

Evening Telegraph

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TUESDAY, FEBRUARY 2, 1869.

Sensibility for Criminals an Enemy of Public Security.

There is a great deal of truth and much common sense in the charge delivered by Judge Ludlow to the Grand Jury of the Quarter Sessions term for February, the substance of which we published yesterday. The Judge spoke truly when he said, "No sooner is a man convicted of the highest crime known to the law, than every effort is made to screen him from a just punishment." This is indeed so, and to such an extent is this manifest sensibility for criminals being carried, that it seems high time that public attention should be called to the evil. It is a fact, within the everyday experience of such of our readers as occupy any position of prominence in either the religious, charitable, or even political world, that an almost daily application is made to them to sign a petition for a pardon. The extent to which the spirit of aiding convicted criminals is carried is shown by the fact that Governor Geary in his message states that in sixteen hundred cases during 1868 he was asked to use the prerogative of clemency. It is time for the signers of these petitions to pause and think of the consequences of their being granted. When justice and mercy are confounded one with the other, the former gives way, and the result is a weak administration of the law, a disregard of the rights of persons and of property, and a carnival of every species of crime. Instead of there being any further extension of charity and pity towards criminals, it is more appropriate for us to draw yet more stringently the reins of the law, and let it be known to each evildoer that no interference of false sympathy can save him from a just doom.

We favor a more rigorous system of imprisonment and an inexorable execution of all sentences pronounced against any criminal in our city. During the past year there has been a fearful amount of crime perpetrated in our midst. Since the 24th of March last, there have been thirteen homicide cases tried in the Quarter Sessions of the county, and 548 minor bills have been disposed of. This is a terrible record, and one which shows that in the future, if crime is to be checked, examples must be made of those heretofore found guilty. We are glad to know, from the published records, that the Governor of the State has no sympathy for those who have broken the laws, and cannot be moved from his duty by the supplications for pity either of the criminals or their soft-hearted friends.

Do people appreciate the request they are making when they sign a petition for pardon? They are asking that an enemy of law and a proven criminal be freed from punishment, and that there shall be once more released and let loose upon society one who has proven himself a felon. In this there is no spark of justice. Were the consequences limited to the one man freed, after a fair trial, the effect would be comparatively small. But by his case dozens of others are incited to misdeeds. The pardoned man goes back in nine cases out of ten to his old associates, and by his release excites them to fresh deeds of lawlessness. The pardon of a couple of murderers now convicted would, in our opinion, lead to twice that number of homicides within a year. An impunity is all that is desired by these men to stimulate them to crime. We are, therefore, at pains to see how any thinking citizen who has interests at stake can affix an indiscriminate signature to any petition presented him. Nor can we see why any one should ask that the judgment of the law be set aside in any case, unless he be interested personally in the prisoner. Where is its logic or its justice? A man knowingly and deliberately violates a law; for instance, takes human life. What grounds can he lay to escape punishment? Judge Brewster, in delivering the opinion of the Court in the Twitchell case, well put the issue when he said:—"While Mrs. Hill was sent to her last account without the opportunity of one short prayer, the law has been jealous of every right which the presumption of innocence could throw around you." The comparison of fates is one of wider significance than the case to which it is particularly applied. It extends to nearly every case of crime. Why, then, should justice not be meted out to the man, as he has meted out wrong to his victim? The law is not too severe, it is too lenient.

But in other cases than those of life and death do we see the mildness of punishment in imprisonment there is little to fear except confinement. Judge Ludlow says:—"Now it is a well-known fact that the inmates of our County Prison and Penitentiary, in this county at least, live better than the honest, industrious poor of the community. No man desires to see a prisoner starve or treated with barbarity, but something should be done to make the man who is a felon appreciate his position. The way of the iron-groser shall be hard. What right has the pick-pocket who has been brought time and again before this Court, to expect that he shall be sentenced to a term of years in the penitentiary or prison, and go there, and with very slight labor spend the time and be discharged to plunder again? It may be a harsh rule, but a Divine and sound one, which would require a professional thief, robber, or burglar to understand that when he is in prison he is in a very uncomfortable place."

