NORWAY.

From the London Saturday Review.

Goethe said well, that the "boundless earth" meant to Homer something very different from that which it means to us. When we read the words, they glide from our lips as a mere poetic phrase; but to him the earth was really something infinite, mysterious, coequal with the heavens, not to be measured or known by men. Nowadays, the earth seems to most of us a very moderate affair, as far as magnitude is concerned. That amiable writer, Mr. Helps, feels its insignificance so keenly that he cannot contain his wonder that any one should care to be famous, when his fame must necessarily be confined to such a speck in the universe. We take an eight-inch globe in our hands, and think that, compared with infinity, there is not much odds between eight inches and eight thousand miles. We turn it over, and pass from one quarter to another—Europe, Asia, Africa, America, Australia, the different oceans, in succession. How many countries are there which, with an adequate expenditure of money, we could not manage to see in half a year? How many of which we could not in an hour or two gain a very tolerable notion by having recourse to the nearest library? Nevertheless, to people who have thrown aside their books of geography and travel, who have even got to the end of lines of railway, and betaken themselves to their own feet, or to some other conveyance of not extravagant speed, it does sometimes occur that the earth is, after all, of rather a decent size. But the effect differs very greatly according to the country in which a man's journey lies. For instance, the Swiss tourist is likely rather to underrate the earth's magnitude.

Perched on the top of the Jungfrau or Monte Rosa, or even on the Faulhorn or the Schilthorn, and really from these elevations seeing a not quite inappreciable portion of the surface of the globe, he is inclined to think that he sees even more than he does and moreover he in some degree unconsciously attributes to himself the commanding altitude of his standing-ground. And though Switzerland does often impress upon a man the feeling of his own diminutiveness, yet it is his diminutiveness as compared with the mountain masses around him, while he does not at all appreciate how small these mountain masses themselves are when compared with the entire world. On the other hand, a large plain, or the ocean, from its sameness of aspect and want of salient points, always appears in the recollection much smaller than it really is; so that from neither of these is any one likely to be impressed with a strong idea of the extent of our globe.

But any man who really wished to gain something of the Homeric feeling we would send to such a country as Norway—a country in which the features are large enough to reduce the spectator to insignificance, and yet not so large but that they give a hint of unknown tracts behind, greater than themselves; a country where the forest and desolate snow-field in their vast ranges hem in the traveller, sometimes showing their skirts, sometimes altogether unseen, never to be comprehended at one glance, yet, just because they cannot be so comprehended, impressing the imagination more vividly with the sense of an unknown mysteriousness. Of all the differences between Norway and the Alps (and two mountainous countries could hardly be more unlike) this is perhaps the greatest. In Switzerland there is great sublimity, but very little mystery; on the contrary, the interest of the country is much increased by the number of definite historic associations connected with every part of it, which, proving as they do how anciently and widely celebrated a country it is, exclude the feeling of the unknown. The ancient castles and quaint mediæval towns; the memory of great generals who have carried their armies over the rocky and once dangerous passes, and thus formed turning points in the world's history, from the time of Hannibal to that of Napoleon; the thought of Tell on the Lake of Uri, and of Byron and Rousseau by that of Geneva—all these things remind us that man here has not unsuccessfully contended with nature; they diminish somewhat that feeling of awe which comes upon us when we stand consciously in the presence of a superior power. But in Norway nature has it all her own way. Take, for instance, the first stage from Dombaas on the way to Molde. There is nothing here that would be called first-rate in the way of scenery, and a traveller who had come up from the magnificent valley of Romsdal might even think it dull. The road from Dombaas descends a steep hill through a pine wood, crosses a roaring rocky stream at the bottom, and then ascends another hill, from which there is a wide view over the main course of the river and the glens that run into it. The coloring is sombre, but not poor; the whole area below, the slopes of the hills, and the distant glens are covered with innumerable pines, while above the pines are dark moors terminating in the distant snow-fields. You feel what a solitude it is: not that there may not be a house or two in view, for indeed all the houses in Norway cluster round the great roads; but apart from the road there is no sign nor trace of a habitation. The size of the rivers, again, is a constant source of surprise to the traveller in Norway. In a very short distance from their source they swell into a size comparable to that of the greatest English rivers, and the causes of this are not immediately recognized in the great rainfall of the district, the numerous tributaries, and the large area of drainage.

