged in the tobacco trade. Assessors have lately been busy informing saloon keepers in their district of the provisions of the law.

AN ADDITIONAL COUNCILMAN.—The rapid increase of population in the Nineteenth Ward entitles it to an additional member of Common Council, making its number of representatives in that Chamber four. The Republicans have nominated William F. Miller, Esq., for the position.

ROBBERY.—The cellar at No. 918 Spring Garden street was entered on Wednesday night and robbed of fifty five dozen eggs and other property. They belonged to J. W. Strong, a dealer in the Spring Garden Market.

SUICIDE.—Yesterday afternoon a young man named William Mann, 26 years of age, committed suicide by hanging himself on the Lime Kiln pike, above Haines street.

FIRE.—The alarm of fire last evening, shortly after 9 o'clock, was caused by the partial burning of a brick kiln, Ninth and Jefferson streets.

—"A fact just come to light," says the *Lloyd* of Pesth, "will not fail to produce a certain sensation in Austria. For two years the Bishop of Brunn has kept a young priest incarcerated in a monastery, no one ever being admitted to see him. After numerous attempts, the family has obtained from the public prosecutor permission to commence an action against the prelate for illegal imprisonment. We can guarantee the authority of the news."

—General Halpine was to have run for Congress in Wood's district.

—Men of the Time—The managers of the Waltham watch factory.

—A British Lieutenant shot himself because twelve times he had been "purchased over."

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	5 16	MOON SETS	9 12
SUN SETS	6 50	HIGH WATER	4 37

PHILADELPHIA BOARD OF TRADE.

JAMES T. YOUNG, COATES WALTON, THOMAS POTTER. } MONTHLY COMMITTEE

MOVEMENTS OF OCEAN STEAMERS.

FOR AMERICA.

Siberia	Liverpool	New York	Aug. 4
Nova Scotian	Liverpool	Quebec	Aug. 6
Europa	Glasgow	New York	Aug. 7
Belgenia	London	New York	Aug. 8
Propontis	Liverpool	Boston	Aug. 11
Aleppo	Liverpool	New York	Aug. 11
Deutschland	Southampton	New York	Aug. 11
Minnesota	Liverpool	New York	Aug. 11
U of Antwerp	Liverpool	New York	Aug. 12
Virginia	Liverpool	New York	Aug. 12
Pereire	Havre	New York	Aug. 13
Austrian	Liverpool	Quebec	Aug. 13
Iowa	Glasgow	New York	Aug. 14
Hammonia	Southampton	New York	Aug. 14
Cuba	Liverpool	New York	Aug. 15
C of Washington	Liverpool	New York	Aug. 15
Tripoli	Liverpool	New York	Aug. 18
C of Paris	Liverpool	New York	Aug. 19

FOR EUROPE.

City of Boston	New York	Liverpool	Aug. 22
Northern Light	New York	Bremen	Aug. 22
Hibernia	New York	Glasgow	Aug. 22
Atalanta	New York	London	Aug. 22
Ville de Paris	New York	Havre	Aug. 22
Saxonia	New York	Hamburg	Aug. 25
Etna	New York	Liverpool	Aug. 26
China	New York	Liverpool	Aug. 26
C of Antwerp	New York	Liverpool	Aug. 29
City of Paris	New York	Liverpool	Sept. 5

COASTWISE, DOMESTIC, ETC.

Wyoming	Philada	Savannah	Aug. 22
Cortes	New York	New Orleans	Aug. 22
Juniata	Philada	New Orleans	Sept. 1

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.

Br. barque Ada, Murphy, Antwerp, E. A. Souder & Co.
Str Diamond State, Webb, Baltimore, A. Groves, Jr.

ARRIVED YESTERDAY.

Schr Marianna, Sebree, 9 days from Leechville, N. C., with staves to captain.
Schr Benj. Sheppard, Williams, 3 days from Laurel, Del., with lumber to Collins & Co.
Schr Clayton & Lowber, Jackson, 1 day from Smyrna, Del., with grain to Jas. L. Bewley & Co.
Schr Wm. Townsend, McNutt, 1 day from Frederica, Del., with grain to Jas. L. Bewley & Co.
Schr Arindine, Thomas, 1 day from Smyrna, Del., with grain to Jas. L. Bewley & Co.
Schr Sarah Fisher, Moore, from White's Point.
Steamer Black Diamond, Meredith, 24 hours from New York, with mdse. to W. M. Baird & Co.
Steamer R. Willing, Cundiff, 18 hours from Baltimore, with mdse. to A. Groves, Jr.

