# Evening Telegraph

(SUNDAYS EXCEPTED), AT THE EVENING TELEGRAPH BUILDING, NO. 108 S. THIRD STREET, PHILADELPHIA.

The Price is three cents per copy (double sheet); or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

SATURDAY, JULY 17, 1869

CAN A RAIL WAY KING BECOME A DISINTERESTED GOVERNOR? WE have no disposition to imitate the example of the Republican journals which assail the private character of Asa Packer. He has made a large fortune, and made it honorably. He has acquired a high character for integrity as well as enterprise; and the opinion of the Tribune that he came honestly by his twenty millions of dollars is doubtless correct. His endowment of the Lehigh University was also a generous and praiseworthy act, for which he is entitled to great credit, and we will not join in any attempt to diminish the public estimate of that meritorious deed.

At the same time, the peculiar personal position of Asa Packer is, in our judgment, a fair subject of public discussion, in view of the important influence he might exercise upon the whole internal improvement policy of the State if he should be elected Governor

of Pennsylvania. We cannot shut our eyes to the fact that railroad influence is an important, if not a predominating, element in the politics of the country. New Jersey has often been raled by her great railway corporations. The scale of New York politics has repeatedly been turned by the managers of her powerful railways. Illinois has been influenced, to a large extent, by the action of the officers of the by no means free from the domination of her

powerful railway corporations. There is a special significance in the nomination, at such a juncture, of a Gubernatorial candidate who owns infinitely more railway property than any other man in the State, and whose whole soul is identified with the prosperity and progress of one of our most powerful, progressive, and aggressive railways. As Governor he could exercise the veto power, and no legislation could be perfeeted against his opposition, unless it received a two-third vote in the House and Senate. Practically, he would be master of the railway policy of the Commonwealth. If he threw the whole weight of his influence in behalf of the corporation in which he is most deeply interested, he could scarcely fail to secure any legislation he desired to promote its interests; and he would undoubtedly be enabled to crush any scheme devised for the benefit of rival or hostile railway corporations. Now, as Asa Packer is the principal owner of the Lehigh Valley Railroad, it is not difficult to imagine contingencies in which he could, as Governor, exert an which he could thus be enriched would enure to the disadvantage, to an equal extent, of antagonistic corporations, or of sections of the Commonwealth not traversed by his road. We do not believe that Asa Packer would be more apt to exert this fearful power than any other citizen, but voters should consider well the proposition of the Democracy to confer it upon him, and ask themselves whether it is wise, just, or prudent to give one who has so much at stake a controlling influence over railway as well as other legislation? When A. T. Stewart was appointed Secretary of the Treasury, he was confronted by an old law which forbid any importer from acting in that capacity; and the wisdom of the enactment was generally acknowledged. Does not the principle which disqualified him disqualify Asa Packer from sitting in solemn judgment upon the railway legislation of Pennsylvania? Can he be expected to act fairly, disinterestedly, and justly on the railway enactments which form a large and, in some respects, the most important, portion of legislation, when his own individual interests hang trembling in the balance, and when his veto or his signature to a proposed bill may put a million of dollars into his private purse? This possibility is by no means remote, and Asa Packer could scarcely serve through a three-years' term as Governor without having the responsibility repeatedly thrust upon him of deciding whether he should prefer the promotion of his individual interests or those of his railway rivals.

The Democratic candidate for Governor is the embodiment of the Lehigh Valley Railroad. He created it, extended it, and is still its guiding and controlling spirit. This is, in itself, creditable. But should he be allowed to use the whole influence of the Executive Chamber to advance its fortunes, to crush its rivals, to form advantageous new combinations? The position of the Lehigh Valley Railroad is peculiar. By the side of the main line from Phillipsburg to Wilkesbarre, a distance of 101 miles, runs the parallel Lehigh and Susquehanna Railroad. and at many points they are but a few yards distant from each other. Occupying the same territory and competing for the same business, a little legislation granted here, or a denial of legislation there, may give a conclusive advantage to one or the other of these powerful antagonists. Then the Lehigh Valley Road, through its branches and connections, is advancing into the coal territory heretofore monopolized by the Reading Railroad. How will that corporation like the idea of being placed, in a governmental sense, at the mercy of its antagonist? It has been the desire of the New Yorkers for years to find an outlet to the West through Central Pennsylvania, and the Lehigh road would naturally become an im- to disturb it. portant link of such a line. Would Asa Packer help, as Governor, to consummate a