There is no better way of contrasting Norway with Switzerland than by taking in each one of the most characteristic scenes. And as in Switzerland there is perhaps no more typical district than the Lake of Lucerne, and in particular the Bay of Uri, so in Norway that branch of the Sogne fiord which ends at Gudvangen, and the valley above it, may be taken as one of those scenes which most strike the traveller as unique and to be remembered. And of these two, there can be no question that for beauty, for picturesqueness, and even for a pure and tranquil sublimity, the Bay of Uri is immeasurably the superior. The outline of the mountains, the luxuriance of the woods, the snows, the green upland valleys with their villages, are all features that have no counterpart at Gudvangen. But there is no terror in the Bay of Uri. Even if you did not know of the excellent road and comfortable hotels on its shores, the natural features of the lake have too much beauty for any fear to mingle with the impression received. Gudvangen, on the other hand, is one of the few places that strike the mind, even of a traveller who has seen much of mountain scenery, with a feeling akin to horror—a feeling so generally experienced by the unaccustomed tourists of the last century, so rarely by those of the present day. The effect is as simple as it can be; the valley, which is called the Nœrodal, is of the narrowest; the fiord in which it terminates is scarcely wider. Above both valley and fiord, and on both sides, range the black and precipitous cliffs, everywhere inaccessible, and sometimes so sheer that you could almost drop a plummet from summit to base; their extreme height is perhaps not overestimated at five thousand feet. They stream with waterfalls, but there is not an atom of foliage, and hardly of grass, upon them. The valley ends in what would be a *cul de sac* were it not for a great bastion that stands out from the middle of it, up which the road is carried. There is not, perhaps, in Europe another so weird place as Gudvangen—a place so utterly severed, as far as appears at first sight, from the outer world, so entirely devoid both of convenience of access and of the customary ornaments of beautiful scenery. Yet the impression it produces is profound. What is most singular about it is that it lies on the high road from Christiania to Bergen, it being necessary to take a boat from Leidalsören to Gudvangen, a row of ten hours in the finest weather; unless you can catch the steamer, which goes once a week, and takes four or five hours in the voyage.

Far more beautiful than the Nœro fiord, and rivalling the Lake of Lucerne itself in their varied splendor, are the great fiords that stretch inland from Molde and Aalesund—the Romsdal and Stor fiords. Of these the former is very well, the latter very little, known to Norwegian tourists. It would be difficult to say which is the finer, at least if the valley of Romsdal be taken in together with the fiord; otherwise the decided preference would have to be given to the Stor fiord. They are both distinguished for the extraordinarily jagged and peaked outline of the summits that overhang them—a feature that belongs to no other part of Norway south of the Arctic circle, except the wild ranges of the Ymesfjeld and Hurungernefjeld, which stretch from the head of the Sogne fiord up to Lom, and, culminating in Galdhopiggen and Skagtolstind, form the highest elevations in the whole country. The Romsdal mountains are probably loftier than those of the Stor fiord, but these latter are the sharper and more aiguille-like. This, it should be observed, applies only to the western arm of the Stor fiord, which runs past Sœbo, and to the smaller reach that lies immediately to the east of it; the long eastern arm, that ends in Hellesylt is overhung by less remarkable summits. The Sœbo branch has some very fine glaciers and snowy domes. The steamer from Aalesund runs only to Hellesylt, passing by the entrance to the western arm of the fiord; nor is this Hellesylt branch, even if inferior to the other, at all to be decried. The mountains come down sheer into the water, yet are green and well wooded, the birches and pines clinging to the ledges even of the steepest precipices, and in every long receding glen on the tops of the cliffs are farm-houses and châlets that remind one of Switzerland. Most refreshing is it to the eyes of the traveller who has been winding through the stern barren islands of the iron-bound coast.

Not many Norwegian tourists traverse the rough road from Hellesylt to Bergen, yet few roads can exhibit a greater variety of beauty. The Bredheim Vand, for instance, is a lake that will compare with the famous Königsee of the Bavarian Alps, and is not at all inferior to it. In parts, again, as at Förde and Eidevig, there is a really luxuriant vegetation. The Langfjeld and Justedel mountains, on the summits of which are the largest snowfields of Europe, skirt the left of the road for a long distance. We have not penetrated into them, but to all appearance it must be extremely well worth while to do so. It is curious that neither Mr. Forester nor Professor Forbes came into these parts, nor even into Romsdal. Professor Forbes, however, examined the Justedal mountains from the other side.

