English and French Cities.

From the London Saturday Review. We know not how far any one's national vanity is at all troubled by the thoughtwhich must present itself to any one who goes through any considerable part of England and France with his eyes open, that there is hardly any city in England which can trace the same unbroken historical existence which can be traced by nearly every French town that can boast of enough of early importance to have been the seat of an ancient Bishopric. The history of a great number of French towns follows a single type. The site has been a place of human habitation, and the centre of a more or less organized society, as far back as history or trustworthy tradition can take us. It was a post, most usually a fortress overlooking a river, which formed the stronghold. the capital, if we may so call it, of a Gaulish From those times till now it has never ceased to be, in one form or another, a seat of habitation and of dominion. The Gaulish hillfort became the Roman town. It was fenced about with Roman walls, and it received a Roman municipal constitution. In the retained, and still reits original ante-Roman name. tains. Burdigala and Tolosa keep to this day, with but slight changes, the names which they have borne from the beginning of things. In the North the name of the town was most commonly forgotten; it was supplanted by the name of the tribe. Lutetia Parisiorum, the town of the tribe of the Parisii, retains, as Paris, not its own name, but that of its inhabitants. In either case the continuous existence of the town was not interrupted, and in either case an ancient Gaulish name, either of the town itself or of the tribe, remains to this day. Next, under the Roman domination a new element comes in, destined to be as lasting as the other. Christianity is preached at an early time, converts are found, persecution follows some saintly and martyred Bishop connects his name for ever with the city. As Christianity becomes the recognized faith of the Empire, the local church emerges from its obscurity, and obtains a position which it was never destined to lose. Except when it has been tampered with by recent changes, the episcopal succession in a French city has gone on uninterruptedly since the third or fourth

Roman civil division of which the city was the head. Then came the Teutonic inroads, those of the Franks in the north, those of the Goths and Burgundians in the south. The connection with the seat of Empire, with Rome Old or New, first became nominal and then was wiped out, altogether, till the day when the Roman diadem was set on the brow of a Frankish king. But the Gaulish hill-fortress. the Roman city, lived through the storm. It remained a seat of habitation and of dominion: it retained its name, its position as the head of a district, in the south it even retained large traces of its Roman municipal organization. Above all, it retained its character as a seat of spiritual rule, the seat of a chief church and its chief pastor. The cities of Gaul have lived on uninterruptedly from the days of Sextius and Casar till now. The episcopal churches of Gaul lived on uninter-

century; the present cathedral stands on the

site of a church of those primitive times; the

extent of the diocose marks the extent of the

ruptedly from the days of primitive Christendom to the great Revolution. And with most of them the great Revolution itself was only a passing eclipse. The chief towns of France, in short, are places which have been abodes of man, seats of man's industry and government, such as industry and government have been at various times, for eighteen hundred or two thousand years, and for as many more prehistoric centuries as any one chooses to add. Dynasties, governments, nations, lan-guages, all have changed; but to this day the chief fort of each tribe overrun by Casar commonly remains the cathedral city of a

diocese, and is often also the capital of an

ancient province or a modern department.

Now this is the history not of one or two cities only, but of a whole class. When any place of any importance deviates from the type, it is at once noticed as an exception. It is in no way interfered with by the fact that many French bishoprics have been divided, and some in modern times united. The process which is really destructive of continuity, that of translation from one seat to another, is exceedingly rare. And we may add that in France it is the old cities, the immemorial ecclesiastical and civil capitals, which are, to a very great extent, the seats of modern commerce and manufacture. We need not speak of the age of Massalia, the Hellenic commonwealth which braved the might of Casar, the Free City of the Empire which braved the might of Charles of Anjon. But Lyons, Rouen, Bordeaux, Amiena, Nantes, are all examples of modern industry and commerce finding their homes in the abodes of aucient counts and bishops. Cherbourg, Brest, Toulon, though not equalling the associations of the others, are all ancient and historic towns. Havre alone is modern, but it has lived three centuries, and three centuries, in the eyes of