The irresistible logic of facts is making many people agree with Judge Ludlow. The system of reformatory prisons for adults has not been a success, and the conclusion seems inevitable that instead of reforming the con-

victs by kindness we are demonstrating the need of punishment for crime. In view of all the circumstances of our city, the increase of crime and the daring recklessness of wrongdoers, we demand that the public safety shall not be endangered through the tender sensibilities of the would-be philanthropists with whom Philadelphia appears to be overrun. We call for no more pardons, mild sentences, or releasing of fines, so far as any criminals within our county are concerned, for some time to come.

**The Alabama Treaty—Reverdy Johnson.** A FEW YEARS ago a Senator of the United States (John P. Hale) was charged, in a New England newspaper, with receiving a fee of \$3000 as counsel for a prisoner accused of offenses against the Government. In making a personal explanation in regard to this affair in the Senate, he acknowledged that the allegation was well founded, and he justified himself by the plea that none of his rights as a Senator were forfeited by his service as a Senator, except in cases where he was forbidden to act as counsel by an express law. He stated, however, that as he feared there might be some impropriety in his double service, he concluded to consult his friend and Senatorial colleague, Reverdy Johnson, and he accordingly propounded to that distinguished gentleman the question whether it was wrong for a Senator to defend a person imprisoned in the Old Capitol on a charge of fraudulent practices on the War Department. The reply, as given by Senator Hale, was as follows:—"Mr. Johnson looked at me as if he thought I was rather great to ask such a question, and replied with great promptness and great emphasis, 'Not the least objection under heaven.' 'Well,' said I, 'Mr. Johnson, that accords with my own opinion of what the law is and the right is; but is it a matter of this kind I want to ask still further, is there anything indicated in such an engagement?' 'Not the slightest in the world,' said he. He then went on to give at some length (not very long) his views of what the rights of counsel were; that they had been limited by Congress in one particular which he thought an unjust restriction; and that was, 'releasing members of Congress from appearing before the Court of Criminals;' said he, 'as to this matter you are asking about, I am doing it every week; I do not know that it occurred to me every day in the week.'"

Reverdy Johnson, who was present in the Senate when the above explanation was made, rose, after the conclusion of Mr. Hale's remarks, and acknowledged the substantial correctness of the statement we have quoted, defending at some length the doctrines in reference to the privileges of Senatorial lawyers which it enunciates. A few months ago a story went the rounds of the press to the effect that Reverdy Johnson, in acting as a special commissioner or agent for the Government at New Orleans during the war, managed to discharge his public duties in a manner so acceptable to parties who had heavy pecuniary interests involved, that he received from them a very large fee for comparatively unimportant services subsequently rendered as their private counsel. These incidents are of no public importance unless they serve to illustrate the character of the gentleman charged with the responsible duty of representing the American Government at the Court of St. James. The old style of ambassador was defined to be a man sent into foreign countries to promote, at all hazards, even to the extent of downright falsification, the interests of his native land. If anybody is wicked enough to suppose that the negotiator on the part of the United States, of the Alabama treaty, carries his notions of the privileges of counsel so far as to hold that there is no indecorum or impropriety in acting in the double capacity of minister and attorney for claimants on either side of the water, he must also be ready to believe that the office of ambassador has been invested with new attributes, and that it offers marvellous opportunities for combining a lucrative professional practice with the occupancy of an exalted public position.