The great defect of Norway lies in the general (though not invariable) want of boldness and picturesqueness in its higher summits, and also, of course, as compared with Switzerland, in their lesser elevation. The want of plain country, too, must be reckoned a fault, for it results from this that the panoramic views, so frequent in the Alps, are rare, and when they occur are deficient in character. An extensive view must be poor unless the height of the mountains is shown by contrast. The most celebrated broad view in Norway is that called the King's View, on the Tyri fiord, near Christiania; but here the high mountains are very distant, and, though some bold tourist has compared it to the view from the Rigi, the comparison is absurd. It is even very decidedly inferior to the view from Snowdon or Scawfell.

It is the valley and fiord scenery that is so remarkable in Norway, and here it scarcely yields at all even to the Alps. We have not yet mentioned the waterfalls, which are confessedly the finest in Europe. There is, however, one excellent rule that we have long adopted in discovering the height of any waterfall—a rule both of extreme simplicity and, as far as our experience goes, of great accuracy. It is this: take the height of the waterfall as stated by Murray, divide it by two, and you will have the real height. If you use any other guidebook than that of Murray (and perhaps also Black) you are pretty safe in dividing the nominal height by four. Sometimes even Murray requires a further reduction; according to the current number of the *Cornhill*, the Ostudfoss, reckoned to be seven hundred feet high, has to be brought down to seventy, or even forty feet! This, we think, is the *ne plus ultra* of exaggeration. But even the Voringfoss, the greatest Norwegian fall, which we had always fondly hoped to be a real nine hundred feet of sheer descent, has now, alas! according to the stern decision of ordnance surveyors, to be brought down below five hundred feet; how much below is not stated. It is the same in all countries. The Krimml Fall in the Tyrol is roundly reckoned by Murray at two thousand feet; this fall is in four parts, of which the upper part is again roundly reckoned by Murray at a thousand feet sheer. It sounds well, no doubt. We have visited this fall twice: the second time with a friend who was well acquainted with all the Swiss waterfalls, and over whom we consequently felt a certain sense of superiority, for no Swiss waterfall pretends to be a sheer thousand feet. But our friend's perceptions were unsophisticated, his judgment Rhadamanthine; he insisted that the united four falls did not exceed a thousand feet. "Yes," we replied, with some shame (for we had boasted of the Krimml fall), "or call it twelve hundred; fifteen hundred it may even be." But we felt at the time that he was right. The Staubbach, that beautiful "pillar of light," which some people affect to contemn, is a very honest fall; it is, we believe, a genuine hundred feet. The Kielfoss at Gudvangen is reckoned at two thousand; we should like to see the man who, while looking at it, can honestly say that he thinks it higher than the Staubbach. There is a nameless fall in Romsdal, at the top of one of the cliffs, that appeared to us at least as high as the Kielfoss. But we were mistaken when we just now called the estimate of the Ostudfoss the *ne plus ultra* of exaggeration. There is a waterfall in Derbyshire called Kinder Downfall, a picturesque leap of a mountain stream, some sixty feet into a rocky ravine, among a chaos of huge boulders, the ravine continuing to slope downwards very steeply after the fall. Of this one of the guidebooks says, in a light and airy manner (we quote from memory):—"The fall is considerable; the Kinder leaps from ledge to ledge for five hundred feet into the valley; when full, its breadth is about a quarter of a mile"! That would indeed be a Niagara. But it is distressing to see really pretty scenery put to shame in this way.

We have wandered from Norway. Let us conclude by saying a good word for the people. There is no more kindly nation anywhere. If their primitive mode of living, and the seclusion in which they, are necessarily kept for half the year have prevented their reaching a very high degree of intellectual development, they are at all events extremely eager to learn; and an Englishman will in many out-of-the-way inns win their gratitude by leaving them an English book to read. From our own experience we should consider them the most sincerely religious nation on the Continent; certainly the most impressive service we ever heard was in one of the Bergen churches. It is true that an Englishman might have been a little startled by the amount of expectoration indulged in by the congregation; between the intervals of the sermon the sound was like that of the large rain-drops at the beginning of a thunder shower. But their attention was breathless, their energy in singing marvellous; and the faces of the men were, for a devout and ugly earnestness, like those in the pictures of Albert Dürer. It is on a Sunday that the costumes of the peasantry are best seen, and very pretty they are, especially those of the women. Bonnets and hats are unknown among them; a scarf or handkerchief, sometimes white, more frequently colored, is wound round their heads and falls down their backs; the maidens wear a red snood. The greatest amount of ornament and of color is on their breasts; here they wear silver clasps or brooches, of curious and sometimes very old workmanship. These are to be bought plentifully in the shops of Christiania and Bergen, and no tourist returns without some of them. The belts of the men are at times of silver, and very remarkable. From these belts hang daggers—a dangerous custom, it might seem; but the people are not hot-blooded. In many valleys the men wear a singular weird-looking red cap, loose and long. Now that the costumes of the Tyrol are going out of fashion, Norway is distinctly the country of picturesque dress, if indeed it was not always on a level with the Tyrol in this respect.

