MEWS SUMMARY.

Demestic Affairs Gold closed yesterday at 117. Bail write have been sued out against Kirk and Bergen by several of those ar-sected by Holden. Bergen, in default of bail, is in jail.

Our mail service is being performed satisfactorily to the Department. Mr. Creswell bepos to make a considerable reduction in the cost of carrying mails.

THE WAR.

LAST NIGHT'S DESPATCHES.

THE CHALONS CAMP DESERTED -THE FRENCH AT RHEIMS-BAZAINE'S BUMORED ESCAPE FROM MRTZ NOT CONFIRMED-FIRST NAVAL FIGHT OF

Paris, August 24 .- Telegraphic communication with all points in the Departments of Aube and Cote d'Or is cut off.

The Minister of the Interior authorizes the statement that additional advices of a favorable character have been received from the armies, but the information is withheld, as some journals give details which should be kept back.

The Constitutionnel, answering the assertions of the London Times, that the French are in a desperate condition, shows that that journal arrived at its conclusions without waiting for complete reports of recent events, and defies it to decide who now is in the best military position-Bazaine or King William. It adds: "The hostility of the Times is accounted for by the fact that the son of one of its proprietors married the daughter of the Prassian Ambassador at London, and some persons say that the journal has been subsidized by Bismarck."

The Constitutionnel, semi-officially, says: "Without entering into details we may affirm that the work on the fortifications of the capital is progressing with wonderful rapidity, and the clan of the population is immense.

"Prussian papers represent that Paris is not the Paris of the period between 1792 to 1815. They will discover their mistake. The capital proves now, as ever, that she is the heart of France. She is ready to receive the enemy. Neither spies nor battalions can break down the wall of defence which her danger has cemented. Should the Prussians advance to the ramparts of Paris, they will find this out."

The process of incorporating the National Guard with the regular army has commenced. It is reported that a Prussian spy near Rheims, mistaking a general officer for Mar shal McMahon, fired twice at him. He missed his aim, but hit and dangerously wounded a

soldier standing by the side of the officer. The spy was instantly secured. The Journal Officiel says the amount of the national loan taken yesterday, as far as heard from, was 620,000,000 francs, and when the

lists closed last night at least 5000 persons who were waiting to subscribe were sent away. Returns from Marseilles, Bordeaux and several other large cities had not been received. The lists were reopened this morning, and large crowds are pressing to subscribe. The loan is issued in open market at 60f. 80c. the same figure as Rentes.

The press of the city generally condemn the conduct of the deputies of the left in vesterday's session of the Corps Legislatif. Gambetta's attack is denounced as ill-timed.

The Constitutionnel, in an editorial showing the improvement in the military situation, says it is reported that there was another engagement on Sunday, the 22d, which resulted favorably to the French. No further particulars are given.

A battalion of sharpshooters passing through Paris last night created great enthusiasm among the spectators. The moral tone of the city has vastly improved. There is less singing and shouting and more volunteering. All citizens are providing themselves with

The wounded who return from the field receive ovations and are treated with every at-

London, August 24 .- [Special to New York Tribune.]-A special correspondent from Rheims, on Monday, says:

The Chalons camp is so completely deserted that not a straggler is to be seen. We found them again on the road to Rheims, which was crowded with troops of every arm. As we approached the city we saw the French army en-camped parallel to the road from St. Menehould, and separated from it by Noirvesle. They are camped on the right bank of Vesle, looking down the stream.

I will not pretend to say what this unexpected movement meant, but it looks as if part, at least, of Bazaine's forces had escaped from Metz, and are expected to join the Chalons army at or near Rheims. There is a rumor that Bazaine is passing through Grand Pre and Vonzieres. What makes it look proable is a strong force of light cavalry here, two brigades of chasseurs and hussars. They are probably the advance guard.

Since I began this letter news has been received at the prefecture, that Bazaine, with part of his army, is in fast retreat by Vou-zieres, very hard pressed by the Prussians. He was obliged to abandon his retreat on the Verdun road, which was completely in posses-sion of the Prussians, and that is why all prisoners and munitions were sent back from Veroun to Rheims.

