THE SONGS OF LONDON.

From the Saturday Review. The cheap literature of London receives. perhaps, less attention than it deserves. The windows of small shops in narrow streets display broadsheets of songs, each of which is sold for a penny and contains upwards of five thousand lines. The number of different broadsheets which exist is almost incredible, and although we may suppose that the same song occurs in many of them, yet, after every deduction has been made, the quantity of popular songs produced quite recently is enormous. There is a perpetual demand for novelties at the music halls, and the songs which are applauded there are afterwards printed on these broadsheets, just as the choice airs of a new opera are published for use in drawing-rooms. The prevailing taste of the frequenters of music-halls may probably be discovered in these broadsheets, which contain about nine parts of buffoonery to one part of sentiment. Some of the sentimental songs which refer to the sights and sounds of the country must, we should think, be hardly intelligible to the great mass of purchasers of these broadsheets. We find. for instance, one of the Christy Minstrels' songs, "Roaming by the Streamlet." We may well wonder what a person born and bred in a court of Drury Lane thinks of

Fair nature's now reposing, And earth in grey seems drest, Each flower its leaves now closing, The sun has sank to rest.

These broadsheets must be bought by thousands of men and women to whom such lines can hardly be intelligible. They go to Epping Forest or Greenwich Park on Easter Monday, and perhaps to Brighton and back on a summer Sunday, and the rest of their lives they spend in the dense mass of building which lies between Holborn and the Strand. The moon and the stars to which the sentimental songster constantly refers shine almost unregarded amid the glare of gas in Drury Lane; and although it is quite possible to roam in London and its suburbs, you must go a good many miles to find a streamlet which does not also do duty as a drain.

We believe that whenever a new song takes the public fancy at the music halls a fresh broadsheet is issued which contains this new song and as many old songs as are necessary to fill the paper. Songs that were composed during the Russian war stand side by side with songs that manifestly refer to the war now pending. A German resident in England declares his intention to depart to fight for the Fatherland, but when the war is over be promises to return, because

More money I get ven to you I do come, Not york so hard as yen I'm at home. Husbands we'll get for your fair princesses' hand, And your money for our own dear Faderland.

This we may take to be an expression of the popular sentiment of the hour. The latest novelty of the music-halls, however, has no reference to foreign politics, although it conveys advice which the French nation would do well to follow. If you find yourself losing money in betting, or distanced by a rival in love, you are recommended to "Turn it up." If this is a fair sample of the minstrelsy of the music-halls, it must be owned that they are very harmless and not very lively places. The same sheet contains a long ballad on the adventures of Dick Turpin, who, after many marvellous escapes, came to the gallows through omitting to "turn it up" at the right moment. In fact, drop too much, got into a row was locked up as a brawler, and recognized as a highwayman. The concluding lines are

rather neat: -And through that drop that he did touch. He died one morning through a drop too much. If we may judge from these broadsheets, the most popular English heroes are Dick Turpin and Lord Nelson. The Admiral's mode of fighting is as antiquated as the highwayman's mode of robbery, but the exploits of both live equally in the memory of their country-The sorrows of disappointed lovers find

pathetic utterance in these pages. There is first an accidental meeting:-

I once took a ride in a twopenny bus,

Where opposite to me Sat such a dear, in her eye was a tear, Which I thought a pity to see.

She graciously receives the declaration of his passion. He is introduced to her friends and enjoys all the delights of courtship: -Weeks soon passed away, When one unlucky day

A letter she received. She did it scan, it was from the young man

Who she thought had her so deceive The young man who comes back from sea maintains the traditional superiority of the sailor over landsmen. He brings rare presents from distant climes, among which is a big monkey:-

He gave them all unto his love, And then when he did me see He said, "Hallo! soon out you go," Then out of window flung me. The lady adds insult to this injury by saying, I shall have my sailor brave,

And you may have the monkey. Another song of the same melancholy character begins in the next column thus:-I'm a flower but down in the bloom of my youth,

And all through a damsel who spoke not the truth This lady was seen turning a mangle. The gentleman offered to assist her, which she allowed. He turned the mangle until he was tired, and then fell on his knees and declared his passion. As an accepted lover he went every day to turn the mangle, and he was happy until he heard that another person performed that function in his absence. The new lover was a marquis: -

After that she appeared to quite change in her manner, She sold her old mangle and bought a planner. Now I couldn't turn that, and, ah! me, one day I found her house closed and my love gone away.

In the next column is a still more doleful ditty:-

Once I was happy, but now I'm forlorn, Like an old coat that is tattered and torn; Left in this wide world to fret and to mourn, Betrayed by a maid in her teens.

The rival in this case was a performer on the trapeze, who smiled on the lady as he hung by his nose in the air, and was answered by a smile from her. The opposition of parents was unavailing. The new lover employed his gymnastic skill to carry off the lady from an upper chamber, but in this case falsehood received due punishment, for in the husband of her choice she found a mas-

He taught her gymnastics and dressed her in tights, To help him to live at his ease, And made her assume a masculine name, And now she goes on the trapeze.