erful railway and coal corporations of Northeastern Pennsylvania has been proposed, with the view of forming a combination that could control the prices of coal in all time to come. Will the railway king as Governor, secure the legislation necessary to consummate this scheme? These and many other questions of a similar character are made legitimate issues of the impending canvass by the action of the Democratic State Convention. Wealth has its burdens and complications as well as its advantages. If the Whigs of the olden time had nominated Nicholas Biddle as their candidate for Governor, the Democracy would have insisted upon a discussion of the whole policy of the United States Bank; and, with equal or even greater propriety, the Republicans can now demand guarantees against the exercise of an injurious influence in behalf of the Lehigh Valley Railroad.

DISSATISFACTION IN THE DEMO-CRATIC RANKS

ANOTHER manifesto which we publish to-day from honest and decent members of the Democratic party indicates that the dissatisfaction at the nominations made at the late City and County Conventions is extending and assuming portentous proportions. The fact is that decent, law-abiding citizens of all parties are thoroughly disgusted with the rule of the rings of politicians, who now play into each other's hands, and there is a settled determination to break them up and to create a reform. It is understood that Hon. Samuel J. Randall will be the Chairman of the Democratic State Central Committee, and that an effort will be made to throw overboard such candidates as Ahern and Stewart, in order not to weaken the State ticket in the city. If this is done, it is certain that the position of the Democracy will be greatly strengthened, and such action on their part is at once an example and a warning to the Republicans. Illinois Central. And Pennsylvania has been If the Republican party does not discard the black sheep on its ticket, its chances in October will be slim indeed.

### THE NAVY DEPARTMENT.

The great majority of naval officers have always been opposed to having one of their own number at the head of the Navy Department. It is admitted that there would be some advantage obtained if the Secretary were selected from one of the officers high on the roll, but, leaving other important considerations out of the question, it is esteemed far more advantageous to have a civilian, who will be free from all the jealousies and heartburnings that exist in the service, and who will be able to adjudicate impartially upon all disputed questions that arise. This feeling has been greatly intensified since the accession of President Grant, as it is understood that Admiral Porter is the de facto Secretary. It was through the advice of this officer that the various unpopular acts of the late Secretary were perpetrated; and while it was hoped by naval officers in all branches of the service that Secretary Robeson would take the reins in his own hands, there has as influence that would enhance, by millions of | yet been no signs that he intends to do so. dollars, the value of his railway stock; and it | There are few persons who know anything of is not at all impossible that the very act by Admiral Porter but will decide that he is one of the most unfit men in the service for the delicate position he now holds. We admit all that can be said for him as a gallant, patriotic and skilful commander, but personally he is unpopular to the last degree, and he is one of those officers who think that the navy of the United States exists for the sole benefit of the graduates of the Naval Academy in general and of the Porter family in particular.

This judgment may seem harsh, but it is true, and it is essential that such things should be said, as the course of the Navy Department during the last four months has created a great amount of serious dissatisfaction among the officers of the navy, and has brought the service into ridicule and done it much injury.

The old squabble between the line and staff officers was revived in all its intensity as soon as Admiral Porter obtained the control of the department. The surgeons, paymasters, and engineers were deprived of the rank and privileges that had been accorded them, and the uniforms were so altered as to mark in the most distinct and invidious manner the difference between the two branches of the service. It may seem a small matter for men to quarrel about the amount of gold lace and brass buttons that they shall wear; and so it is, if that was all. The great majority of officers of all grades, however, would be well satisfied if their uniforms were made as plain as possible, but by the new regulations the line officers have been bedizened with lace and buttons in a particularly gorgeous manner, while the decorations of the staff officers have been reduced in a corresponding proportion, making them at once appear as if belonging to inferior grades, and by no means as the equals of the line. The staff officers have never asked for military command, or for any privileges that will interfere with the just position of the line officers, but they have asked for the assimilated rank, the proper uniforms, and the privileges of quarters which will make their social position on board ship equal to that of the line officers. In other words, they ask to be put upon the same footing exactly as the staff officers of the army. The intellectual training and discipline of the Naval Academy never have been such that its graduates can claim any superiority on that account over the surgeons and engineers; as a military school, it always has been inferior to West Point, and it is a question whether its efficiency has been increased under Admiral Porter, who is reported to pay more attention to the heels than to the heads of his pupils, and to esteem the dancing-master above the professor of mathematics. It is certainly time for Congress to take up this question of the rank and privileges of the staff and line, and settle it on equitable principles, so that no jealous influences in the Navy Department will be able