If any force has succeeded in reaching Vouziers, or is on the road thither, it must have escaped from Metz on the northwest, or is perhaps that column which we believe had got past Gravelotte before the Prussians seized the ad, on the 18th inst., but no word has come irect from Bazaine for two days, and my be-ef is that he is cut off. At any rate his earest line of retreat was closed, and if he has een driven off into Argonnes there is no tellng when it is expected a junction of his forces with those of McMahon can be accomplished, and if they join, who is to command, for neither will serve under the other.

Discontent is spreading fast among the officers, who are discouraged by the failure of Bazaine thus far to unite with McMahon.

His letter, although written two days ago, and arriving this morning by post, supplies the latest news of the position of the French forces that has been allowed to come by telegraph. It lends an air of probability to the extraordinary story that Bazaine had made his escape, with part of his forces, from Metz, were most war cutting through the extended lines of the and departure.

Prussians; a story of which there is as yet no word of confirmation from the Prussian side. French telegrams, both dated yesterday morning and evening, and received in London simultaneously this morning, place McMahon first at Chalons and then at Rheims. The lat-

ter is true, as the above letter shows.

I have the highest authority for contradicting the statement of the French that the Prussians had sought permission from the French to transport their wounded through Luxemburg. The French insist on this as implied admission of defeat. What happened

The Prussian government applied to know whether they would consider the transportation of wounded men through Luxemburg a violation of its neutrality. The English gov-ernment asked the French authorities whether they objected and the French replied, "yes; because it opens the Prussian railway to the unrestricted transmission of troops and sup-plies." Prussia rejoins: "Three-fifths of the wounded we want to send are French. If you object we must attend to our own first nor are the military trains capable of being

employed for the wounded." Gladstone favors the Prussian view, but Hammond, Under Secretary of the Foreign Office, opposes on technical grounds; and if the French insist on their view nothing will be done, and the French wounded will have their own government to thank for needlessly pro-

longing their sufferings.

The reported meeting of foreign ambassadors in Paris, to consider possible terms of peace is wholly discredited. Prussia would consider such a meeting, held in the enemy's capital, a gross discourtesy. Such initiative would be regarded as serious if taken in London or St. Petersburg, but in Paris almost as a violation of neutrality, and Prussia neither believes the statement nor would listen for a moment to any proposal so originating.

A special correspondent sends from Hamburg on Monday, an account of the first naval engagement of the war. On the morning of the 17th, the German dispatch boat Grelle started out the bay of Rugen, to reconnoitre the position and strength of the French ships of war, whose arrival in the neighborhood had been reported, though nobody had as yet seen

After proceeding at sea until within sight of the Danish island of Moen, the Grelle at length discovered the tall masts of the squadron, consisting of seven ironclad frigates and a couple of smaller vessels, and approached boldly until within three thousand paces. The French then opened fire and directed several broadsides at the little craft, at the same time giving chase. Every now and then she laid to to fire a few shots at her pursuers from her two rifled twelve-pounders in answer to the guns of the whole fleet. She lured them to follow her as far as Post-house, at Wittom, where three gun-boats, the Drache, Blitz and Salamander, were lying, which, on hearing the report of cannonading at sea, immediately got up steam and weighed anchor to stand by their consort.

The Commodore of the little squadron, Captain Count Von Walderz, made signal for the commander of each gunboat to attack the enemy at his own discretion, which produced loud cheers, and they all steamed out ready for action with the superior force of the ene-my. After a running fight of three hours the gunboats, finding their guns were harmless against the plated sides of the iron-clads, returned to the protection of their shore bat-

It is thought that the French fired either too high or too low, but it was difficult in a fresh breeze to take steady aim at the little gunboat, lying low in the water and painted gray, so as to be almost invisible.

Several shots from the gunboats hit their mark, and shells from the Salamander were seen to explode on the desk of one of the ships, and must have done some damage to the men

at their guns. The German flotilla suffered no losses whatever, though it might have been very different had any of the heavy twenty-eight centimere shells, fired from the French ships, exploded on the deck of the gunboats. The latter having filled up their stock of ammunition and coals at Stralsund, returned to their stations on the outer roads, where they are on outpost

BELGIUM.