The Alabama treaty may be a very satisfactory document to private claimants, and it is well designed to extract money from the treasuries of both the high contracting parties. It ignores on its face, however, the principal grievance of America, and at the same time opens a wide door for all classes of British claimants. The piratical cruisers sent forth from the shores of England nearly annihilated American commerce. The actual loss suffered can scarcely be computed in money, but it must amount to hundreds of millions of dollars. Our proud flag was well-nigh driven from the ocean, and a blow was given to our shipping interests from which they may never recover. The mischief or loss resulting from any single capture to the owners of the ship seized constituted but an infinitesimal portion of the damage inflicted upon this country. Underwriters were compelled to advance the rate of insurance on American ships, which were thus rendered incapable of competing with their English rivals. The Confederate flag was made a mere cover for deadly British warfare upon our mercantile marine, and the registered tonnage of the United States was reduced with frightful rapidity.

However gratifying it may be to individual sufferers to have the positive losses they sustained by the capture of their vessels refunded by the British Government, the redress of their personal wrongs will prove but a slight atonement to the American people for an incalculable national loss and a national humiliation, and even this partial atonement will be embittered (if the Alabama treaty is ratified) by a conclusion that it can only be purchased by the payment to British claimants of all the demands against our Government that a mixed commission can be induced to sanction.

The category of British claims against this country embraces the foreign Confederate loan, held principally by the British aristocracy and the British ship-owners, who were most active, during the war, in assisting the Rebellion, and in imposing upon the American people immense new burdens. If the Alabama treaty is ratified, there is little reason to doubt

that these claimants will bring all their artillery to bear upon the mixed commission; and if it endorses their claim, the people of the United States will either be compelled to pay for the munitions that destroyed thousands of loyal citizens, or to forego all chance of obtaining even an infinitesimal amount of reparation for the terrible damages inflicted by the piratical cruisers fitted out in British ports during the war.

**The Railroads of the United States.** The wonderful development of the resources of the United States which has taken place within the last half-century of years could only have been accomplished by one means. Without the aid of railroads, an immense stretch of country which is now under cultivation and filled with a dense and thriving population would still have been a wilderness. The States of the Union are now, however, bonded together with bands of iron, the old-fashioned ideas of time, space, and distance are annihilated, and St. Louis is practically as near to Philadelphia as New York was thirty years ago, and ere another year rolls round we may expect to have San Francisco almost as our next-door neighbor.

The Pacific Railroad, the greatest enterprise of the age, still remains an unaccomplished fact. But a couple of hundred miles of the distance remain to be bridged over, however, and the last section of the road is being completed so rapidly that by the beginning of summer the great highway between the Atlantic and Pacific Oceans will be completed and open for travel and traffic. The importance of the Pacific Railroad as a national work cannot be estimated. Hitherto we have been divided from the Pacific coast and California, and the States west of the Rocky Mountains have been almost foreign countries, with scarcely any interests or affiliations to bind them to the East. Not the least result of the completion of the Pacific Railroad will be the binding together of the East and the West and consolidation of our empire. Scarcely less important than this will be the trade of China, Japan, and the East Indies, which will naturally traverse this continent and pour into our laps the wealth that has hitherto been absorbed for the most part by Europe.

The wonderful rapidity with which the Union Pacific Railroad has been built is unexampled in the history of railroad enterprises. An army of laborers has been employed, the desert plains west of the Mississippi have been crossed, the Rocky Mountains surmounted, and Salt Lake valley, the last resting-place of Brigham Young and his disciples, invaded; and with the Central Pacific Road advancing to meet it from the west, a few weeks will suffice to effect a union and complete the great work. The opening of the Pacific Railroad on next Fourth of July would be the grandest celebration of Independence Day we have had since we were a nation.