CONSULATE OF THE U. S. OF VENEZUELA.

PHILADELPHIA, Aug. 20, 1868.—Notice is hereby given that by a special decree of the Executive Power of Venezuela, vessels of all foreign nations are admitted to the coasting trade for six months from the 16th of July ultimo.

LEON DE LA COVA, Consul.

MEMORANDA.

Ship Franc's R. Cutting, Lyon, for Philadelphia 12th, was up at Liverpool 8th inst.
Barkentine Juniata, Hoxie, for Philadelphia via Havana, cleared at New Orleans 18th inst. Cargo for Philadelphia—26 bbls. clay, 626 sacks corn, 8 bales paper stock, 3 bales moss. Passengers—Mrs. Balger and two children, T. J. Baldwin, Quincy Gatti.
Steamship Hunter, Rogers, hence, at Providence 18th inst.
Steamship Norfolk, Vance, hence, at Richmond 18th instant.
Brig S. P. Brown, Keen, sailed from Matanzas 11th inst., for a port north of Hatteras.
Brig Dasing, Libby, sailed from Matanzas 9th inst., for a port north of Hatteras.
Brig Gipsy Queen, Prince, sailed from Matanzas 9th inst., for a port north of Hatteras.
Brig G. T. Ward, Willeby, for Philadelphia, cleared at Boston 19th inst.
Brig Manson, Gilkey, for Philadelphia, cleared at Boston 19th inst.
Brig J. Means, Wells, hence for Boston, at Holmes' Hole 18th inst.
Schr S. H. Cady, Crowell, for Philadelphia, sailed from Saco 18th inst.
Schr Bazleton, Gardner, hence, at Dighton 14th inst.
Schr Estelle, Ware, hence for Boston, at Holmes' Hole 19th inst.
Schrs Alice T. Price, and J. H. Moore, Nickerson, for Philadelphia, cleared at Boston 19th inst.
Schr J. A. Hunsicker, Burlingame, from Boston for Philadelphia, at Newport 18th inst.
Schr E. P. King, Bilven, hence, at Providence 19th instant.
Schr John H. French, of Philadelphia, now repairing at Newport, after having been ashore on Block Island, received but slight damage, losing about 4 feet of her fore foot and 20 feet of her false keel. She will be recaulked, when she will reload her cargo of coal and proceed to Penbroke, Me.
Schrs J. M. Broomall, Crawford, and M. Sewall, Friesle, hence, at Boston 19th inst.
Schr S. A. Hammond, Paine, cleared at Boston 19th inst. for Baltimore.
Schrs Carrie F. Jones, Fish, from Boston for Philadelphia at New York 19th inst.
Schr Bonny Boat, Kelley, for Philadelphia, sailed from New Bedford 17th inst.
Scrs Rising Sun, Moore, and John McManus, Johnson, sailed from Richmond 18th inst. down the river, to load for Philadelphia.

MISCELLANY.

The Shovelful Lightvessel has been towed to her station, she having been repaired.
Schr El Dorado, sunk off the mouth of the Potomac river, in 10 fathoms water, has been examined by a diver, who reports her condition unfavorable, and being sunk in deep water and in an exposed place, the wreckers, who had contracted to strip her at 80 per cent, have abandoned her. She lies E. by S. 5 miles distant from South Point Lighthip, and exactly in the channel of vessels going to and from Baltimore. About three feet of her maintopmast are above water.

STEAMBOAT LINES.

BRISTOL LINE

BETWEEN NEW YORK AND BOSTON,

VIA BRISTOL.

For PROVIDENCE, TAUNTON, NEW BEDFORD CAPE COD, and all points of railway communication, East and North.

The new and splendid steamers BRISTOL and PROVIDENCE, leave Pier No. 40 NORTH RIVER, foot of Canal street, adjoining Delaware Street Ferry, New York, at 5 P. M., daily, Sundays excepted, connecting with steamboat train at Bristol at 4 30 A. M., arriving in Boston at 6 A. M., in time to connect with all the morning trains from that city. The most desirable and pleasant route to the White Mountains. Travelers from that point can make direct connections by way of Providence and Worcester, or Boston. State-rooms and Tickets secured at office on Pier in New York.

6 15m H. O. BRIGGS, General Manager.

FOR CAPE MAY.

On TUESDAYS, THURSDAYS, and SATURDAYS.