Dr. Tyndall's New Researches.

From the London Athenæum.

"On a New Series of Chemical Reactions produced by Light" is the title of a remarkable paper presented to the Royal Society by Dr. Tyndall. It is a paper which will be read with eagerness for the interesting facts it discloses, and for the method of experiment, heretofore untried, which it offers to chemists. Vapors of volatile liquids are introduced into an exhausted glass tube, and subjected to the action of concentrated sunlight, or to the concentrated beam of the electric light. This is the method: the effects produced varying with the vapor employed, may, without strain of speech, be described as wonderful.

The method has another advantage, for, as Dr. Tyndall remarks, the power of the electric beam to reveal the existence of anything within the experimental tube, or the impurities of the tube itself, is extraordinary. When the experiment is made in a darkened room, a tube which in ordinary daylight appears absolutely clean is often shown, by the present mode of examination, to be exceedingly filthy. With vapor of nitrate of amyl, a shower of liquid spherules was precipitated on the beam, thus generating a cloud within the tube. With a modification of the beam, the precipitation was so rapid and intense that the cone formed by the beam, before invisible, flashed suddenly forth like a solid and luminous spear. By proper management of the light, the vapor within the tube may be made to appear of a rich pure blue color, equal to that in the skies of the Alps.

With iodide of allyl, the vapor column revolved round the axis of the decomposing beam, drawn in at certain places like an hour-glass, while delicate cloud-filaments twisted themselves in spirals round the bells of the apparent hour-glass. With iodide of isopropyl another change took place; the vapor formed globes and cylinders, which were animated by a commotion of rotation, disturbed at times by a paroxysm, in which beautiful and grotesque cloud forms were developed, some representing a serpent's head, others buds which seemed to grow into flowers, and all of a gorgeous mauve color. With hydrobromic acid the cloud resolves itself into a series of disks and funnels, then parasols and rings of a very pale blue color, and all rotating as in the former instance.

With hydrochloric acid the cloud requires twenty minutes for its full development, but then it appears in sections each possessing an exceedingly complex and ornate structure, exhibiting ribs, spears, funnels, leaves, involved scrolls, and iridescent fleurs-de-lis. With hydriodic acid another modification is seen, having a family likeness to the two immediately preceding, but with marked differences of development, for the green and crimson produced were the most vivid that Dr. Tyndall has yet observed. The development of the cloud, as he describes, was like that of an organism, from a more or less formless mass at the commencement, to a structure of marvellous complexity, at which the Professor "looked in wonder for nearly two hours."

We may anticipate that a subject which appeals to the eye as this does will be taken for one of the Friday evening lectures at the Royal Institution. Meanwhile, different classes of scientific inquirers may work with the new method, for it connects itself with phenomena of chemical decomposition, with molecular physics, and with phenomena of the atmosphere.

—"Marigold" is the new color in gloves.

—Strakosch is negotiating for Rossini's last mass.

—There are oyster pirates on the Maryland shore.

—Street cars without platforms are suggested.

MEDICAL.

RHEUMATISM,

N E U R A L G I A

Warranted Permanently Cured.
Warranted Permanently Cured.
Without Injury to the System.
Without Iodide, Potassia, or Colchicum
By Using Inwardly Only

DR. FITLER'S

GREAT RHEUMATIC REMEDY,

For Rheumatism and Neuralgia in all its forms.

The only standard, reliable, positive, infallible permanent cure ever discovered. It is warranted to contain nothing hurtful or injurious to the system.
WARRANTED TO CURE OR MONEY REFUNDED
WARRANTED TO CURE OR MONEY REFUNDED
Thousands of Philadelphia references of cures. Prepared at

No. 29 SOUTH FOURTH STREET,

9 22 stuthif BELOW MARKET.

SPECIAL NOTICES.

GIRARD ESTATE.

In compliance with the twenty-fourth section of the will of Stephen Girard, the Superintendent of the Girard Estate has prepared the following condensed statement of the affairs of the estate:—

I.

Stocks and Loans appropriated for the "Improvement of the eastern front of the city and Delaware avenue."