many people, is a very respectable antiquity. Turn to our own country, and, instead of a whole class of immemorial Gaulish cities, we shall find at most two or three which make a distant and doubt ul approach to an analogous character. Many English towns stand on the site of Roman towns, but very few, if any, English towns can trace the same uninterrupted connection with primitive times which is still plainly written on the aucient cities of France. It is by no means clear that the Roman towns in Britain so generally occupied Celtic sites as they did in Gaul; it is quite certain that few or no Euglish towns can show the same continuous existence from Roman times which so many French towns can. A great gulf, an interval of historic darkness, a period given up to the conjectures and inferences of ingenious men, divides their latest recorded Roman existence from their earliest recorded English existence. No existing English, or even Welsh, Bishopric pretends to trace an uninterrupted Episcopal succession further back than the sixth century. That any English towns retain a traditional, or even an imitative, Roman constitution, is a mere dream without a shadow of proof. Nay, it is not even certain that the sites of the ancient Roman towns were continuously inhabited. Many of them are utterly for saken, others have changed their names, of those which have kept their names several are suspected to have changed their sites. London retains its name, but very learned antiquaries doubt whether the oldest English London occupied the site of Roman London. But, after all, the Bishopric is generally the best means of comparison. Of course, we set aside the sees founded in England by Henry the Eighth and in our own day, just as we set aside the more recent Bishoprics of France. We have no concern with the see of Manchester or with the see of Versailles. We have no concern even with the see of Gloucester or the See of Montauban. Our ancient English dio-cesses, like those of France, represent the civil divisions which existed at the time of their foundation; but then in England those civil divisions were not the districts of Roman cities, but were ancient English principalities The sees were by no means necessarily placed in Roman cities. When they were, they can trace no unbroken succession from the Bishops of Roman times. London and York had doubt-

sense successors of the Roman or British Bishops. A wide gap, the introduction of another people and another language, the introduction and the overthrow of another religion, ent off the two series from one another. But in truth an English Bishopric had no such necessary connection with a city as a continental Bishopric had. The head church, served by the Bishop's monks or elerks, was placed somewhere, but it was by no means necessarily placed in the greatest or most ancient town in the diocese. Selsey, Ramsbury, Sherborne, Wells, Lichfield, Elmham, Dunwich, were episcopal sees, and little else, and all of them have, either for a time or for ever, had their episcopal rank taken from them. Dorchester-the Oxfordshire Dorchester-was a Roman site, but it had no continuous civic existence like Chartres or Angers. None of these cities have anything like the history, none of them have anything like the outward appearance, of those cities in France where the Gaulish hill-fort has gradually grown into the modern city. At Exeter and Lincoln we do see an outward appearance which may be fairly likened to that of the French type of city; but the historical analogy fails us. Lincoln and Exeter were Roman cities, but they did not become English Bishoprics till the eleventh century, when their episcopal chairs were removed to there from Dorchester and Crediton. Colchester, which, of all the towns in Eugland, has the best claim to assert a continuous occupation since Roman times, has never become a Bishop's see at all.

Again, London stands in England absolutely by itself in the retention of anything like that continuous importance which Paris shares with many other French cities. Our greatest towns are, as a rule, neither the seats of Reman deminion nor yet the seats of old-Euglish Bishoprics. Manchester and Leeds bear names which connect them with very early history, but they have no continuous great-Our old ports have mostly sunk into insignificance; some of them have ceased to exist. Southampton and Dover alone can pretend to any continuous life. Of our cities famous in the middle ages, Bristol and Norwich almost alone have kept up any unbroken importance, and of Bristol and Norwich, as the modern importance is quite secondary, the antiquity is quite secondary also. Throughout England our connection with early times is far more strongly shown in institutions than in sites or buildings. In France it is the re-

The contrast, then, is striking in every way. A French city, the seat of a bishopric, the capital of an ancient province, can commonly show an uninterrupted existence, an uninterrupted importance, from the very beginning of civil and ecclesiastical history. The origin of the town is lost in the maze of pre-historic times, the erigin of the church is lost among the early legends of saints and martyrs. The city retains either its own Celtic name or the name of the Celtic tribe of which it was the head. In England, on the other hand, cities and churches are all of comparatively recent date. Not more than two or three can even pretend to a continuous existence from British or Roman times. Names have changed, the seats of dominion have shifted, the seats of ecclesiastical and of civil rule do not coincide; they often have never coincided. The continuous local history of our cities begins, as a rule, with the seventh century or later. The recorded continuous local history of a French city goes back to Casar or Sextius, and the days of Casar or Sextius were not its beginning. Everything in England points to a thorough uprooting of old institutions, the formation of old si es, a complete destruction, in short, of all organization and governments, which left a new nation to make a new start. That is to say, the English conquest of Britain was something wholly different from the Frankish, Bargundian, Gothic conquests of Gaul. Without making this comparison, and without carrying it out into minute details, no one can understand the phenomena of our early history Now this is just what our ingenious theorists, our genealogists who trace our pedigree up to our British aucestors, our clever men who stand up for the Roman origin of English municipalities, never take the trouble to do. History, like philosophy, to be really philosophical, must not be conjectural, but comparative. A comparison of Britain with Gaul or Spain will teach more than ten thousand ingenious guesses. It is written on the face of the two countries that the English conquest of Britain places a complete break, what we philosophers call a "solution of continuity." between the days before and the days after it. The Frankish conquest of Gaul, with all the important changes that it brought about, made no such complete break. In a word, Englishmen are Englishmen, with a certain Celtic infusion. Frenchmen, notwithstanding a certain Teutonic infusion, are Celts to this