**The Naval Apprentices.** A YEAR or two ago a system of naval apprenticeship was adopted by Congress which met with the general approval of the country. The object of this system was to train boys in naval seamanship, so that in the future a supply of competent man-of-war-men might be secured for our national vessels. As an inducement for parents and guardians to apprentice their boys in the navy, and as an incentive to the boys themselves, it was provided that ten of the apprentices might be appointed to the Naval Academy every year. A few days since the Senate at Washington, on the recommendation of Mr. Grimes, Chairman of the Naval Committee, repealed this provision, thus cutting off from the apprentices all hope of preferment. This was a great wrong not only to the boys who have enlisted with the hope that by industry and application they may some day be able to wear the officer's epaulettes, but it is a direct violation of the pledges already made. No good reason has been given why this change should be made, and we do not believe that any good reason can be given. There is already too much undemocratic feeling among the line officers of the navy, and this feeling is fostered and encouraged by the training of the Naval Academy. This repeal of the salutary provision of the law relating to the naval apprentices is a weak yielding on the part of the members of the Senate to the spirit of caste that already rules too much in the naval service; and we do not believe that it would have received a dozen votes if the subject had been properly understood. The Senate has shown its ignorance of naval matters more than once, and the friends of that branch of our military service should see that a few interested parties do not push through such measures as this merely for their own selfish gratification, and without regard to the real interests of the country. We hope that when this matter comes up before the Senate, it will receive the careful consideration it deserves, that the naval apprentices may not be deprived of their rights under the existing law unless very satisfactory and conclusive reasons are adduced.

**SPECIAL NOTICES.** COLD WEATHER DOES NOT CHAP or roughen the skin after using WRIGHT'S ALCOXOL Glycerin TABLETS SOLD EVERYWHERE. It daily use makes the skin delicately soft and beautiful. It is a delicate, fragrant, transparent, and unobtrusive skin soap. For sale by all Druggists. B. & G. A. WRIGHT, No. 624 CHESTNUT STREET, 241

**NOTICE.—I AM NO LONGER EXTRACTING TEETH** without pain for the Citizen Dental Association. Persons wishing teeth extracted absolutely without pain by fresh Nitrogen Oxide Gas, will find me at No. 127 WALNUT STREET, CHURCH BUILDING. B. & G. A. WRIGHT, 127 3/4

**FAIRTHORNE & CO., DEALERS IN TEAS AND COFFEES,** are selling very choice Sri Lancha Oolong Tea at \$1 per pound, at their 124 WAREHOUSES, No. 302 N. NINTH and No. 108 MARKET Street, 1 3/4

**MR. HUGH B. HOUSTON HAS BEEN** admitted to an interest in our business from this date. JAMES E. CALDWELL & CO., 21 3/4

SPECIAL NOTICES.

**ONE GOVERNMENT FOR THE NORTH AMERICAN CONTINENT.**

A LECTURE ON THE ABOVE SUBJECT will be delivered by the HON. GEORGE CONNELL, AT CONCERT HALL, ON FRIDAY EVENING, Feb. 5, at 8 o'clock.

Attention is respectfully called to the following CORRESPONDENCE.

HON. GEORGE CONNELL, State Senator.—Dear Sir:—The undersigned have heard that you have recently delivered at Erie and other Western cities a lecture on ONE GOVERNMENT FOR THE NORTH AMERICAN CONTINENT, and we desire to have the pleasure of listening to it in Philadelphia. If you have no objections, please name the time at which your public duties will permit it to be held in this city. Very respectfully yours, C. W. Clark, William Welch, Daniel M. F. F., William B. Thomas, Jay Cook, M. P., J. K. P. P., William W. Harding, James S. Chapman, Henry M. Phillips, John S. Chapman, N. B. Browne, Theo. Coyne, A. J. Drexel, John P. Weisheit, Morris McMichael, Geo. H. Jones, Charles E. Warburton, D. E. Cummins, George W. Felt, Lewis W. Smith, Robert M. Foster, Alfred R. Fawcett, Henry Hamlin, P. H. M'Clige, Vincent L. Bradford.

**AMERICAN ACADEMY OF MUSIC** JAMES E. MURDOCH WILL READ, UNDER THE AUSPICES OF THE MERCANTILE LIBRARY COMPANY, MONDAY EVENING, February 8, 1869, at 8 o'clock.

Sale of tickets will commence at Trumpler's Music Store, No. 526 Chestnut street, WEDNESDAY MORNING, February 3, at 9 o'clock. Ticket prices reserved seats, 75 cents. Parquet circle " " " 50 cents. Balcony " " " 25 cents. Family circle " " " 15 cents.