King Leopold's Speech to his Parliament—The European Crisis and the National Duty. The following is the complete text of the speech of King Leopold II on the opening of the Belgian Parliament, at Brussels, on Monday,

"At the moment when events abroad excite in our hearts patriotic feelings, I was anxious to see the national representatives united around me. I innational representatives united around me. I indulge in the hope that the scourge of war will not stain our soil with blood, and that Belgium, inoffensive and well-inclined towards all, will not witness the infringement of a neutrality imposed on her and guaranteed by each of the five great Powers of Europe. The Emperor of the French has written to me to state that his formal intention—in conformity with his international obligations—is to respect the neutrality of Belgium. His Imperial Majesty at the same time expresses his desire to be confirmed in same time expresses his desire to be confirmed in the opinion he entertains that my kingdom will cause its neutrality to be respected by all means in its power. I was happy to be able to declare in my answer that his Majesty was not mistaken as to our

"The King of Prussia's Government has also hastened to give me a written assurance that Belgian neutrality shall be respected by it so long as the other belligerent parties shall not have violated the

existing treaties.

"Among the friendly testimonials which I have received from foreign powers, I am happy to cite, with a gratitude in which the whole country will share, the solicitude of the Queen of Great Britain's Government for the interests of Belgian nationality, and the generous supports which those sentiments have found in the Parliament and public opinion of England.

"Belgium, on her side, in the position in which in-ternational law has placed her, will not forget what she owes to other States nor her duties towards herself. She will know how, during the war, to main-tain in her conscientions neutrality the honest and sincere character which she has always endeavored tain in her conscientions heatrality the honest and sincere character which she has always endeavored to give to her relations in times of pease. In conformity with the desire of the belligerents themselves, she will hold herself ready to defend herself with all the ardor of her patriotism and all the resources that a nation derives from the energies of its will. My Government has already taken on its own responsibility the measures which circumstances demand, and to which the two chambers will not refuse their approbation. In the midst of the anxieties which so naturally occupy your minds the Government will only submit to you during your extraordinary session some bills of an organic character, the adoption of which cannot be delayed till other times. B lgium, gentlemen, has already gone through more than one peritous trial. None has been of the gravity of that through which she is now passing. By her prudence, upright sentiments, and firm patriotism she will be able to show that she is worthy of herself, of the esteem which the other nations accord to her, and of the prosperity which her free institutions have procured for her.

"The Belgian nation has a profound consciousness of its right; it knows the value of the wealth which during the last forty veget it has so appreciated."

"The Belgian nation has a profound consciousness of its right; it knows the value of the wealth which during the last forty years it has so successfully acquired and so honorably employed. It is not ready to forget that what it has now to preserve is the welfare, liberty, honor, and even the existence of the country. In presence of so sacred a cause let all Belgian hearts be united. In the accomplishment of such duties people and King will never have but one soul and one cry—

"Vice la Belgique independental."

"God watches over her and protects her rights."

All the phrases of the royal speech were warmly applauded, and the enthusiasm rose to its height at the passage relative to England.
Prolonged cries of "Vive l'Angleterre!" then resounded on all sides. The King and Queen were most warmly greeted both on their arrival

NOTES OF THE WAR.

German Successes Not the Result of Luck. The Saturday Review declares that no one can say the German successes have been the result of luck. There are several distinct causes to which they can be clearly traced. In the first place, they have a very great superiority in numbers. In the next place, the generalship of the French has been atrocious. The Austrians in the worst days of the Aulic Council were never worse handled. Whether the fault has been entirely with the Emperor, or whether his marshals were as incapable as he was, is unknown; but, in one shape or other supreme in known; but, in one shape or other, supreme incapacity has presided over the French army, and hurled it hopeless on its fate.

and hurled it hopeless on its fate.

The Belgian Treaty.

The Spectator maintains that only two serious objections have been raised to the treaty, and that both of them admit of easy answers. It is alleged by Lord Cairns and Mr. Disraeli that in the event of an invasion of Belgium our refusal to co-operate with our ally in the general operations of the war would be utterly worthless. We could not, for example, fight France in alliance with Prussia without aiding Prussia or without resisting France at any point at which she might attack. That is true, but then we could not fight France alone without aiding Prussia also. The use of the stipulation is to enable us to retire when the object is accomplished, to limit the object of the object is accomplished, to limit the object of the war, and to exonerate us from any necessity of securing advantages for any power other than ourselves and Belgium.