Musical Items

-At the Crystal Palace, London, has been produced a comparatively unknown work of Schumann's a symphony composed in 1850. It is known in Germany as "the Rhenish" (die Rheinische), begause Schumann was in the habit of saying that the first impulse towards its composition had been produced on his mind by the sight of the Cathedral at Calogne, and strengthened by the grand ceremonial of the installation there of the archbishop as cardinal, which he witnessed while engaged in the composition. The impression which this ceremony made on his mind he has recorded in the fourth movement, or introduction to the Finale, to accompany a religious ceremonial. The work was a great success.

-It is stated that M. Remusat, the flute player, has formed at Shanghae a musical soclety of 450 members, for whose amusement an orchestra of thirty instrumentalists and a chorus of twenty-five singers are in the habit of periodically performing. Rossini's Stabat Mater is one of the pleces which are now being rehearsed. The performance of a hymn to the 'Mater Dolorosa" must surely be a novelty to the inhabitants of the Celestial Empire.

-Ilma de Murska has lately reappeared at the Royal Italian Opera, Covent Garden, London, after over three years' absence from the British metropolis. She sang in Lucia, and met with her usual success. Mongini was the "Edgardo," and Santley the "Enrico." Murska has also been singing in the Huguenots and Linda. Minnie Hauck is now singing at the same theatre. She has appeared in Faust and

-Mr. Max Strako-ch will bring out Mad'lle Carlotta Patti in a series of concerts next season-not this season, as some of our contemporaries have announced. Mad'lle Carlotta Patti is a charming singer, and by many she is esteemed as superior to her sister Adelina. She has not appeared in this country for a number

-At the Pasdeloup concerts of classical music in Paris they are trying the experiment of playing chamber music with full orchestra-that is, multiplying the number of instruments on each less been episcopal seats in earlier times, but part of a Haydn or Mendelssohn stringed

the English Bishops of those cities were in no | quartet or quintet. The result is variously

criticized by amuteurs. -Mr. Coata's Ell was given at Stuttgard recently, under the immediate direction of the composer. The German version has been prepared by Dr. Graneisea, of Stuttgard, Ei pleased the good people of Wurtemberg so well that they are going to follow it up with

-Beetboven once said of Rossini that "if his master had boxed his ears oftener he might have been a great composer." The may woo wrote William Tell and Semiramide could, however, afford to have spiteful things said about

-Offenbach's music pever fails to hit the popular fancy wherever it is performed. La Belle Helene, translated into the Russian language, has been performed at the Alexandra Theatre, St. Petersburg, to erowded houses.

-Adelina Patti, from the date of her first appearance in Paris, secured Rossini's kindty admiration; and much of her success abroad is owing to the advice and suggestions she received from him.

-They have had a new opera at Dresden by a young composer named Holstein. It is called Der Haideshacht, and is described as being very melodious.

-Auber's first work, written in 1812, was an operetta called Le Sejour Militaire. His last, written in 1867, is the Jour de Bonheur.

Dramatic Items.

-The audience of the New Vaudeville Theatre. in Brussels, had a narrow escape lately. Some unusual caprices in the gas caused a few persons to leave the house. The majority remained, and their feelings were vividly aroused by the sudden fall of the curtain before the end of the piece, and the appearance of the manager, who begged all present to leave the house immediately, as an explosion was apparently immipent. At this juncture the gas turned off altogether, and the alarmed people had to struggle out of the theatre as they best could. It is greatly to their credit that, in spite of the prevailing terror, every one escaped without injury. Had there been a stampede the loss of life would probably have been very great. As it was, some ladies only lost their cloaks, or got separated from their parties: this, with the difficulty of reaching home for those whose carriages had not arrived, formed the sum of a mischance that might have swollen into cala mity. Very dashing and fearless young ladies went, in pertect confidence, on the following evening to the opera, satisfied that such a fright could not visit them two nights running.