**CONCERT HALL.** MISS JONES' WEDDING—No Cards, ON THURSDAY EVENING, Feb. 4, MR. DE CORDOVA.

The Popular and Humorous Lecturer, will give Three Lectures on the subject of "THE HISTORY OF THE UNION PACIFIC RAILROAD," at CONCERT HALL, on Wednesday, Feb. 3, at 8 o'clock. ON THURSDAY EVENING, Feb. 4, MISS JONES' WEDDING—No cards, ON THURSDAY EVENING, Feb. 4, M. G. GRUNDY.

**ON THURSDAY EVENING, Feb. 4, THE SPECTRUM AT SARATOGA.** Admission (with reserved seats) 50 cents. Tickets for the course (reserved seats) \$1.00. To be had at 440 Chestnut Street, at Concert Hall. Also at the door on the evening of the Lecture. Doors open at 7. Lecture at 8.

**VESSEL OWNERS' AND CAPTAINS' ASSOCIATION.** Office, No. 209 WALNUT STREET, Philadelphia. A convention of vessel owners and captains of the several ports of the United States, of the Vessel Owners' and Captains' Association of the State of Pennsylvania, and of the Vessel Owners' and Captains' Exchange of Philadelphia, will be held at the PHILADELPHIA OPERA HOUSE, on Wednesday, February 3, 1869, at 12 o'clock. All persons interested in vessels are invited to be present.

By order of the Board of Directors, JOHN W. EVERMAN, President, CHARLES H. STEELMAN, Secretary, 129 1/4

**NOTICE.—WEST JERSEY RAILROAD COMPANY.** Office of the Treasurer, Camden, N. J., Jan. 27, 1869. The Board of Directors have this day declared a Special Dividend of \$1.00 per share of the Capital Stock, payable to the stockholders at their office on and after WEDNESDAY, the 30th day of February, at the Treasurer's Office in Camden. The stock transfer books will be closed from the date hereof, until the 4th day of February, 1869.

**OFFICE PENNSYLVANIA RAILROAD COMPANY.** PHILADELPHIA, January 27, 1869. NOTICE TO STOCKHOLDERS.—The Annual Meeting of the Stockholders of this Company will be held on THURSDAY, the 16th day of February, at 12 o'clock, at the Office of the Treasurer, No. 129 Chestnut Street, Philadelphia. The Annual Election for Directors will be held on MONDAY, the 1st day of March, 1869, at the office of the Company, No. 228 South Third Street.

**POETRY ABOUT MAN AND BEAST.** The beasts of the field are clothed with hair, The birds of the air with feathers; Both birds and beasts have plenty to wear, Exposed to the cold of the elements. The reason the birds and the beasts go thus, Is certainly now decided. Is because no clothing is furnished by us, Such as for man is provided. But human critics would deem it a sin In feathers and furs to dress, no And so each human covers his skin With pants and with coats, and vests, oh! And men, by the thousands, are clothed with goods. Which we run some tremendous mills on, And the men of the nation crowd to buy The Clothing of ROCKHILL & WILSON.

**ROCKHILL & WILSON** would mention, by way of passing remark, that there are still a few clothes left of the same sort, going, going, at the same unprecedentedly low prices. Man being superior in understanding to the beast of the field, or the fowl of the air, will show his understanding by taking advantage of the present condition of affairs, and hastening to buy at the GREAT BROWN STONE HALL OF ROCKHILL & WILSON, Nos. 608 and 606 CHESTNUT STREET, PHILADELPHIA.