The splendid new steamer LADY OF THE LAKE, Captain INGRAM, leaving Pier 19, above Vine street, every Tuesday, Thursday, and Saturday at 9 A. M., and returning from Cape May on Monday, Wednesday, and Friday.

Fare.....$2·25, Including Carriage Hire.
Servants...$1·50, " " "
Children...$1·50, " " "
Season Tickets, $10. Carriage Hire extra.

The Lady of the Lake is a fine sea-boat, has handsome state-room accommodations, and is fitted up with everything necessary for the safety and comfort of passengers.

G. R. RUDDELL,
CALVIN PAUGART.

Office—No. 33 N. DELAWARE avenue. [6 30tf

PHILADELPHIA AND TRENTON STEAMBOAT LINE.—The steamboat ROBERT SCHULL leaves ARCH street Wharf, for Trenton, stopping at Tacony, Torresdale, Beverly, Burlington, Bristol, Florence, Robbins' Wharf, and White Hill.

Leaves Arch Street Wharf	Leaves South Trenton.
Saturday, Aug. 22, 2½ P. M.	Saturday, Aug. 22, 6½ A. M.
Sunday, August 23, to Burlington, Bristol, and intermediate landings, leaves Arch Street wharf at 8 A. M. and 2 P. M.; leaves Bristol at 6½ A. M. and 4½ P. M.	
Monday, Aug. 24, 4½ A. M.	Monday, Aug 24, 9 A. M.
Tuesday, " 25, 6 A. M.	Tuesday, " 25, 10 A. M.
Wed'day, " 26, 6½ A. M.	Wed'day, " 26, 10½ A. M.
Thursday " 27, 8 A. M.	Thursday, " 27, 12 M.
Friday, " 28, 9 A. M.	Friday, " 28, 1 P. M.

Fare to Trenton, 40 cents each way; Intermediate places, 25 cents. 4 11

FOR CHESTER, HOOK, AND WILMINGTON—At 8 30 and 9 30 A. M. and 3 30 P. M.

The steamer S. M. FELTON and ARIEL leave CHESNUT street Wharf (mondays excepted) at 8 30 and 9 30 A. M., and 3 30 P. M., returning leave Wilmington at 6 30 A. M., 12 30, and 5 30 P. M., stopping at Chester and Hook each way.

Fare, 25 cents between all points.

Excursion tickets, 75 cents, good to return by either boat. 6 3tf

OPPOSITION TO THE COMBINED RAILROAD AND RIVER MONOPOLY.

Steamer JOHN SYLVESTER will make daily excursions to Wilmington (sundays excepted), touching at Chester and Marcus Hook, leaving ARCH street wharf at 10 A. M. and 4 P. M., returning, leave Wilmington at 7 A. M. and 1 P. M.

Light freights taken.

L. W. BURNS, Captain. 4 23tf

DAILY EXCURSIONS.—THE splendid steamboat JOHN A. WARNER, leaves CHESNUT Street Wharf, Philada., at 9 o'clock and 6 o'clock P. M., for Burlington and Bristol, touching at Riverton, Torresdale, Andalusia and Beverly. Returning, leaves Bristol at 7 o'clock A. M. and 4 P. M.

Fare, 25 cents each way: Excursion 40 cts. 6 1tf

INSURANCE COMPANIES.

FIRE INSURANCE.

Liverpool and London and Globe Insurance Company.

ASSETS

SEVENTEEN MILLIONS.

Short Term, Perpetual, Floating, and Rent Policies issued on favorable terms.

Office, No. 6 MERCHANTS' EXCHANGE.

ATWOOD SMITH,
6 15 6m GENERAL AGENT.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, Incorporated by the Legislature of Pennsylvania, 1835.

Office, Southeast corner 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 carriages to all parts of the Union.

FIRE INSURANCES

On merchandise generally.
On Stores, Dwelling Houses, etc.

ASSETS OF THE COMPANY

November 1, 1867.