It always has been one of Admiral Porter's hobbies to imitate in our service the pecuproject so inimical to the interests of Phila- liarities of the English navy. This, as much

delphia? A consolidation of the most pow- as the rivalry referred to, has probably influenced his action towards the staff officers, and has induced the changing of the American names of our ships-of-war to those of the classic mythology, or to those even more absurd names borrowed from the clumsy British system of nomenclature. This action of the Navy Department was clearly illegal, as it has no more right to change the name of a vessel without special permission of Congress than has a private individual. The sooner Secretary Robeson undoes the work of his predecessor in this respect, and sends Admiral Porter back to instruct his youngsters at Annapolis in naval etiquette, the better it will be for himself, for the navy, and for the country.

A RAID ON THE OIL LAND SPECU-LATORS,

THE New Jersey Court of Appeals recently decided, in a suit brought to recover damages resulting from the failure of an oil land speculation, that the party who had made extravagant representations, on which the transaction was based, should be held responsible for the losses incurred. Under this ruling, many shar ks may yet be made to disgorge, not only in New Jersey but in Pennsylvania. Every neighborhood has its victims, and thousands of men are still saffering from the swindles perpetrated during the oil excitement, We believe that our courts have already decided that where a party who acted as agent for a company made false representations in regard to the amount he paid for an oil property, he can be made to refund the sum surreptitiously placed in his own pocket; and if to restitution in cases of this kind our courts add the restitution contemplated by the New Jersey decision, the few oil speculators who made fortunes out of the madness of the many will have a rough road

THE AUGUST MAGAZINES .- Turner Brothers & Co. send us the following magazines:-The Galaxy, for August, which has a continuation of Charles Reade's story, "Put Yourself in His Place,"

together with a fac simile of that gentleman's autograph, in which he requests the publishers and the public to respect the rights of Sheldon & Co. to the story. The contents of this number are unusually good, and include several interesting and wellwritten papers on important subjects, as well as the usual variety of stories, sketches, and poetry. Godey's Lady's Book for August is as fresh and

entertaining as ever. The illustrations, including a steel engraving entitled "Feeding Horses," and a large colored fashion-plate, are numerous and meritorious, and the literary matter sustains the reputation which the Lady's Book has won. Our Boys and Girls for Saturday, July 24, and

Every Saturday of the same date, are each full of entertaining reading matter. We have also received the August number of

Lippincett's Magazine, which opens with a continuation of Anthony Trollope's new story, "The Vicar of Bullhampton," "Magd dena," a new story by the author of "Old Mam'selle's S cret," is commenced. A spirited illustration to this story has been made by Mr. E. B. Bensell. This design, which we saw in the block, has not been improved in the engraving. The balance of the magazine is made up of an interesting variety of articles, that will be pleasant reading during the warm weather.

RELIGIOUS NOTICES.

SPRING GARDEN BAPTIST CHURCH, THIRTEENTH Street, above Wallace.—Preaching Tomerrow, at 10½ A. M., by Rev. Dr. MOSS. Sabbath School at 9 A. M. NORTH BROAD STREET PRESBYTE-

RIAN CHURCH, corner of Green.—Preaching prow by the pastor, Rev. Dr. STRYKER, at 101/2, and 8 P. M. Strangers are welcome. FIRST REFORMED CHURCH, SE-

VENTH and SPRING GARDEN Streets. Rev. THOMAS X. ORR, Pastor, will preach To-morrow (Sunday) morning at 10%, and evening at 8 o'clock. All are invited. LUTHERBAUM ENGLISH LUTHERAN CHURCH, TWELFTH and OXFORD Streets.—
Rev. NOAH M. PRICE, Pastor, 103, "Christian Warfare." 73, "Belshazzar's Night and Mine." Pews free.