-An adaptation of Victor Hugo's novel of "Les Miserables," by Mr. Henry Neville, was recently produced at the Olympic Theatre, London, under the title of The Yellow Passport. It is described as "a commonplace and rather duil melo-drama, enlivened by 'sensation' scenes of the most approved description. Its characters are shadowy to an extent which it is difficult to comprehend when we remember the materials with which the adapter had to work; and its plot consists of a series of incidents connected together by little except the presence of one individual in them all. The dialogue, always bald and commonplace, becomes offensive in the comic scenes, and the entire work is a crade and most unsatisfactory production." It appears to us that this description would answer for most dramatizations of novels.

-On the 14th of May, 1848, The Merry Wives of Windsor was performed at the Haymarket Theatre, London, by the following cast:- "Sir John Falstaff." Mr. Mark Lemon: "Sasltow," Mr. Charles Dickens: "Slender," John Leech; "Pistol," George Cruikshank.

-Mr. John S. Clarke is now performing at the Strand Theatre, London, in "Major Wellington Boots," the part in which he made his debut in England.

-The receipts at the theatres, concert rooms. and places of public amusement in Paris amounted in October to 1,776,029f., being an increase of 770,700f. on the previous month.

FOR THE LADIES.

MACAZIN DES MODES.

No. 1014 WALNUT STREET. For the better convenience of her Patrons,

MRS. PROCTOR HAS REMOVED HER DRESS: MAKING ROOMS

To No. 1014 WALNUT Street,

Where she will be happy to see her friends. The GENERAL DRY GOODS BUSINESS will be continued as heretofore, at No. 920 CHESNUT St.

J. W PROCIOR & CO.

CARPETINGS.

1868. 1868 FALL.

"GLEN ECHO MILLS."

M'GALLUM, CREASE & SLOAN

MANUFACTURERS AND IMPORTERS

CARPETINGS

Wholesale and Retail Warehouse,

No. 509 CHESNUT STREET.

Opposite Independence Hall.

NEW ARRIVALS. Opening Daily, CARPETINGS. Wiltons, Velvets, Brussels, OIL CLOTHS, ETC. REEVE L. KNIGHT & SON, 1222 Chesnut Street.

WILLIAM S. GRANT,
COMMISSION MERCHANT.
No. 8 S. DELAWARE Avenue, Philadelphia.
AGENT FOR
Dupont's Gunrowder, Refined Nitre, Charcoal, etc
W. Baker & Co.'s Cuccolate, Cocca, and Broma,
Crocker Bros. & Co.'s Yellow Metal Sheathing
Bolts, and Malis.

SHIPPING.

LORILLARD'S STEAMSHIP LINE

FOR NEW YORK.

From and after this date, the rates of freight by this line will be ten cents per 100 lbs. for heavy goods; four cents per foot, measurement; one cent per galion for liquids, ship's option. One of the Steamers of this Line will leave avery Tuesday, Thursday, and Saturday. Goods received at all times on covered plers All goods forwarded by New York agent free of charge except parrage. For further information, apply on the pier to

FOR LIVERFOOL AND QUEENS
TOWN.-inman Line of Mail Steamers
are appointed to sail as follows:CITY OF hOSTON, Saturday, December 5.
CITY OF ANIWERF, Saturday, December 12.
CITY OF WASHINGTON, Tuesday, December 18.
CITY OF PARIS, Saturday, December 18.
CITY OF PARIS, Saturday, December 18.
and each succeeding Saturday and alternate Tuesday, at 1 P. M., from Pier 48, North River.
RATES OF PASSAGE BY THE MAIL STRAMES
SAILING EVERY SATURDAY. FOR LIVERPOOL AND QUEENS

Payable in Gold, Payable in Currency, UST CABIN \$100 STEEBAGE 

Priser Carrier Payable in Currency.

Iverpool \$90 Liverpool \$1

Alliax \$2

Liverpool \$1

Alliax \$1

John's, N. F \$1

Brauch Steamer. \$1

Fassengers also forwarded to Havre, Hamburg, Broen, etc., at reduced rates. men, etc., at reduced rates.

Tickets can be bought here by persons sending for their triends, at moderate rates.