The "Marselliaise."
The Pall Mall Gazette says: The war between France and Prussia has notoriously given a new value to the national anthem of the first revolu-Surprised to find that they are encourage to sing a melody which they were so long obliged to hum in secret, through fear of being silenced by the police, the French are determined to make the best of their opportunity, and at every theatre in Paris the "Mareeillatse" is shouted on the stars to the delivered on the stars to the stars is shouted on the stage to the delight of an en-thusiastic public. Although the words and music were composed in reference, not to an Empire, but to a Republic, people are begining to remember that the composition was originally called "Le Chant de l'Armee du Rhin," and consequently to find that a square peg may be made to fit a round hole more easily than might, at the first glance, be suspected.

The Prussian Conditions. The Telegraph regards the defeat of the French as a foregone conclusion, and speculates on the terms the victorious Prussians will impose. Of late years, the glory of the Seven Days' campaign, with the constant dread of a French invasion, has reconciled the Prussians to the endurance of the military organization established under Stein's administration; but no prophet is needed to foretell that, with the commercial and industrial development of Prussia, the day is not distant when she will be obliged to abandon an exceptional system of army service. Knowing this, the Prussian Government is bound to anticipate the possibility of having at some future day to defend itself against a French aggression under far less favorable conditions. Moreover, the mere necessity of keeping up an immense armed force in order to protect the soil of Germany is in itself ruinous to the Fatherland. One should not therefore be surprised if Prussia insisted upon a permanent reduction of the French standing army as an essential condition of any pacific arrangement. In that case the french standing army as an essential condition of any pacific arrangement. In that case the plan of reduction would be embodied in a proposition for mutual disarmament. In the contrary event, the one certain result of any enforced diminution of the French armies will be, so soon as the force of external pressure is re-moved, to incite the nation to disregard the spirit, if not the letter, of the restriction; as Prussia herself did in the days when the First Napoleon placed a limit upon the number of troops that she was permitted to keep under arms. Alsace, where German is still the uni-versal language of the population, might be aunexed without much opposition on the part of its inhabitants; but the possession of that pro-vince by Germany would be a standing source of irritation to France.

M. Farcy's Gunboat. The famous gunboat invented by M. Farcy, naval lieutenant, has been sent from Cherbourg to Strasbourg, by way of the Seine and the canals. This gunboat seems to have solved the problem of a craft possessing a very light draft of water, and able to carry a single gan of the largest known calibre. It was built at St. Denis, near Paris, in the workshop of Cladarede & Co., and is nothing more than a floating gim-car-riage. Its dimensions were 15 me'res in length by 4 metres 60 centimetres in breadth; and although it has a displacement of 44 tons, it draws but three feet of water. This is due to the peculiar construction of the hull, which is grooved longitudi nally, the grooves so dividing the water as to offer the least re-sistance, giving at the same time great steadi-ness to the vessel. It is propelled by two small engines of five nominal horse-power, capable of working up to 40, and connected with two in-dependent serveys. dependent screws. Its average speed is six knots and a half, abundantly sufficient for fighting purposes. By the help of its two screws it turns with unusual quickness, and in the same length of time whether with the rudder alone or with the two screws in the two screws. with the two screws, in either case not exceed-ing one minute five seconds for a complete circule. But the diameter of the circle varies, being about 220 with the rudder alone, while with the help of the two screws acting in opposite directions the vessel turns literally in its own length. It is needless to remark on the importance of the readiness with which such a craft can be handled in action. In this case the vessel will perform a revolution in less time than the gun can be loaded. And notwithstanding her extreme smallness, she is, nevertheless, to a certain extent, seaworthy, being fitted with a sou-avant, ending in a prolonged spur or beak. When a wave strikes this beak it is broken, and, diverging to starboard and port, passes on either side, or falls harmlessly on the deck if it reaches as high.

MARINE TELEGRAPH.