**TO RENT.** BUILDING AT 8. E. CORNER SIXTEENTH and PEARL streets, 42x60 feet, suitable for Society Meeting Room, Public Hall, or Reading Room. Apply between 1 and 2 o'clock in the afternoon, and 6 and 7 in the evening, at No. 128 N. SEVENTEENTH Street. 21 3/4

**FOR RENT—PROPOSALS WILL BE RECEIVED** for the renting of the second, third, and fourth floors, and the stores on TWELFTH street, of the five-story building N. W. corner TWELFTH and FILBERT streets. Apply to A. H. MERRICK, No. 1229 MARKET STREET, NEARLY OPPOSITE THE CORNER OF CHESTNUT AND NINTH STREETS. 12 1/2

**TO RENT—AN OFFICE SUITABLE FOR** a physician, or a lawyer, with or without a bath, at No. 121 GIRD STREET. 21 1/4

**AVIS IMPORTANT!** BEAUX MEUBLES, pour Salons et Chambres a Coucher, Arranges pour Exposition dans Appartements Garnis et Couverts de Tapis. GEORGE J. HENKELS, EBENISTE, 213 3/4 CHESTNUT STREET, au Coin de 12me.

FINANCIAL.

**1000 MILES NOW COMPLETED OF THE Union Pacific Railroad.**

The Company will have the entire line finished through to California, and ready for this summer's travel.

**WE ARE NOW SELLING The First Mortgage Gold Interest Bonds**

**AT PAR AND INTEREST, UNTIL FURTHER NOTICE.**

Government Securities taken in exchange at full market rates.

**WM. PAINTER & CO., BANKERS AND DEALERS IN GOVERNMENT SECURITIES,** No. 36 South THIRD Street, PHILADELPHIA.

**PACIFIC RAILROAD NEARLY FINISHED. 1550 MILES BUILT.** The Union Pacific Railroad Co. AND THE Central Pacific Railroad Company

Have added Eight Hundred (800) Miles to their lines during the current year, while doing a large local passenger and freight business. The through connection will undoubtedly be completed next summer, when the through traffic will be very great. Forty thousand men are now employed by the two powerful companies in pressing forward the great national highway to a speedy completion. Only 200 miles remain to be built, which mostly are graded and ready for the rails.

First Mortgage Gold Bonds of the Union Pacific Railroad Company for sale at par and interest, and First Mortgage Gold Bonds of the Central Pacific Railroad at 108 and interest. The principal and interest of both Bonds are payable in gold.

**DEHAVEN & BRO.** Dealers in Government Securities, Gold, &c. No. 40 SOUTH THIRD STREET, PHILADELPHIA.

**BANKING HOUSE OF JAY COOKE & CO.** Nos. 112 and 114 South THIRD Street, PHILADELPHIA.

Dealers in all Government Securities. Old 5-20s Wanted in Exchange for New. A Liberal Difference allowed. Compound Interest Notes Wanted. Interest Allowed on Deposits. COLLECTIONS MADE. Stocks bought and sold on Commission. Special business accommodations reserved for ladies.

We will receive applications for Policies of Life Insurance in the National Life Insurance Company of the United States. Full information given at our office. 11 3/4

**SMITH, RANDOLPH & CO.** BANKERS, PHILA. & N.Y.

Dealers in United States Bonds, and Members of Stock and Gold Exchange, Receive Accounts of Banks and Bankers on Liberal Terms. ISSUE BILLS OF EXCHANGE ON C. J. HAMBERG & SON, LONDON, B. METZLER, S. SOHN & CO., FRANKFORT JAMES W. TUCKER & CO., PARIS, And Other Principal Cities, and Letters of Credit Available Throughout Europe.

**GLENDINNING, DAVIS & CO.,** No. 48 South THIRD Street, PHILADELPHIA.

**GLENDINNING, DAVIS & AMORY,** No. 2 NASSAU St., New York, BANKERS AND BROKERS.

Direct telegraphic communication with the New York Stock Boards from the Philadelphia Office. 12 1/2

**LEDYARD & BARLOW** Have Removed their LAW AND COLLECTION OFFICE

No. 19 South THIRD Street, PHILADELPHIA.

And will continue to give careful attention to collecting and securing CLAIMS throughout the United States, British Provinces, and European Kingdoms.