For further information apply at the Company's

JUHN G. DALE, Agent, No. 15 BROADWAY, N. Y. No. 411 CHESNUT Street, Philadelphia. NEW EXPRESS LINE TO ALEX-D. C., via Chesapeake and Delaware Canal, with con-nections at Alexandria from the most direct route for L. nchburg, pristor, Knoxville, Nashville, Dalton and the Southwest.

steamers leave regularly every Saturday at noon from the first wharf appre Market street. Freight received daily. WM, P. CLYDE & CO., J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & Co., Agents at Alexandria, Vir-

NOTICE.—FOR NEW YORK, VIA

DELAWARE AND RARITAN CANAL,
EAPRESS STEAMBOAT COMPANY.
The Steam Propeliers of this line leave DAILY
from first wharf below Market street,
Goods forwarded by all the lines going out of
York, North, East, and West, free of commission,
Freights received at our usual low rates,
WILLIAM P. CLYDE & OO., Agents,
No. 148, WHARVES, Philadelphia,
JAMES HAND, Agent,
No. 119 WALL Street, corner of Seath, New York

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE,
THROUGH FREIGHT AIR LINE TO THE
SOUTH AND WEST.
EVERY SATURDAY,
At BOOK, from FIRST WHARF above MARKET

THROUGH RATES and THROUGH RECRIPTS THROUGH RATES and THROUGH RECEIPTS to all points in North and South Caroline, via Seaboard Air Line Railroad, connecting at Portemouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad,
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE. The regularity, safety, and cheapness of this route commend it to the public as the most desirable me-dium for carrying every description of ireight. No charge for commission, drayage, or any expense

of transfer.
Steamships insured at lowest rates. Freight received daily.

WILLIAM 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. 612

FIRE AND BURGLAR PROOF SAFES FIRE-PROOF SAFES.

\$16,000 in Money, valuable Books and Papers perfectly preserved through the fire of July 20, 1868, at Dove's Depot, South Carolina, in one of MARYIN'S SAFES, owned by DE LORME & DOVE.

50,000 feet of Lumber destroyed in our Planing Mill in Brooklyn, May 15, 1868. All our Money, Papers, and Books, saved in excellent order in a MARVIN'S SAFE Alum and Dry Plaster.

SHEARMAN BROS.

Both of the above were VERY SEVERE TESTS.

A PERFECT SAFE. MARVIN'S

CHROME IRON SPHERICAL

BURGLAR SAFE

Cannot be Sledged!

Cannot be Wedged! Cannot be Drilled!

CALL AND SEE THEM, OR SEND FOR DE-SCRIPTIVE CIRCULAR

MARVIN & CO.,

PRINCIPAL ) 721 CHESTNUT ST., . WAREHOUSES, Masonic Hall), Phila. 265 BROADWAY, NEW YORK,

105 BANK STREET, CLEVELAND, O., And for sale by our Agents in the principal citie broughout the United States.

MARQUETTE

MARQUETTE Another letter from the great fire at Marquette.

HERRING'S SAFKS preserve their contents where Sales of other maxers fall !

Sales of other makers fail!

MARQUETTE, Michigan, July 20, 1868.

Marting & Co.

Gentlemen:—On the lith uit, the entire business portion of our town was destroyed by fire. Our cafe, which was one of your manufacture, was subject to an interse heat, but proved their adequate to the severe test. It lay in the ruins fourteen days, and when taken out, from its appearance (the outside covering being burned through in many places), and in yiew of the lact that several other safes previously taken out were entirely destroyed, it was a great surprise to us to find the contents legible and in good condition. condition.

Several orders for new sates have already been sent you, which is the best proof of this most satisfactory test, and of the confidence of this community in your safes.

Respectfully yours, Willikinson & SMITH,

HERRING'S PATENT BANKERS' CHAMPION

HERRING'S PATENT BANKERS' CHAMPION SAFES, made of wrought iron and steel, and the Patent Franklinite, or "spiegel Easen," the best resistant to burgiars' drills or cutting instruments ever manufactured.

DWELLING'HOUSE SAFES, for silver plate, vanable papers, ladies' jewelry, etc. etc., both plain and in limitation of handsome pieces of furniture.

HERRING'S PATENT SAFES, the Champion Safe for the past TWENTY-SEVEN YEARS, the Champion Safe for the past TWENTY-SEVEN YEARS, the victor at the WORLD'S FAIR, London; the WORLD'S FAIR, New York; the EXPOSITION UNIVERSELLE, Paris, and WINNER OF THE WAGER OF \$0.000 FRANCS at the recent international context in Paris, are made and sold only by the undersigned and our authorized agunts.