		Par Value.
United States ten-forty five per cent. Loan		$4,900·00
City of Philadelphia, 5 per cent. Loan		7,600·00
City of Philadelphia 6 per cent. Loan, free from tax	$144,200	
City of Philadelphia 6 per cent. Loan, taxable	54,100	
		198,300·00
City Gas 6 per cent. Loan		10,000·00
22 shares of stock in the Insurance Company State of Pennsylvania		4,400·00
42 shares preferred stock Union Canal Company		2,100·00
Union Canal Company of Pennsylvania 6 per cent. Loan		1,000·00
Schuylkill Navigation Company Loan, 1870, 6 per cent		252,195·84
Schuylkill Navigation Company Loan, 1882, 6 per cent		2,350·00

II.

Stocks and Loans, comprising the Residuary Fund, 1868:—

United States Five-twenties, 6 per cent. Loan		$2,550·00
United States Ten-forties, 5 per cent. Loan		10,700·00
City of Philadelphia 5 per cent. Loan		4,300·00
City of Philadelphia 6 per cent. Loan, free of tax	$140,500·00	
City of Philadelphia 6 per cent. Loan, taxable	22,300·00	
		162,800·00
Schuylkill Navigation Company Loan, 1870, 6 per cent		1,933·54
Loan to Franklin Institute		1,000·00
100 shares of stock Philadelphia Exchange Company		10,000·00
2200 shares of stock Schuylkill Navigation Company		110,000·00
Schuylkill Navigation Company Loan, 1882, 6 per cent, received for interest		241·68
408 shares of stock Chesapeake and Delaware Canal Co., 50 each		20,400·00
102 shares of stock Chesapeake and Delaware Canal Co., received as dividends		5,100·00
1 certificate Schuylkill Navigation Co., Boat Loan, 7 per cent., received as dividend		6,600·00
2 shares of stock Germantown and Perkiomen Turnpike Co.		200·00
1 share of stock Susquehanna and Lehigh Turnpike Co.		100·00
1 bond for loan to Ridge Road Turnpike Co.		10,000·00
1 bond for interest on loan to Ridge Road Turnpike Co.		900·00

Supposed to be of no value:—
4000 shares of stock Danville & Pottsville Railroad Co.
4 " " Centre Bridge Co.
1 " " Philadelphia Domestic Society.
16 " " Bustleton and Smithfield Turnpike road.
1 " " Downingtown, Ephrata, and Harrisburg Turnpike road.
1 " in the newspaper called "Le Courrier des Etats Unis."

III.

Loans appropriated to purchase fuel for "Poor white housekeepers and room-keepers" in the city of Philadelphia:—

1 certificate of loan Schuylkill Navigation Company, 1870, six per cent	$9,089·37
1 certificate of loan Schuylkill Navigation Company, 1832, six per cent., received for interest	272·68
	$9,362·05

IV.

Loans and cash comprising the legacy received in part from estate of Lawrence Todd, deceased, of Illinois:—

United States loan 1881, six per cent	$7,000·00
City of Philadelphia six per cent. loan, free of tax	10,100·00
Cash interest received	2,866·82
Balance in loan and cash	$19,966·82

The following account current exhibits a condensed statement of the cash account, embracing the amount of interest, dividends, rent of real estate, and payments made to various objects for the year 1868:—

Balance in the treasury Jan. 1, 1868	$54,491·82
Cash received for rent of real estate	233,458·73
" " collieries	100,241·46
" " real estate in Schuylkill county	295·00
Cash received, leases for cutting timber	3,947·88
Cash received from city loans, for interest	22,157·85
Cash received from United States five twenty 6 per cent. loan, interest	209·12
Cash received from United States ten-forty 5 per cent. loan interest	1,099·00
Cash received from United States loan, 1881, 6 per cent. interest	582·23
Cash received from Schuylkill Navigation boat loan, interest	14,368·44
Cash received from Schuylkill Navigation loan, interest	419·10
Cash received from Insurance Company by State of Pennsylvania, dividend	481·00
Cash received from Philadelphia Exchange Company stock, dividend	400·00
Cash received from City Gas 6 per cent. loan, interest	570·00
Cash received from Germantown and Perkiomen Turnpike Road Company	22·00
Cash received from Chesapeake and Delaware Canal Company stock, dividend	2,295·00
Cash received from damages for land taken in vicinity of League Island	15,185·38
Cash received from taxes refunded in Schuylkill county	1,060·80
Cash refunded by Reading Railroad Company, weighmaster's charge	50·00
	$460,324·71

Cash paid under appropriations by Councils:—

ESTATE.