-	For additional M			100
AI	MANAC FOR PI	HILADELP	HIA-THIS DA	Y.
	RISES		RISES	8.4
SUN	SET8	644 HIGH	WATER	0:4

CHRIS. J. HOFFMAN, COMMITTEE OF THE MONTH. MOVEMENTS OF OCEAN STRANSPIRE

ı	FOR AMERICA.
1	Nevada. Liverpool New York Aug. 3 C. of Mancht'r Liverpool New York Aug. 6 Leopoid L. Antwerp New York Aug. 10 City of Cork Liverpool New York Aug. 13 India. Glasgow New York Aug. 20 C. of Washin Liverpool New York Aug. 20
1	C. of Mancht'r Liverpool New York Ang 6
1	Leopold L. Antwern New York Aug. 10
a	City of Cork Liverpool New York Ang. 18
d	India Glasgow New York Aug. 20
1	C. O. Wash H. Laverpool New lork Aug. 11
IJ	MaltaAug. 16
1	Calabria Liverpool New York v B . Ang. 14
4	Wisconsin Liverpool New York Aug. 17
1	FranceLiverpoolNew YorkAug. 17
9	BritanniaGlasgowNew YorkAug. 17
ı	C. of Mexico Vera Cruz New York v H Aug. 18
	Ocean Queen. Aspinwall New York Aug. 18
1	FOR EUROPE. Paraguay New York London Aug. 27 Helvetia New York Liverpool Aug. 27
d	Paraguay New York London Aug. 27
	India New York Glasgow Aug. 27
	C. of Wash'ton. New York Liverpool Aug. 27
ij	ColoradoNew YorkLiverpoolAug. 31
	Pereire New York Havre Sant 2
3	Pereire New York. Havre Sept. 3 City of Paris . New York. Liverpool Sept. 3
8	Cambria New York Glasgow Sept. R
	CambriaNew YorkGlaagowSept. 5 C. of Antwerp.New YorkLiverpoolSept. 6
	Pennsylvania, New YorkLiverpoolSept. 7
	Wisconsin New York I tuernam Sent 7
	Anglia
	C. of London New York Liverpool Sept. 10
	COASTWISE, DOMESTIC, ETC. Salvor Philadelphia, CharlestonAug. 26
	Salvor Philadelphia Charleston Ang. 26
	Tonawanda Philadelphia Savannah Aug. 27 Mariposa, New York New Orleans Aug. 27
	Mariposa New York New Orleans Aug. 27
	Malis are forwarded by every steamer in the regu-
	lar lines. The steamers for or from Liverpool call at
	Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Conti-
	nent call at Southampton.
	Bellt can at Southampton,
	OF BARRES AMOROGO AAR

CLEARED YESTEROAY. Steamship Aries, Wiley, Boston, H. Winsor & Co. Steamer Panther, Miller, Salem, J. S. Hilles, Steamer J. S. Shriver, Webb, Baitimore, A. Groves, Jr. Brig Louisa C. Madeira, Moslander, Genea, D. S. Btetson & Co.

Schr A. A. Andrews, Keily, Portland, David Cooper.
Schr Sarah Fisher, Carlisie, Alexandria, do.
Schr A. Hamilton, Davis, Washington, do.
Schr Little Rock, Richman, Hampton, Va., do.

Burgess.
Schr A. F. Fabens, Bragg, 6 days from Newport, in ballast to Knight & Sons.
Steamtug America, Chambers, from the Capes of the Delaware. Off the Cross Ledge, saw bark Cairo, from Perth Amboy. Off Brandywine, two light barks, brig B. Young, and one brig unknown. Off the Brown, ship Record, from Liverpool.

E. D. Kennedy and Minerva, with grain to Hoffman & Kennedy.

Harvey, with grain to Hoffman & Kennedy, and lumber to Patterson & Lippincott.

Susie and Capitola, with lumber to Patterson & Lippincott.

A. G. Postlethwaite, with lumber to D. B. Taylor & Son. G. W. Larmour, Daniel Updegraff, and Sarah Stokes, with lumber, for New York.

Wind S. Cloudy. Thermometer, 84,

MEMORANDA. Ship Forest Eagle, Homer, from Liverpool for Philadelphia, was spoken 17th inst., lat. 4050, long. 6720.

Br. steamers Abyssinia, Harris, for Liverpool; and Caledonia, Ovenstone, for Glasgow, cleared at New York yesterday.

Br. steamer Batavia, Le Messurier, cleared at Boston 23d inst. for Liverpool via New York.

Br. steamer City of Limerick, Phillips, from Liverpool and Queenstown 10th, at New York 23d inst.

Steamer Cambria, from Glasgow, arrived at New

inst. from Richmond, and sailed for Philadelphia.
Steamer Norfolk, Platt, hence, at Norfolk 22d
inst., and sailed for Richmond.
Steamer New York, Jones, hence, at Georgetown,

Steamer New York, Jones, Bence, at Georgesown, D. C., 23d inst.