THE REV. A. SINCLAIR WILL preach To-morrow (Sabbath) Morning, in the SE-VENTH PRESEYTERIAN CHURCH, BROAD and PENN SQUARE, at 10% o'c'ock, and in the Evening at the WEST ARCH STREET CHURCH, corner of RIGHTEENTH and ARCH Streets, at 8 o'clock.

TABERNACLE BAPTIST CHURCH. CHESNUT Street, west of Eighteenth.—Rev. G. A. PELTZ, Pastor of the Church, will preach To-morrow morning, service commencing at 10% o'clock. Sunday School in the afternoon at 25% o'clock. Prayer Meeting in the evering at 7% o'clock. The evening sermon will be omitted during July and August.

NOTICE.—THE TENTH PRESBYTERIAN CHURCH (Rev. Dr. Boardman's), corner of
WALNUT and TWELFTH Streets, will, Providence per
mitting, be open for Divine service every Sabbath throughout the summer at 10½ A. M. and 5 P. M.
Rev. Dr. McILVAINE, of Princeton, is engaged to
preach during that time.
Strangers, and all others, are cordially invited to attend.

7 10 s8t\* SPECIAL NOTICES.

CITY TREASURER'S OFFICE. City Warrants registering to 41,030 paid on presentation Interest ceasing from this date.

JOSEPH N. PEIRSOL,
7.17.3t City Treasurer.

IMPORTANT TO BUYERS OF HOSTERY.—Messra COOK & BROTHER, Importers of Hosiery, No. 53 North EIGHTH Street, claim to be the only firm in Philadelphia, keeping all grade of Hosiery at retail, who import their own goods. They feel assured—First, That by avoiding the profits and commissions imposed in the ordinary course of trade they save their respectively. assured—
First, That by avoiding the profits and commissions imposed in the ordinary course of trade they save their customers at least 25 per cent.

Second. That they have the quality of their goods under complete control, using the best yarns and employing the best workmen in their manufacture.

Third. That having direct access to European markets, they can keep a more complete stock than if dependent upon purchases made here of foreign goods.

A call from the reader is solicited at their store, No. 53 North EIGHTH Street.

AT A MEETING OF THE DEMO-cratic citizens of the EIGHTH WARD, held on Thursday last, the following Resolutions were unanimously Thursdrate citizens of the Richt A ward, held of the adopted:

Whereas, The corruption and the ruinous policy of the Radicals have at length driven the people of this Commonwealth to determine dpon their removal from power, and to look to the Democratic party as the only means of restoring the prosperity of our State and of instituting the reform so earnestly desired; therefore

Revolve 1, That fully sensible of the responsible position of our party, and conscilus that success in the coming campaign will depind upon an honest and fair adherence to the principles we have always advocated, it is a duty we own to the Commonwalth, as we'll as to our party, to see that we come before the people for their support in a manner and by means that cannot be impeached.

Resolve 1, That, recognizing in the outrageous conduct of the late City and County Conventions, held in this city, a determination to force upon us, by the grossost frauds, actions no hot est man can end red, we feel assured that nothing but an overwhelming 'e sat awaits us at the election if we follow the course laid down by them, or endorse their actions by the support of the ticket they have nominated, and we therefore call upon the cantidates declared to have been mominated to withdraw, and to unite with us in urging a fair, honest and regular nomination. We hereby innorm them, that yielding to none in allegiance to our party, and without prejudice of partiality for any candidate, we cannot, and we will not, and regular nomination. We here suicidal attempts, or endeavor to justify the actions of these Conventions by voting the ticket they have presented.

NAM'L V. MAYS, President.

WALTER RORS, Secretary. REXEL & CO., NO. 34 SOUTH THIRD STREET, American and Foreign BANKERS.

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Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge. DREXEL, WINTEROP & CO., DREXEL, HARJES & Co.,

New York

DIVIDENDS, ETO.

DO OFFICE OF THE INSURANCE COM-PANY OF NORTH AMERICA, No. 22 WALNUT Street.

The Board of Directors have this day declared a semiannual Dividend of SIX PER CENT., payable to the
atockholders on demand, free of all tax.

MATTHIAS MARIS,
Secretary.