But it is poor comfort to a jilted lover to see a faithless girl unhappy. We begin to think that the course of true love never does run smooth. In the next column is the story of False Nelly of Bethnal Green: —

For six months her I did court, And everything I bought, For we were to be married on the first of May. But a flash cove named Frank Told her he'd got quids in the bank. And with this leary boy she ran away.

We suppose that a specimen of this poetry of the blighted heart is inserted in every column of a sheet in order to prevent readers getting into tun good apteits, ever, many songs which deal not in senti-

bear some familiar proverb for a title:-

John Adams he courted the lively Miss Jones, But never asked when she would wed; The consequence was, as is often the case, That some one else asked in his stead,

This song bears the appropriate motto, "There's many a slip 'twixt the cup and the lip." After several striking instances of the application of this proverb, it ends with a piece of excellent advice:-

Is there any young gent at this concert to-night, With the girl of his heart by his side?

If you mean all you say, fix the wedding day, Buy the ring and proclaim her your bride.

In the same page is another song, which might have been ranged under the same title. A gentlemen arrives rather late with his guitar under a lady's window. Another gen-tleman with a guitar, and also a ladder of ropes, has been there before him:-"What's this on the ground ?" quoth he,

"It is plain that she loves, Here's some gentleman's gloves, And they never belonged to me.

It is remarkable that man is almost always the victim in these tragedies. But here, by way of change, is a ballad of a love-sick maiden: -

I had a martial lover, one who noble looked and grand, A trombone player in the Horse Guards' Sunday morning band.

With poetical disregard of history, the song states that the handsome bandman of the Guards was sent with his regiment to New Zealand:-

And whether he got tomahawked or naturally died, Got eat up by the natives wild or took a tattooed bride, I cannot tell, but I know well, while sleeping all alone, I dream of Peter Pipeclay playing tunes on his trom-

In the same column is a prophecy written for the beginning of the present year. The Poor Law Guardians have resolved, it seems, to try the "black holes" themselves before putting paupers into them. Tradesmen will supply genuine articles of full weight. Landlords will not distrain for rent. Cabmen may charge what they like. Penny pies will contain rump-steak. The railways will not kill above ten men a day. The Crystal Palace will open on Sunday at a penny a head, and

With poor ould Ireland Gladstone and Bright Will do the proper and make it all right. Whatever they act at music-halls, they certainly speak excellent morality. Here and there we find a song which tells of other than merely sentimental sorrows. "Hope for the Best" is the title of a very mournful ballad, which describes the sufferings of the artisans of London:-

Provisions are high, men's wages are low, And all kinds of trade is at a stand, When in want of a meal to their uncles they go,

Is the case with the poor workingman. If that is not rhyme it is truth. It is a long lane, says the chorus, that has no turning, and let us hope that the rich will turn their thoughts towards the suffering poor. The author of this song accepts society as it is, and seeks only to improve its working. It is remarkable that Socialism and other extreme opinions are almost entirely unrepresented in these broadsheets.

There is a touch of genuine poetry in the following:-

The star in the east 'twas once shining bright And pienty of work all around, The ship-building trade is in a sad plight, In the workhouses trades nen are found.

The concluding lines are forcibly applicable to the present time: -Starvation is slaying far more than the sword, If the wealthy give money for enarity abroad, The poor should be thought of at home.

The author of "The Man at the Wheel" must be a real poet:-I'm steersman on the bright blue Thames,

Aboard a penny boat. To forget the true color of the Thames shows a strong power of imagination. The author of the "Periwinkle Man" is entitled to a high place among moral teachers. The lesson which he enforces is that no man can tell what luck may be in store for him if he only takes care to be in the way of it when it comes. He resolves to stick to the periwinkle trade in spite of every disappointment,

Some day I may be seen as purveyor to the Queen, The Prince of Wales and Royal Family, Making bold enough to ask, taking pleasure in the

If her Majesty would like some winkles for her tea. The proportion of slang to common English in these songs is perhaps net so large as might have been expected. The most absurd and inane compositions of the music halls are of course to be found in these sheets, but there could hardly be a more forcible censure of the "Champagne Charlie" style than is conveyed in the septuagenarian's song: -

To hear them praise a sparkling wine, It mate a man severe, When he knows they cannot raise the price Of half a pint of beer.

It should be added that the old songs which fill up the sheets are almost without exception good. The best known of Dibdin's compositions are a never-failing stop-gap. Thus the most flimsy product of the musichalls is united with work of enduring