Br. bark Liverpool, Marsters, for Philadelphia, cl'd at St. Marys, Ga., 19th inst.

Br. brig Lone Star, Kenealy, from Boston, at New York yesterday. She has been reported bound to Philadelphia.

Schr Elizabeth English, Crowell, for Philadelphia, cleared at Boston 23d inst.

Schrs Daniel S. Mershon. Ayres, and P. Bolce, Adams, hence for Boston, at Holmes' Hole 22d inst.

Schr Almira Wooley, King, hence, at Gloncester 22d inst.

Schrs Maria and Elizabeth, McNemara; Reading RR. No. 48, Outten; Judge Hopkins, Gallagher; Martha Collins, Groves; Annie, Adams; Ocean Bird, Marsh, all from Philadelphia, at Richmond 22d inst.

Also, Schrs Armada, Palmer; John Bentley, Price;

Marsh, all from Philadelphia, at Richmond 22d inst.
Also, schrs Armada, Palmer; John Bentley, Price;
and Belle Conway, Skinner, with coal.
Schr Wind, Warwick, im Trenton for Pawtucket,
passed Hell Gate 23d inst.
Schr Frank Maria, Wood, from Boston for Philadelphia, at New York 23d inst.
Schr Mary E. Staples, Dinsmore, hence, at Darien,
Ga. 18th Inst.

Ga., 16th first. Schr Zeta Psi, Thompson, hence, at Charleston 23d inst.
Schr Minnie Repplier, Weeks, at Charleston 23d inst, from Baltimore. Schr Eva Adele, Eaton, for Philadelphia, cleared

Schr George S. Adams, Baker, for Philadelphia, cleared at Boston 23d inst.
Schrs Orozimbo, Wood, and Eliza and Rebecca, Ireland, for Philadelphia, sailed from Providence 22d inst.

22d inst.
Schr Thomas Borden, Wrightington, hence, at Fall
River 26th inst.
Schrs Fanny Francis, McGanzie, and Remittance,
Williams, hence, at Norfolk 22d inst.

NOTICE TO MARINERS.

SAVANNAH RIVER.—The red buoy south of the obstruction in Savannah river has been gradually sinking for some time, and is now only visible at a very low stage of the tide. Being immediately in the track of vessels navigating the river it should be removed at once, before we have to chronicle damage sustained by some of our sea-going propellors. There is a lamp supposed to be lighted every night, suspended immediately at the obstructions, for the guidance of pilots and captains of vessels. We are informed by pilots and captains that this lamp is "only supposed" to be lighted "every" night, for they frequently pass and see no light.—Savannah Republican, 16th.

FURNACES.

CHARLES WILLIAMS'

Acknowledged by the leading Architects and Builders be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in line of business.

HEAVY REDUCTION IN PRICES,

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A PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES NO. 27 NORTH WATER STREET, PHILADELPHIA. ALEXANDER G. CAPTERL. BULIAN C

INSURANCE.

ASSETS OF THE COMPANY

100,000 State of New Jersey Six Per Cent Loan. 100,000 Pennsylvania Railroad First Mortgage Six Per Cent. Bonds

80,000 Pennsylvania Railroad Se-cond mortgage Six per Cent.

cond mortgage Six per Cent.
Bonds.

E,000 Western Permsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad Guarantee).

E0,000 State of Tennessee Five Per Cent. Loan.

T,000 State of Tennessee Six Por Cent. Loan.

18,500 Pennsylvania Railroad Company, 200 shares stock.

E,000 Nerth Pennsylvania Railroad Company, 200 shares stock.

10,000 Philadelphia and Southern Mail Steamship Company, 80 shares stock.

10,000 Philadelphia and Southern Mail Steamship Company, 80 shares stock.

10,000 Philadelphia and Southern Mail Steamship Company, 80 shares stock.

10,000 Philadelphia and Southern Mail Steamship Company, 80 shares stock.

Real Ratate. 86,000-06
Bills Receivable for Insurances made... 823,700-76
Balances due at Agencies:—
Premiums on Marine Policies, Accrued
Interest, and other debts due the Com-

Stock, Scrip. etc., of Sundry Corpora-tions, \$4706. Estimated value. Cash in Bank. \$168,318.98 Cash in Drawer. \$72.26

HENRY LYLBURN, Secretary. HENRY BALL Assistant Secretary.