THE ENTERPRISE INSURANCE COM-PANY OF PHILADELPHIA.—Company's Build-ing, No. 400 WALNUT Street. The Directors have this day declared a dividend of FOUR PERCENT, on the capital stock of the Company for the last six months, payable on and after the lith inst., free of all taxes.

ALEX. W. WISTER,

DIVIDEND. OFFICE OF THE FAME STREET.

TREET.

PHILADELPHIA, July 6, 1869.

The Board of Directors have this day declared a dividend of 3% PER CENT., payable on themand, clear of all axes.

W. 1. BLANCHARD,

Scorntagy.

OFFICE OF THE THIRTEENTH AND FIFTEENTH STREET PASSENGER RAILWAY COMPANY, No. 1011 S. BEGAD STREET. COMPANY, No. 1011 S. BEGAD STREKT.

PHILADELPHIA, July 7, 1859.

The Board of Directors have this day declared a Dividend of ONE DOLLAR PER SHARE out of the net earnings of the six months ending June 30, 1869, clear of all taxes, payable on and after the 12th instant. Transfor Books will be closed until that time.

78 tbstu 6t

D. B. BROWN, Treasurer.

OFFICE OF THE WEST PHILADEL,
PHILA PASSENGER RAILWAY COMPANY, N.
W. corner of FORTY FIRST and HAVERFORD Sta.
PHILADELPHIA, July 13, 1859.
The Board of Directors have this day declared a semiannual dividend of
FIVE PER CENT.
on the capital stock, clear of all taxes, payable on and
after the 23d inst.

after the 23d inst.

The Books for the Transfer of Stock will be closed until that date.

SAMUEL P. HUHN.

7 15 17 19 21 23 56

Treasurer. BOY PHILADELPHIA AND READING

RAILROAD COMPANY. PHILADELPRIA, June 30, 1868. DIVIDEND NOTICE.

The Transfer books of this company will be closed on Thursday, July 8, and reopened on FRIDAY, July 23. A DIVIDEND OF FIVE PER CENT. has been declared on the preferred and common stock, clear of national and State taxes, payable in common stock on and after the 22d of July next, to the holders thereof, as they stand registered on the books of the company at

the close of business on the 8th of July next. All payable

All orders for dividends must be witnessed and S. BRADFORD.

#### WANTS.

A GENTS WANTED TWENTY-FIVE ENERGETIC AGENTS WANTED for one of the best LIFF AND FIRE INSURANCE COMPANIES, at the southwest corner of THIRD and

WALNUT Streets.
Dr. THEO. ROTH, Examining Physician of the
KNICKERBOCKER LIFE INSURANCE COMPANY. can be seen at his office, at No. 251 North FIFTH Street before 10 A. M. and after 6 P. M., and at the Insurance Room, No. 300 WALNUT Street, between 11 A. M. and WANTED, A YOUNG MAN AS BOOK-

Y keeper in a wholesale coal office. Address R. C. O. this office, in handwriting of applicant, stating salary wanted. WANTED, IN A CLOTH HOUSE, A SALESman having a good country trade. Address "Good 7 15 3t\*

INSTRUCTION.

THE EDGEHILL SCHOOL a Boarding and Day School for Boys, will begin its next session in the new Academy Building at MERCHANTVILLE, NEW JERSEY.

MONDAY, September 6, 1869.
For circulars apply to Rev. T. W. CATTRILL, CHEGARAY INSTITUTE, ENGLISH AND FRENCH, for Young Ladies, boarding and day pupils, Nos. 1527 and 1529 SPRUCE Street, Philadelphia, Pa., will RE-OPEN ON MONDAY, September 20.

French is the language of the family, and is constantly spoken in the institute.

7 15 thstu 2m MADAME D'HERVILLY.

RUGBY ACADEMY FOR BOYS, No. 1415 LOCUST Street, EDWARD CLARENCE SMITH, A. M., Principal. Young men prepared for business or high stanting in Col-

lege. Circulars at No. 1226 CHESNUT Street. 7 17 3m M O A

MESSRS. KEELER & FENNEMORE. PHOTOGRAPHERS.