**INSURANCE COMPANIES. FAME INSURANCE COMPANY,** No. 406 CHESTNUT STREET. PHILADELPHIA,uary 18, 1869.

This Company, incorporated in 1856, and doing a FIRE INSURANCE BUSINESS EXCLUSIVELY, in order to enable it to accept a large amount of business constantly declined for want of adequate capital, will, in accordance with a supplement to its charter, increase its

**CAPITAL STOCK FROM \$100,000, to its present amount, to \$200,000,** In Shares of Fifty Dollars Each, And for which subscription books are now open at this office. By order of the Board of Directors.

**CHARLES RICHARDSON, PRESIDENT, WILLIAM H. RHAWN, VICE-PRESIDENT, WILLIAMS I. BLANCHARD, SECRETARY.** FINANCIAL.

**E. W. CLARK & CO. BANKERS, & CO.** No. 35 SOUTH THIRD STREET, PHILADELPHIA. DEALERS IN GOVERNMENT SECURITIES, STOCK, GOLD AND NOTE BROKERS.

Accords of Banks, Firms, and Individuals received, subject to check at sight. INTEREST ALLOWED ON BALANCES. **GENERAL AGENTS, FOR PENNSYLVANIA AND SOUTHERN NEW JERSEY, OF THE NATIONAL LIFE INSURANCE CO. OF THE UNITED STATES OF AMERICA.**

The NATIONAL LIFE INSURANCE COMPANY is a corporation chartered by special Act of Congress, approved July 23, 1868, with a CASH CAPITAL, \$1,000,000, FULL PAID. Liberal terms offered to Agents and Solicitors, who are invited to apply at our office. Full particulars to be had on application at our office, located in the second story of our Banking House, where Circulars and Pamphlets, fully describing the advantages offered by the Company, may be had. E. W. CLARK & CO., No. 35 South Third St.

**STERLING & WILDMAN.** BANKERS AND BROKERS, No. 110 South THIRD Street, AGENTS FOR SALE OF First Mortgage Bonds of Rockford, Rock Island, and St. Louis Railroad, Interest SEVEN PER CENT, CLEAR OF ALL TAXES, payable April and October, for sale at 97 1/2 and accrued interest in currency. Also First Mortgage Bonds of the Danville, Hazleton, and Wilkesbarre Railroad. Interest SEVEN PER CENT, CLEAR OF ALL TAXES, payable April and October, for sale at 96 and accrued interest.

**P. S. PETERSON & CO.,** Stock and Exchange Brokers, No. 39 South THIRD Street, Members of the New York and Philadelphia Stock and Gold Boards. STOCKS, BONDS, &c., bought and sold on commission only at either city. 12 3/4

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**STEWART & SONS' GRAND** square and upright Pianos, at BLAIR'S MADE, No. 108 CHESTNUT Street. 8 1/4

**CHICKERING** Grand, square and Upright PIANOS, No. 212 CHESTNUT Street. 11 3/4

**STECK & CO'S & HAINES BROS.** AND MASON & HAMILIN'S CABINET AND METROPOLITAN ORGANS, with the new and beautiful VOX HUMANA. Every inducement offered to purchasers. 12 1/2

**JONES, TEMPLE & CO.,** FASHIONABLE HATS, No. 25 NINTH Street, First door above Chestnut Street. 4 3/4

**WARBURTON'S IMPROVED VENTI** lated, and easy-fitting Dress Hats (patented) of all the improved fashions of the season. CHESTNUT Street, next door to the Post Office. 11 1/2

**BOARDING.** AT NO. 1121 GIRD STREET MAY BE obtained furnished and unfurnished rooms for lodging. Board, also, if desired. 21 1/4

**IF YOU WANT A DELIGHTFUL SPRING** BED, neat, healthy, and comfortable, use our self-restoring Bed Springs. \$1 25 per doz. Satisfaction guaranteed. 204 S. 2d St. 12 3/4

**S. GARTLAND, UNDERTAKER,** 25 South THIRD Street. 12 3/4