Incorporated 1794.

INSURANCE COMPANY

NORTH AMERICA.

CAPITAL 8500,000

Statement of the Assets.

First Mortgages on City Property.

United States Government and other Loan Bonds.

Railroad, Bank and Canal Stocks.

Oash in Bank and Office.....

Accraed Interest
Premiums in course of transmission.
Unsettled Marine Premiums.
Real Estate, Office of Company Philadelphia.

Arthur G.
Samnel W.JG ace
John A. Bros b.
Charles Taylor,
Ambrose White,
William Welsh,
B. Morris Waln,
John Mason,
George L. Harrison,
ARTHUR G.

MATTHIAS MARIS, Secretary. C. H. REEVES, Assistant Secretary.

Franklin Fire Insurance

INCOME FOR 1870,

Alfred G. Baker,

DIRECTORS.

1829. CHARTER PERPETUAL. 1870.

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Aug. 1, '70 \$3,009,888'24

\$10,000. \$144,906 42. Losses paid since 1839 over

\$5.500,000

Perpetual and Temporary Policies on Liberal

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The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mort-

The "FRANKLIN" has no DISPUTED CLAIM.

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ARTHUR G. COFFIN, President. CHARLES PLATT, Vice-President

JANUARY 1, 1870.

89,783,581

Francis R. Cope,
Edward H. Trotter,
Edward B. Clarke,
Edward B. Clarke,
T. Ohariton Henry,
Alfred D. Jesenp,
Louis C. Madeira,
Ohariee W. Ouahma
Clement A. Griscon
William Brockie.
OOFFIN. President

LOSSES PAID IN 1869,

Charter Perpetual.

Market value, \$1,255,270-0

DIRECTORS.
Samuel E. Stokes,
William G. Boulton,
Edward Darlington,
H. Jones Brooke,
Edward Lafourcade.

65,097-96

\$1,231,400 Par.

ARRIVED YESTERDAY.

Ship Jamestown (new, 1888 tons), Call, 48 days im Liverpool, with mdse. to Penrose, Massey & Co. Towed up by tag America. Had strong westerly winds up to the Banks, with much rain; since passing long. 50, light westerly winds and much calm. Steamship Hunter, Harding, 36 hours from Providence, with mdse, to D. S. Stetson & Co. Steamer Salvor, Ashcroit, 72 hours from Charleston, with cotton, etc., to Souder & Adams.

Steamer Tacony, Nichols, 34 hours from New York, with mdse, to W. M. Baird & Co.

Steamer P. Frankin, Pierson, 11 hours from Sassafras River, with mdse, to A. Grovés, Jr.

N. G. bark Josepha, Fredricks, 52 days im London, with old scrap iron and empty petroleum barrels to Peter Wright & Sons.

N. G. bark F. Reck, Denker, 72 days from Bremen, with mdse, to Harjes & Co.

Bark Orchilla, Havener, from Boston, in ballast to Workman & Co.

Bark Heroine, Mayo, 5 days im Boston, in ballast. Schr Maggie McNeill, Gramer, 9 days from Matanzas, with sugar to John Mason & Co.

Schr Fannie G. Warner, Dickinson, im Portland, with stone to Catholic Church—vessel to Lennox & Burgess.

Schr A. F. Fabens, Bragg, 6 days from Newport.

Correspondence of The Evening Telegraph.

RASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, Aug. 24. — Five barges leave in tow to-night, for Baltimore, light.

John Van Buren, with iron cre, for Wilmington.

Baltimore Branch Office, Aug. 24. — The following barges leave in tow to-night, eastward: —

Martha Lamb, National, and W. Crasthwaite, with coal, for New York.

St. James, with coal, for Bridgeton.

PHILADELPHIA BRANCH OFFICE, Aug. 25. — The Burroughs, with pig iron, for Balt., leaves to-day.

The Andy Johnson, Alpha, Ida, Virginia, and Drubelbis, with coal, for New York, left this morning.

Special Despatch to The Evening Telegraph.