NO. 5 SOUTH EIGHTH STREET. Respectfully announce that on July 1, 1869, they will open to the public their new and splendid

PHOTOGRAPH GALLERIES, No. 820 ARCH St., Philadelphia,

Where, with greatly increased facilities for transacting their business, under the firm of KEELER, SUD-DARDS & FENNEMORE, they will be pleased to welcome all who may favor them with a call. 6 16 wfs2m4p

## Pacific Railway Gold Loan \$6,500,000.

We beg leave to announce that we have accepted the agency of the

Kansas Pacific Bailway Company For the sale of its NEW SEVEN PER CENT. THIRTY. YEAR LOAN, FREE OF TAX. This loan amounts to \$6 50,000. FIRST MORTGAGE LAND GRANT AND SINKING FUND BONDS, see cured upon the extension of the Railway from near Sheridan in Kansas to Denver, Colorado, a distance of 237
miles, of which 12 miles are completed, and the rest is
under construction. It is also a Mortgage upon Rolling
Stock and Franchise of this first-class Railway now running through the State of Kansas.

AND IN SUCCESSFUL OPERATION FOR 437
MILES west of the Missouri river, and carning already
enough to meet all of its expenses and existing obligations,
besides MORE THAN THE INTEREST UPON THIS
NEW LOAN. In addition to this, the bonds are also secured by a first mortgage of the GOVERNMENT LANG. besides MORE THAN THE INTEREST OPON THIS NEW LOAN. In addition to this, the bonds are also secured by a first mortgage of the GOVERNMENT LAND GRANT OF THREE MILLION ACRES, extending in alternate sections on either side of the track, from the 394th mile post in Kansas to Denver. The proceeds of the sale of these lands are to be invested by the trustees in the 7 per cent bonds themselves up to 130, or in United States Bonds, as A SINKING FUND FOR THE REDEMPTION OF THE BONDS. The lands embrace some of the finest portions of the magnificent Territory of Colorado, including a coal field and pinery. The Company also helds as an asset another tract of THREE MILLIONS OF ACRES IN THE STATE OF KANSAS, and although not pledged as a security for this loan, their possession adds largely to the Company's wealth and credit. We estimate the VALUE OF THE COMPANY'S PROPERTY, COVERED BY THIS MORTGAGE, AT \$22,000,000, NET, WHILE THE LOAN IS MERELY \$65,500,000. The Bonds have THIRTY YEARS TO RUN, from May

1, 1869, and will pay
SEVEN PER CENT. INTEREST IN GOLD,
semi-annually, on May I and November I, and are FREE
FROM GOVERNMEMT TAXATION, the Company payng the tax.
The PRINCIPAL of the Loan is made PAYABLE, in GOLD, in the city of New York, but each coupon will be PAYABLE IN FRANKFORT, LONDON, OR NEW YORK, at the option of the holder, without notice, at the YORK, at the option of the following rates—following rates—fol

the Loan an emphatic indersement as a FIRST-CLACS INVESTMENT in every respect, perfectly sure, and in some essentials even BETTER THAN GOVERNMENT SECURITIES. The bonds will be sold for the present at 56, with ACCRUED INTEREST, both in CURRENCY, the agent reserving the right to advance the rate. right to advance the rate.

The attention of investors is invited to these well-secured bends, which we recommend as one of the most profitable investments in the market. Gold and Government Securities taken in payment at their market value, without commissions. Pamphlets, with maps giving full information, sent on application.

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WARBURTON'S IMPROVED VENTI-lated and easy-fitting Dress Hats (patented), in all the improved fashious of the season. ORESNUT Street, next door to the Post Office.

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FRANKLINITE BANKER'S CHEST.

PERRYVILLE STATION, PENNSYLVANIA RR.,

Gents:-A persistent but unsuccessful effort was

made on the night of May 29, 1869, to drill the

Banker's chest received from you a few menth ago. From facts that have come to our knowledge, it is

evident that the attempt to open it was renewed on

Sunday evening following. Finding all efforts to drill

lock. The hammering was heard by parties in the

neighborhood for several hours, but supposing it to

arise from the railroad men replacing a defective

rail, excited no alarm. The tools, with the exception

of the drills, were left. It is evident that they were

not only prepared, but perfectly familiar with the

That they failed is another evidence that your

Banker's Chests are what you claim for them, Bur-

SEVEN PER CENT. BONDS.

the Lehigh Valley Railroad Company, is offered at

NINETY AND ONE-HALF PER CENT.