Water rent	$1,914·35		
Taxes	41,844·87		
Salaries	6,737·54		
Lands out of the county	50,998·01		
Permanent improvements	1,885·07		
General repairs to real estate	13,097·21		
Inside painting	2,191·50		
Outside painting and glazing	2,548·64		
Paper and hanging	3,853·06		
Annuities	600·00		
Miscellaneous expenses	5,889·16		
Altering No. 1111 Chesnut street	4,981·40		
Altering No. 19 South Fifth street	338·25		
Altering Nos. 1115 and 1117 Chesnut street	16,995·00		
Altering No. 132 South Third street	4,999·02		
Lighting Delaware avenue with gas	1,205·60		
Purchase of fuel	505·62		
Investment in City loan	15,185·38		
Purchase of title in Schuylkill county	14,158·81		
	$212,228·27		

COLLEGE.

Committee on Household	$109,927·51		
Committee on Instruction	21,477·90		
Committee on Accounts	3,099·70		
Committee on Library	399·44		
Committee on Discipline and Discharge	268·33		
Committee on Admission	20·00		
Committee on Manual Labor	455·15		
		$135,648·59	$346,875·86
December 31, 1868—Balance in the Treasury			$112,447·85
Balance by City Treasurer's account	$116,182·88		
Warrants not taken in	3,735·03		
			$112,447·85

Office of the Girard Estate,
Philadelphia, December 31, 1868.
CHARLES S. SMITH,
1 1 3t Superintendent Girard Estate.

LEGAL NOTICES.

ESTATE OF ELEANOR WRIGHT, DECEASED.—Letters of Administration on the above Estate having been granted to the undersigned, persons indebted thereto will make payment, and those having claims against the same present them to ROBERT E. FLEMING, Administrator, No. 135 MARKET Street, or to his Attorney, CHAS. C. LISTER, No. 504 WALNUT Street. 12 23 m6t

PRIZES CASHED IN ROYAL HAVANA KENTUCKY, and MISSOURI LOTTERIES. Circulars sent and information given. JOSEPH BATES, No. 78 BROADWAY, New York. Post Office Box 4264. 12 9 1m

INSURANCE COMPANIES.

UNITED SECURITY

LIFE INSURANCE

AND TRUST

COMPANY,

OF

PENNSYLVANIA.

OFFICE:

S. E. Corner FIFTH and CHESNUT Sts.,

PHILADELPHIA.

CAPITAL, - - $1,000,000

DIRECTORS.

PHILADELPHIA.

GEORGE H. STUART, S. H. HORSTMANN,
GEORGE W. CHILDS, A. J. DREXEL,
WM. A. PORTER, JOSEPH PATTERSON,
F. A. DREXEL, WM. C. HOUSTON,
WM. V. McKEAN, J. SOLMS,
THOMAS W. EVANS, HENRY E. ROOD.

NEW YORK.

JAMES M. MORRISON, President Manhattan Bank
JOSEPH STUART, of J. J. Stuart & Co., Bankers.

BOSTON.

HON. E. S. TOBEY, late President Board of Trade.

CINCINNATI.

A. E. CHAMBERLAIN, of Chamberlain & Co.

CHICAGO.

L. Z. LEITER, of Field, Leiter & Co.
C. M. SMITH, of Geo. C. Smith & Brothers, Bankers.

LOUISVILLE, KY.

WILLIAM GARVIN, of Garvin, Bell & Co.

ST. LOUIS.

JAMES E. YEATMAN, Cashier Merchants' National Bank.

NEW HAMPSHIRE.

HON. J. W. PATTERSON, U. S. Senator.

BALTIMORE.

WILLIAM PRESCOTT SMITH, Superintendent Consolidated Railway Line, New York to Washington.
S. M. SHOEMAKER, of Adams & Co.'s Express.
CHRISTIAN AX, of G. W. Gail & Ax.
FRANCIS T. KING, President Central Savings Bank.

GEORGE H. STUART, President.
C. F. BETTS Secretary.
J. L. LUDLOW, Consulting Physician.
R. M. GIRVIN, M. D., JOS. F. KOERPER, M. D., } Medical Examiners
C. STUART PATTERSON, RICHARD LUDLOW, } Counsel.

This Company issues Policies of Life Insurance upon all the various plans that have been proved by the experience of European and American Companies to be safe, sound, and reliable, at rates as LOW AND UPON TERMS AS FAVORABLE AS THOSE OF ANY COMPANY OF EQUAL STABILITY.