FARREL, HERRING & CO., PHILADELPHIA. WERRING, FARREL & SHERMAN. HERRING & CO., Chicago, HERRING FARREL & SHERMAN,

C. L. MAISER. MANUFACTURES OF FIRE AND BURGLAR-PROOF SAPES, LOCK-MITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARK, No. 434 RACE Street,

INSURANCE COMPANIES.

OFFICE OF THE

DELAWARE MUTUAL SAFETY

INSURANCE COMPANY.

PHILADELPHIA, November 11, 1888. The following statement of the affairs of the Com-

pany is published in conformity with a provision of PREMIUMS RECEIVED On Fire Risks. . 145,205 06 Premiums on Policies not marked off 406,845-71

PREMIUMS MARKED OFF .\$746,605 77 . 148,817-72

Interest during the same period-Sal-107,498-82 vages, etc .... \$1,002,422 31 LOSSES, EXPENSES, ETC., During the year as above.

Marine and inland Navigation Losses......\$42

8424.052.74 73 485 87 59 141 02 Return Premiums.... Reinsprances. 50,586 63 43.585-89 and Municipal Taxes.. Expenses .... -\$710,837.81

ASSETS OF THE COMPANY November 1, 1868. 211,375-00

128,594 60 51,500 00 Morigage 6 per cent. Bonds 25,000 Pennsylvania Railroad 2d Morigage 6 per cent. Bonds 25,000 Western Penn'a Railroad 20,200.00 Mortgage 6 per cent. Bonds (Penn'a Railroad guar-

30,000 State of Tennessee 5 per cent. 7,000 State of Tennessee 6 per cent. 5,031.25 15,000.00 11,200:00

road Company, 100 shares 3,500 00 20,000 Philadelphia and Southern Mail Steamship Company, 80 shares stock..... 207,900 Loans on Bond and Mort-gage, first liens on City Properties.

Cost, \$1,093,604\*26.
Bills Reco. \$1,100,900 Par Bills Receivable for Insur-Premiums on Marine Poli-cies, Accrued Interest, and other debts due the Com-40,178-88 Stock and Scrip of Sundry Corporations, \$3156. Esti-

1,813.00 116,563 73 \$1,647,367 80

PHILADELPHIA, November 11, 1868. The Board of Birectors have this day declared a CASH DIVIDEND of TEN PER CENT on the CAPITAL STOCK, and SIX PERCENT, Interest on of the Company, payable on and after the 1st December proximo, free of National and State

They have also declared a SCRIP DIVIDEND of THIRTY PER CENT. on the EARNED PREMIUMS for the year ending October 31, 1868, certificates of which will be issued to the parties entitled to the same, on and after the 1st December proximo, free of National and State Taxes.

They have ordered, also, that the SCRIP CERTIFI-CATES OF PROFITS of the Company, for the year ending October 31, 1864, be redeemed in CASH, at the Office of the Company, on and after 1st December proximo, all interest thereon to cease on that date. By By a provision of the Charter, all Certificates of Scrip not presented for redemption within five years after public notice that they will be redeemed, anall be forfeited and cancelled on the Books of the Company,

\*\*Ro certificate of profits issued under \$25, By he Act of Incorporation, 'no certificate shall issue un-

less claimed within two years after the declaration of the dividend whereof it is evidence."

Thomas C. Hand,
John C. Davis,
James C. Hand,
Theopi lius Faulding,
Joseph H. Seal,
Hugn Craig,
John R. Penrose,
Jacob P. Jones,
James Traquair,
Ledwa d Daritington,
Jacob Riegel,
Jacob Regel,
Jacob Regel, John C Davis,
John C Davis,
James C. Hand,
Theopi lius Faulding,
Joseph H. Seni,
Hugh Craig,
Juhn R. Penrose,
Jacob P. Jones,
James Traquair,
Edwa d Dariington,
H. Jones Brooke, James Traquair,
Edwa d Darington,
H. Jones Brooke.
James B. McFarland,
Edward Lanurcade,
John B. Semple. Pitts.,
A. B. Berger, do
D. T. Morgan, do.
JOHN C. DAVIS, Vice-President,
HENRY BALL. Assistant Secretary.
11 12 Im 8

1829--CHARTER PERPETUAL Franklin Fire Insurance Co. OF PHILADELPHIA.