Rauroad of the same length is fast approaching com-

therewith an immense and profitable trade north-

ward from the coal regions to Western and Southern

Apply at Lehigh Valley Railroad Company's Office No. 303 WALNUT Street, Philadelphia. [7 1 1map

CHARLES C. LONGSTRETH,

Treasurer Lehigh Valley Railroad Company.

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FIRE-PROOF SAFES

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No. 265 BROADWAY, NEW YORK,

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JUST RECEIVED—A large invoice from Paris of the very newest styles of fine Jet Jewelry, Hair Bands, Combs, Nets, etc. The rarest and most elegant ever of fered in this market.

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No. 629 Chesnut street, Philadelphia.

MESSRS. FARREL, HERRING & Co.,

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Perfect fit guaranteed to each gentleman.

Come and look at the Summer Suits.

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CHARTERED BY SPECIAL ACT OF CONGRES

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OF THE WORLD.

THE

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BRANCH OFFICE, PHILADELPHIA.

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EMERSON W. PEET, Philadelphia, Secretary as FRANCIS G. SMITH, M. D., Philadelphia, Medic J. EWING MEARS, M. D., Philadelphia, Assistan

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LOW RATES OF PREMIUM

LARGE DIVIDENDS IN ARVANCE, OR A REVERSIONARY DIVIDEND OF 100 PER GENT. BY ITS RETURN PREMIUM PLAN.

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No. 35 South THIRD Street, PHILADELPHIA,

General Agents for Pennsylvania and Southern New Jersey.

B. S. RUSSELL, Manager.

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DRILLIANT AUSTRALIAN PEBBLES, cannot be told from Diamends, in set of PIN AND EAR RINGS, for Ladies' wear, suitable for those visiting the fashionable Watering places. Also, FINGER-RINGS.

CLUSTER AND SOLITAIRE, MOUNTED IN 18-KARAT GOLD, GENTS' PINS AND STUDS,
Have now for sale the most BRILLIANT PEBBLES
we have ever had, with an assortment of Watches and Jewelry at very low prices, at JOHN C. KELLEY'S
WATCH AND JEWELRY STORE,
No. 33 S. RIGHTH Street,
Above Chesnut.

CHESNUT AND TWELFTH STREETS. NOTICE

FROM THE 6th OF JULY

UNTIL FURTHER NOTICE, WE WIL CLOSE OUR STORE AT 5 P. M.

> BAILEY & CO., JEWELLERS.

PENNSYLVANIA

REMOVAL. New York Canal and Railroad Co.'s

A limited amount of these Bonds, guaranteed by A. B. WARDEN.

Watches, Diamonds, and Jewelry, The Canal of this Company is 105 miles long. Their Has Removed from the S. E. corner of Fifth an Chesnut Streets to pletion, and being principally owned by the Lehigh Valley Railroad Company, will open in connection

No. 1029 CHESNUT Street, PHILADELPHIA.

N. B .- WATCHES REPAIRED IN THE BE

C. & A. PEQUIGNOT, MANUFACTURERS OF

WATCH CASES,

AND DEALERS IN AMERICAN AND FOREIGN

WATCHES. No. 13 South SIXTH Stree

MANUFACTORY, No. 22 S. FIFTH Street. T

DURING JULY AND AUGUST, OUR STORE WILL BE CLOSED SATURDAYS AT 3 O'CLOCK.

JAS. E. CALDWELL & CO.,

7 8 thstulmrp JEWELLERS.

JEWELRY. BICH

JOHN BRENNAN

DIAMOND DEALER AND JEWELLER, NO. 13 SOUTH EIGHTH STREET.

4 29 thstuSmrp PHILADELPHIA. 906.

906. ARCH STREET, PHILADELPHIA.

JOHN MAYER informs the public that he has lately mported an immense lot of 'HUMAN HAIR."

He is the inventor of the best kind of Hair Work, and challenges the world to surpass it.

N. B.—The public are hereby notified that goods can only be obtained at his establishment, No. 206 ARCH street. He employs no travelling agenta. All who use his name be dealt with according to are imposters, and