All policies are non-forfeitable after the payment of two or more annual premiums. 11 13 mwfmrp

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, INCOME FOR 1867
$33,693·22 $350,000·00.

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 Co.

No. 921 CHESNUT St., Philadelphia.

ASSETS, $2,000,00.

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 the Agencies throughout the State. [2 18]

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

INSURANCE COMPANY OF

NORTH AMERICA,

No. 232 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 Organization.

DIRECTORS.

Arthur G. Coffin, George L. Harrison,
Samuel W. Jones, Francis R. Cope,
John A. Brown, Edward H. Trotter,
Charles Taylor, Edward S. Clarke,
Ambrose White, T. Charlton Henry,
William Welsh, Alfred D. Jessup,
Richard D. Wood, John P. White,
S. Morris Wain, Louis C. Madeira.
John Mason,

ARTHUR G. COFFIN, President.
CHARLES PLATT, Secretary.
WILLIAM BUEHLER, Harrisburg, Pa., Central Agent for the State of Pennsylvania. 1 25

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.

INCORPORATED 1804—CHARTER PERPETUAL.

No. 224 WALNUT Street, opposite the Exchange.

This Company insures from loss or damage by FIRE, on 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, David Lewis,
M. B. Mahony, Benjamin Etting,
John T. Lewis, Thomas H. Powers,
William S. Grant, A. R. McHenry,
Robert W. Leaming, Edmund Castillon,
D. Clark Wharton, Samuel Wilcox,
Lawrence Lewis, Jr., Lewis C. Norris.

JOHN R. WUCHERER, President.
SAMUEL WILCOX, Secretary. 3 28

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., John Devereux,
Alexander Benson, Thomas Smith,
Isaac Hazlehurst, Henry Lewis,
Thomas Robins, J. Gillingham Fell,
Daniel Haddock, Jr.

DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 3 30

IMPERIAL FIRE INSURANCE COMPANY

LONDON.

ESTABLISHED 1803.

Paid-up Capital and Accumulated Funds,

$8,000,000 IN GOLD.

PREVOST & HERRING Agents,

1 14 3m. No. 107 South THIRD Street, Phila.

INSURANCE COMPANIES.

ASBURY

LIFE INSURANCE COMPANY.
NEW YORK.

LEMUEL BANGS, President.
GEO. ELLIOTT, Vice-President and Sec.
EMORY McCLINTOCK, Actuary.

The Asbury Company issues Policies in all the forms in present use, on the most liberal terms in respect to rates, division of profits, restrictions on occupation and travel, compatible with safety; loans one-third of premiums, when desired, and makes all policies absolutely non-forfeitable.

Commencing business only in April last, it has been received with so much favor that its assurances already amount to over $1,000,000, and are rapidly increasing day by day.

PENNSYLVANIA AGENCY,
JAMES M. LONGACRE, Manager,
No. 302 WALNUT Street, Philadelphia.

Local Board of Reference in Philadelphia:—

Thomas T. Tasker, F. Morris Wain,
James B. Longacre, John B. McCreary,
Arthur G. Coffin, J. B. Lippincott,
John M. Maris, James Long,
William Divine, James Hunter,
John A. Wright, E. H. Worne,
Charles Spencer.
10 24 mwm

STRICTLY MUTUAL.

PROVIDENT LIFE AND TRUST CO.

OF PHILADELPHIA.

OFFICE, No. 111 S. FOURTH STREET.

Organized to promote LIFE INSURANCE among members of the SOCIETY OF FRIENDS.

Good risks of any class accepted.

Policies issued upon approved plans, at the lowest rates.

President,
SAMUEL R. SHIPLEY,
Vice-President, WILLIAM C. LONGSTRETH.
Actuary, ROWLAND PARRY.

The advantages offered by this Company are excelled 1 27

ENGINES, MACHINERY, ETC.

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. NEAFIE,
JOHN P. LEVY,
8 12 BEACH and PALMER Streets.

J. VAUGHN MERRICK, WILLIAM H. MERRICK
JOHN E. COPE.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,
PHILADELPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS,

manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service.

Boilers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either iron or brass.
Iron Frame Roofs for Gas Work, Workshops, and Railroad Stations, etc.
Retorts and Gas Machinery, of the latest and most improved construction.
Every description of Plantation Machinery, also Sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping, Engines, etc.
Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machines. 8 30

PROPOSALS.

ARMY TRANSPORTATION.—
OFFICE CHIEF QUARTERMASTER,
FORT LEAVENWORTH Kansas, Dec. 8, 1868.