Nos. 435 and 437 CHESNUT STREET, ASSETS ON JANUABY 1, 1868, \$2,603,740.09.

CAPITAL ACCRUED SUEPLUS \_ PREMIUMS ....\$400,000°00 .....1,018,892°80 ....1,184,840°80 UNBETTLED CLAIMS. INCOME FOR 1847 8850,000-00, 883,693.22 LOBOES PAID SINCE 1829 OVER 85 500,000. Perpetual and Temporary Policies on Liberal Terms

DIRECTORS. Charles N. Bancker, Tobias Wagner, Samuel Grant, George W. Richards, Issac Los, George Falcs,
Alfred Fitler,
Francis W. Lewis, M. D.,
Thomas Sparks,
William S. Grant. GHARLES N. BANCKER. President.
GEORGE FALES, Vice-President.
JAS. W. McALLISTER, Secretary protein.
Except at Lexington, Kentucky, this Company has no Agencies West of Philaburg.

N S U R A N C E COMPANY NORTH AMERICA, No. 282 WALNUT STREET, PHILADA. INCORPORATED 1794. CHARTER PERPETUAL Marine, Inland, and Fire Insurance. ASSETS JANUARY 1, 1868, - \$2,001,266.72. \$20,000,000 Losses Paid in Cash Since its

DIRECTORS,
George L. Harrison;
Francis R. Cope,
Ec ward H. Trotter,
Edward S. Clarke,
T. Chariton Henry,
Afred D. Jessup,
John P. White,
Louis C. Madeirs. Arthur G. Goffin, Samuel W. Jones, John A. Brown, Charles Taylor, Amorese White, William Welsn, Bichard D Wood, S. Morris Wain, John Mason.

Organization.

ARTHUR G. COFFIN, President, CHARLES PLAST Socretary.
WILLIAM BUEHLER, Harrisburg, Pa-, Centra
Agent for the State of Pennsylvania. INSURANCE COMPANIES

UNITED SECURI

LIFE INSURAN

AND TRUST COMPANY.

PENNSYLVAN

S. E. Corner FIFTH and CHESNUT PHILADELPHIA.

CAPITAL, - - \$1,000

DIRECTORS.

PHILADELPHIA. GEORGE H. STUART.
GFORGE W. CHILLS,
WM. A. PORTER,
P. A. DRENEL,
WM. V. MCKEAN.
THOMAS W. EVANS.
HENRY M. ROOD

NEW YORK.

JAMES M. MORRI ON, President Manhattan
JOSEPH STUART, of J. J. Stuart & Co., Ed BOSTON. HON. E. S. TOBEY, late President Board of T CINCINNATE. A. E. CHAMBERLAIN, of Chamberlain & O

CHICAGO. L. Z. LEITER, of Field, Letter & Co. C. M. SMITH, of Geo. C. Smith & Brothers, Ba LOUISVILLE, KY WILLIAM GARVIN, of Garvin, Bell & Co.

HON. J. W. PATTIERSON, U. S. Senator. BALTIMORE.

JAMESE, YEATMAN, Cashler Merchants' No

ST. LOUIS.

WILLIAM PRESCOTT SMITH, Superinte
Consolidated Railway Line, New Yor
Washington.

S. M. SHOEMAKER, of Adams & Cr.'s Expre
CHRISTIAN AX, of G. W. Gail & Ax.
FRANCIS T. KING, President Central Sa
Bank.
GEORGE H, STUART, President.

HENRY E. ROOD, Vice-President C F. BETT's Secretary. J. L. LUDLOW, Consulting Physic R. M. GIRVIN, M. D., JOS. F. KOERPER, M. P., Medical Examin

C. STUART PATTERSON, Counsel.
RICHARD LUDLOW,
This Company issues Policies of Life Insu
upon all the various plans that have been pr
by the experience of European and American
panies to be safe, sound, and reliable, at rat LOW AND UPON TERMS AS FAVORABLE THOSE OF ANY COMPANY OF EQUAL

BILITY. All policies are non-forfeitable after the pay of two or more annual premiums. Il 18 imw

SBURY LIFE INSURANCE COMPANY.

LEMUEL BANGS, President, GKO, ELLIOTT, Vice-President and Sec. EMORY MCULINTOUK, Act

The Asbury Company Issues Policies in all the fin present use, on the most liberal terms in resperates, division of per fits, restrictions on occupand travel, compatists with safety; loans one-thin premiums, when desired, and makes all policies in the premiums, when desired, and makes all policies in the premiums, when desired, and makes all policies in the premiums, when desired, and makes all policies in the premiums, when desired, and makes all policies are already amount to over \$1,000,000, and are rapidly creasing day by day.