HAVE-DE-GRACE, Aug. 25.—The following boats left this morning in tow:—

E. D. Kennedy and Minerva, with grain to Hoff-

(By Telegraph.)

LEWES, Del., Aug. 24—9-50 A. M. — It is too thick off shore to get anything outside the harbor.

Wind S S. W. Light rain falling. Thermometer, 77.

4-05 P. M.—Two schooners are passing in this P.M.
In the harbor, three schooners, yacht Smile, Glubison Club, and yacht Fairchild, Rover Bay Club, of Philadelphia.

Thomas C. Eand,
John C. Davis,
Edmund A. Souder,
Theophilus Paniding,
James Traquair,
Henry Sloan,
Henry C. Dallett, Jr.,
ames C. Hand,
William C. Ludwig,
Joseph H. Seal,
Hugh Craig,
John D. Taylor,
George W. Bernadon t, Jacob Riegel,
Jacob P. Jones,
James B. McFarland,
Joshua P. Eyre,
Spencer McRvain,
H. Frank Robinson,
J. B. Semple, Pittsburg
A. B. Berger, Pittsburg
THOMAS C. HAND, President,
JOHN C. DAVIS, Vice-President,
URN, Secretary. George W. Bernadon William C. Houston,

Steamer Cambris, from Glasgow, arrived at New York yesterday.

Steamer South America, Tinklepaugh, cleared at New York 23d inst. for Rio Janeiro, etc.

Steamers Weybosset, Bolger, for Sisal, and Guif Stream, McCreevy, for Galveston via Key West, c'ld at New York 23d inst.

Steamer Pioneer, Wakely, for Philadelphia, cl'd at Wilmington, N. C., yesterday.

Steamer James S. Green, Vance, at Norfolk 20th inst. form Richmond, and selled for Philadelphia.

at Bangor 20th inst.
Schr George and Emily, Harris, at Portland 22d inst. from Yarmouth, to load for Philadelphia.
Schrs Allen H. Brown, Pierce, and Armenia, Gale, for Philadelphia, salled from Bristol 21st inst.
Schrs John Crockford, Briggs, and Harry Lee, Barrett, for Philadelphia, salled from Newport 20th instantant

MISCELLANY.

Schr Samuel G. Miles, Lancaster, of and from Croton Point for Williamsburg, with brick, was rundown night of 20th inst., in East River, by steamer Fanita, Freeman, from New York for Philadelphia, and immediately sunk; the crew, with the exception of a boy, of Hudson City, N. J., were rescued.

Schr Franklin Bell, Newton, at New York 23d inst., from Baltimore for Poughkeepsie, reports:—23d, at 8:10 P. M., when off Sandy Hook, was run into by one of the Lorillard steamers, carrying away jibboom and headgear. Damage to steamer unknown.

Alfred G. Baker, Samuel Grant, George W. Richards, Saac Lea, George Fales, ALFRED G. BAKER, President. GEORGE FALES, Vice-President. JAMES W. MCALLISTER, Secretary. [2 19] THEODORE M. REGER, Assistant Secretary. Samuel Grant, George W. Richards, Isaac Les, George Fales, Established in 1835

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George H. Stuart,
John H. Brown,
F. HATCHFORD STARR, President,
ALEX. W. WISTER, Secretary.
JACOB E. PETERSON, Assistant Secretary.

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7 234 BLUAH CATURELL.

THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY; AUGUST 25, 1870. AMUSEMENTS. WALNUT STREET THEATRE.
THURSDAY NIGHT, AUGUST ER.
FIFTH NIGHT OF THE SEASON.
Bouckeaut's Great Racing Drams.
THE FLYING SCUD.
In Act 2 will be shown Mr. George Hellew's
GRAND CHARACTERISTIC PANORAMA,
Comprising Seven Thousand Feet of Canvas.
A Magnificept and Animated Picture, illustrating
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THE DERBY DAY: OR, GOING TO THE RACES.
Saturday, Flying Scud Matinee. DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1888. Office southeast corner of THIRD and WALNUT Streets, Philadelphia, MARINE INSURANCES
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Losses pald, 1869.....81,035,386-84 B. E. DAVIS, Superintendent of Agencies. [49 6m Active and responsible men wanted as Agenta.

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HENRY MCALLISTER, Jr.,

7.14 th 6w

Administrator

EASTON & MCMAHON.

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