$200,500 United States Five Per Cent. Loan 10-40s	$201,000·00
120,000 United States Five Per Cent. Loan, 1881	134,400·00
50,000 United States 7 3-10 Per Cent. Loan Treasury Notes	52,562·50
200,000 State of Pennsylvania Six Per Cent. Loan	210,000·00
125,000 City of Philadelphia Six Per Cent. Loan (exempt from tax)	125,625·00
50,000 State of New Jersey Six Per Cent. Loan	51,000·00
20,000 Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	19,800·00
25,000 Pennsylvania Railroad, Second Mortgage Six Per Cent. Bonds	23,375·00
25,000 Western Pennsylvania Railroad Six Per Cent. Bonds (Pennsylvania Railroad guaranteed)	20,000·00
80,000 State of Tennessee Five Per Cent. Loans	18,000·00
7000 State of Tennessee Six Per Cent. Loan	4270·00
5,000,300 shares stock of Germantown Gas Company (principal and interest guaranteed by the city of Philadelphia)	15,000·00
7,500 150 Shares Stock of Pennsylvania Railroad Company	7,500·00
5,000 100 Shares Stock of North Pennsylvania Railroad Company	3,000·00
20,000 80 Shares Stock Philadelphia and Southern Mail Steamship Company	15,000·00
201,900 Loans on Bonds and Mortgage, first liens on City Property	201,900·00
$1,101,400 par. Market value	$1,102,862·50
Cost, $1,089,679 20.	
Real Estate	36,000·00
1015 Pieces valuable for insurance Blanks	219,135·67
Balance due Agents on Premiums on Marine Policies—Accrued interest and other debts due the Company	43,331·98
Stocks and scrip of sundry Insurance and other companies $6,780·00 estimated value	3,0 7·00
Cash in Bank $108,017·10	
Cash in Drawer 236·52	108,253·62
	$1,507,603·15

DIRECTORS.

Thomas C. Hand,	James C. Hand,
John C. Davis,	Samuel E. Stokes,
Edmund A. Souder,	James Traquair,
Joseph H. Seal,	William C. Ludwig,
Theophilus Paulding,	Jacob P. Jones,
Hugh Craig	James B. Mc'arland,
Edward Darlington	Joshua P. Eyre,
John R. Penrose,	John D. Taylor,
R. Jones Brooke,	Spencer McIlvaine,
Henry Sloan	Henry C. Ballett, Jr.,
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William G. Boulton,	D. S. Morgan, Pittsburg
Edward Lafourcade,	J. H. Semple, "
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THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 12 30

1829—CHARTER PERPETUAL.

Franklin Fire Insurance Co.

OF PHILADELPHIA.

OFFICE:

Nos. 435 and 437 CHESNUT STREET.

ASSETS ON JANUARY 1, 1868,

$2,603,740·09.

CAPITAL	$400,000·00
ACCRUED SURPLUS	1,018,893·89
PREMIUMS	1,184,846·20
UNSETTLED CLAIMS. $33,093·22	INCOME FOR 1868 $850,000·00.

LOSSES PAID SINCE 1829 OVER

$5 500,000.

Perpetual and Temporary Policies on Liberal Terms.

DIRECTORS.

Charles N. Bancker,	George Fales,
Tobias Wagner,	Alfred Fitler,
Samuel Grant,	Francis W. Lewis, M. D.,
George W. Richards	Thomas Sparks,
Isaac Lea,	William S. Grant.

CHARLES N. BANCKER, President.
GEORGE FALES, Vice-President.
JAS. W. MCALLISTER, Secretary pro tem.

Except at Lexington, Kentucky, this Company has no Agencies West of Pittsburg. 2 12

INSURE AT HOME

IN THE

Penn Mutual Life Insurance

COMPANY,

No. 921 CHESNUT St., Philadelphia.

ASSETS, $2,000,000.

CHARTERED BY OUR OWN STATE.

MANAGED BY OUR OWN CITIZENS.

LOSSES PROMPTLY PAID.

POLICIES ISSUED ON VARIOUS PLANS.

Applications may be made at the Home Office, and at the Agencies throughout the State. [2 18]

JAMES TRAQUAIR.....PRESIDENT
SAMUEL E. STOKES.....VICE-PRESIDENT
JNO. W. ROBSON.....A. V. P. and ACTUARY
HORATIO S. STEPHENS.....SECRETARY

PROVIDENT LIFE AND TRUST COMPANY OF PHILADELPHIA,

No. 111 S. FOURTH Street,

INCORPORATED 30 MONTH, 22, 1865.

CAPITAL $300,000 PAID IN.

Insurance on Lives, by Yearly Premiums; or on 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 the policy holders.

Moneys received at interest and paid on demand.

Authorized by the Charter to execute Trusts, and to act as Executor of Administrator, Assignee, or Guardian, and in other fiduciary capacities, under appointment of any Court of this Commonwealth, or any person of persons or bodies politic or corporate.

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