PENNSYLVANIA AGENOY,

JAMES M. LONGAURE, Ranager.

No. 202 WAINUT Surect, Philadelphia,
Local Board of Reference in Philadelphia,
Local Board of Reference in Philadelphia,
James B. Longacre,
Arthur G. Comn.,
John M. Maris,
John M. Maris,
John M. Maris,
William Divine,
John A. Wright,
B. H. Worne,
Le Maris Houter,
Le H. Worne,
Le Maris Houter,
Le Mari

DHENIX INSURANCE COMPANY
PRILADELPHIA.
INCORPORATED 1804—CHARTER PERPETU
No. 224 WALN 5 T Street, opposite the Exchang
This Company insures from loss or damage by
FIR 5,
on liberal terms, on buildings, merchand se, furnit
etc., for limited periods, and permanently on bu
its by deposit of premiums.
The Company has been in active operation for m
than SIXTY YEARS, during which all losses h

The Crimpany has been in active operation for methan SIXTY YEARS, during which all losses in been promptly adjusted and pail;

John L. Hodge,
M. E. Mahony,
John T. Lewis,
William S. Grapt,
Robert W. Leaming,
D. Clark Wharton,
Lawrence Lewis, Jr.,
JOHN R. WUCHERER, Presiden

SAMUEL WILCOX, Secretary.

8 2

FIRE INSURANCE EXCLUSIVELY—TO FENNSYLVANIA FIRE INSURANCE OF ANY—Incorporated 1820—Charter Perpetual—510 WALS UT Screet, op.osite Independence Squithis Company, favorably known to the community of the company, favorably known to the community or damage by fire on Public or Private Building either permanently or for a limited time. Also Furbiture Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, togsther with a large Surping Furbiture Stocks of a large Surping Furbiture steed in the most careful manner, which enablished to offer to the insured an undoubted security the case of loss.

Daniel Smith, Jr.,
Alexander Benson,
Isaac Hazlehurst,
Thomas Robins,
Daniel Baddeck, Jr.,
DANIEL SMITH, Jr., Pleadent
WM. G. CROWELL, Secretary.

STRICTLY MUTUAL PROVIDENT LIFE AND TRUST C OF PHILADELPHIA.

OFFICE, No. 111 S. FOURTH STREE Organized to promote Life LINGURANCE amor members of the Good risks of any class accepted. Poncies issued upon approved plans, at the lowerator. Vice-President, WILLIAM C. LONGSTRETH.
Acuary, HOWIAND PARRY.
The advantages offered by this Company are
excelled MPERIAL FIRE INSURANCE COMPAN

LONDON. ESTABLISHED 1803. Paid-up Capital and Accumulated Funds,

\$8,000,000 IN COLD PREVOST & HERRING, Agents, 114 3m. No. 107 South TAIRD Street, Phila.

STEAMBOAT LINES.

PHILADELPHIA AND TREE Low Steamboat Line. The steamboat Line, Line White Hill.
Leaves Arch Street Whari
Leaves South Trenton,
Saturday, Nov.28, 10 A.M.
Saturday, Nov.25, 2 P.
Monday, "80, 12 M. Monday, "30, 4 P.
Fare to Trenton, 40 cents each way; intermedian
places, 25 cents.

OPPOSITION TO THE COM Steamer JOHN SYLVESTER will make daily securations to Wilmington (Sundays excepted), touching at Chester and Marcus Hook, leaving ARCE Birect wharf at \$45 A. M. and \$430 P. H. returning leave Wilmingtor at 7 A. M. and 1230 P. M. Light freights taken.

L. W. BURNE; FOR WILMINGTON, CHESTER
AND ECOK.
FARE 10 CTS.
The Steamer S. M. Faltron leaves Chesqut Street
Wharf at 2 P. M., and Wilmington at 6 cd A. M.
Fare, 10 cts. Freignt taken at low rates. 11 16 12t

FOR NEW YORK—SWIFT-SUR Transportation Company Despatch as a Switt-sure Lines, via Delaware and Rarital Canal, on and after the 18th of March, leaving daily a 12 M. and 5 P. M., connecting with all Northern and Eastern lines,
For freight, which will be taken on accommodating terms, apply to WILLIAM M. BATED & CO.,
112 Mc. 132 S, DELAWARE Avenue.