SEALED PROPOSALS will be received at this office until 11 o'clock A. M., January 20, 1869, for the TRANSPORTATION OF MILITARY SUPPLIES during the year commencing April 1, 1869, on the following routes:—(Proposals for route No. 3 will also be received by Brevet Lieutenant-Colonel M. I. Ludington, C. Q. M., at Santa Fe, N. M., until the time above mentioned.)

ROUTE No. 2.

From such points on the Union Pacific Railway, E. D., as may, during the existence of the contract, be designated by the Chief Quartermaster's Department of the Missouri, to any places that may be designated by the forwarding officer in the State of Kansas and Territory of Colorado south of latitude 40 degrees north; in such positions of the State of Texas and Indian Territory as lie north of the Canadian river and west of longitude 97 degrees; and to Fort Union, New Mexico, or such other depot as may be designated in that Territory, and any intermediate points on the route to that depot. Bidders will state the rate per 100 pounds per 100 miles at which they will transport the stores in each month of the year, beginning April 1, 1869.

Separate bids, however, [illegible] invited and will be entertained [illegible] transportation to and from the following points, the rate to be [illegible] per 100 pounds for the [illegible] distance, and not [illegible] miles, as in the foregoing [illegible]

[illegible] HARKER

[illegible], Larned, Dodge, Lyon, Reynolds, Garland, and Union.

FROM FORT HAYS

to Forts Dodge, Lyon, Reynolds, Garland, and Union.

FROM SHERIDAN OR FORT WALLACE

to Forts Lyon, Reynolds, Garland and Union.

The transportation herein advertized for must be wholly by wagon.

Information will be given on application to this office of the distances between the places named above, and upon any other points regarding the service herein advertised for.

ROUTE NO. 3.

From Fort Union, or such other depot as may be established in the Territory of New Mexico, to any posts or stations that are or may be established in that Territory, and to such posts or stations as may be designated in the Territory of Arizona and the State of Texas west of longitude 105 degrees.

The weight to be transported will not exceed on Route No. 2, 20,000,000 pounds; on Route No. 3, 10,000,000 pounds.

Bidders will state their places of residence, and each proposal *must* be accompanied by a deposit of $2000 (notes or certified check payable to the order of the undersigned), as a guarantee that in case an award is made to him the bidder will accept it and enter into contract with good and sufficient security in accordance with the terms of this advertisement; said sum to be forfeited to the United States in case of failure by the party to whom the contract may be awarded to execute in due form such contract.

Each bidder must be present at the opening of the proposal, or be represented by his attorney.

The contractors will be required to give bonds on Route No. 2 in such amounts as shall be fixed by the undersigned; on Route No. 3, $100,000.

Satisfactory evidence of the loyalty and solvency of each bidder and person offered as security will be required.

Proposals must be indorsed "Proposals for Army Transportation on Route No. 2," or "3," as the case may be, and none will be entertained unless they fully comply with the requirements of this advertisement.

The party to whom an award is made must be prepared to execute the contract without unnecessary delay, and to give the required bonds for the faithful performance of the contract.

The right to reject any and all bids that may be offered is reserved.

The contractor on each route must be in readiness for service by the 1st day of April, 1869, and must have a place of business or agency at which he may be communicated with readily, at the starting point or points of his route.

Blank forms, showing the conditions of the contract to be entered into for each route, can be had upon application to this office, either personally or by letter, and must accompany and be a part of the proposals.

Blanks for proposals will be furnished on application.

By order of the Chief Quartermaster, Military Division of the Missouri.

12 17 1m] L. C. EASTON,
Dep't P. M. Gen. U. S. A., C. Q. M., Dep't M.

WIRE GUARDS,

FOR STORE FRONTS, ASYLUMS, FACTORIES, ETC.

Patent Wire Railing, Iron Bedsteads, Ornamental Wire Work, Paper Makers' Wires, and every variety of Wire Work, manufactured by

M. WALKER & SONS,
2 mwf No. 11 North SIXTH Street.

GEORGE PLOWMAN,

CARPENTER AND BUILDER,

REMOVED TO No. 134 DOCK Street,

PHILADELPHIA.

WILLIAM S. GRANT
COMMISSION MERCHANT,
No. 33 S. DELAWARE Avenue, Philadelphia.
AGENT FOR

Dupont's Gunpowder, Refined Nitre, Charcoal, etc.
W. Baker & Co.'s Chocolate, Cocoa, and Broma.
Crocker Bros. & Co.'s Yellow Metal Sheathing Bolts, and Nails. 1 24