A MARVELLOUS MIRAGE. Mr. Thomas Waring gives in the Meteorological Magazine the following description of a

mirage of unusual splendor:-"The party on board my yacht Hadassah, on her passage from Alderney to Guernsey, witnessed a phenomenon striking, and in these latitudes very rare. The wind was light, from E. N. E., the sky cloudless, the sun very hot, and the barometer steady at 80.21. There had been some signs of fog in the morning, but they had disappeared. At about 3:30 in the afternoon we observed over the small island of Herme a peculiar hazy reflection, which became more and more defined, until it presented an exact inverted

image of the land beneath. "A similar effect was soon visible round the whole horizon. The islands Alderney, Guerasey, Jersey, Sark, and Herme seemed raised to more than twice their height; sharp-pointed, outlying rocks were capped with inverted images of themselves, apparently balanced upon them, point to point, like enormous rocking stones. The Ortach rocks, of which we had previously lost sight, were now to be seen with startling clearness in the air. The Casquetes, with its three lighthouses, presented a most curious appearance. The lighthouses were drawn out into colossal pillars, on whose summit rested a huge mass of rock, clearer in the outline than the real island beneath. Ships were seen sailing keel upward through the air, every sail and spar distinct, and in some cases the images were reduplicated. Several of the vessels thus reflected were below

the horizon and invisible to us. "The northern end of Guernsey, where the land runs low, was twice reflected in the air, so distinctly that even those who were familiar with the island found it hard to recognize it. We seemed to be looking at a half-submerged country, where countless still lagoons were divided from each other by narrow strips of land. As we neared Guernsey the picture became less distinct, but meanwhile the mirage was becoming more wonderful still over Alderney. Here the deep-marked

ment, but sound practical advice, and usually | cliffs were magnified to an apparent height of man; hundred feet, and no scene painter, devising a grand transformation scene, ever dreamed of more fascinating groups of bas die columns, grottos, and rock arches, with the tide flowing beneath, than was exhibited by the island and the isolated stacks around it. Having remained visible for more than three hours, the panorama of gonder gradually faded away, and by seven o'clock the horizon was clear, save where a dark narrow line of cloud or mist hung low in the northeast. I may add, for the information of weather prophets, that this unusual state of the atmosphere was not the forerunner of high wind or any change in the weather."

THE WILL OF KOSCIUSZKO.

This friend of American liberty and Polish patriot was born in 1755, and died in Switzerland, October 16, 1819. An unrequited passion for the daughter of a high officer of State induced him to leave home for America, where he offered his sword to the patriots. He received a commission as an officer of engineers on October 18, 1776, and during the whole of the Revolutionary conflict proved himself to be a gallant and successful soldier. The following is his will, which was admitted to record on the 12th of May, 1819, and which lay for nearly half a century forgotten in the clerk's office of the Circuit Court of Albemarle, Virginia. We give the document verbatim et literatim:-

"I Thaddens Kociuszko being just in my depar-ture from America, do declare and direct that should I make no other testimentary disposition of my pro-perty in the United States, I hereby authorize my friend Thomas Jefferson to ampley the friend Thomas Jefferson to employ the whole thereof in purchasing negroes from among his own or any other, and giving them liberty in my name in giving them en education in trades or otherwise and in having them instructed for their new condiand in maving them instructed for their new condi-tion in the duties of morality which may make them good neighbors, good fathers, or good moders, hus-bands or vives, and in their duties as citizens teach-ing them to be defenders of their liberty and country and of the good order of society and in whatsoever may make them happy and useful, and I make the said Thomas Jefferson my executor of this. "T. Kosciuszko,

It would be interesting to know what Kosciusko's property consisted of - whether houses, lands, or securities-or whether anything was done to carry out the provisions of the will. Perhaps a search among the records of the Albemarle Court House would throw some light upon this subject, and if the property was not all disposed of by Mr. Jefferson, it might yet be made available for affording relief to destitute freedmen, or in some other way that would be in accordance with the spirit if not the letter of the will.

THE FISH STORY OF THE CENTURY. He came into the breakfast-room one morning, and in a moment it was seen that a cloud was on his brow. There sat the ladylike wife waiting for him; the table fairly grosned, not with plated silver, but the solid material. The cloth was white as the snow; the family were seated around in pleasant expectancy; everything was smoking hot, and not an article there but even a pampered appetite could revel on. But the man's favorite dish was not there. Closer he came to the table, and with the inquiry, "Did you know that I wanted a shad for breakfast?" he raised his foot and overturned the whole table on the floor. "It was on the fire being kept warm for you," replied his noble wife, in her quiet, lady-like, and conquering way. In an instant the haughty husband comprehended the situation; the next he was on his knees exclaiming, "Dear wife, you are nothing less than an angel born." Not a great while after that he died; his will was opened; his wife was executor; he left her all he had-\$2,000,000.

The above touching story is from an article on "Thundergust," in a recent number of Hall's Journal of Health. The man who can read it without dying and leaving his wife \$2,000,000 is a brute, and the woman who can read it without forthwith buying a shad, is a dove not up to the wisdom of serpents. It is said that on the day this story appeared in New York, some fifty thousand more shad were sold than on any preceding day since the trade in that fish was first inaugurated. Broadway, Fifth avenue, and other of the prominent highways were one mass of women and shad-the former carrying home the latter, "to be kept warm at the fire.

HOW SCHOOLMASTERS ARE MADE IN GER-MANY .- We will endeavor to indicate the career of an intelligent village lad who, having at the age of fourteen completed his school-course, resolved to become a schoolmaster. If in Saxony or Silesia, he enters a training-school called Proseminar, because preparatory to the seminary or normal school; if in Prussia, he enters the house of a private tutor, probably the local schoolmaster or clergyman. At the age of eighteen he proceeds to the seminary, where he has to spend three years; the first and second to be devoted, according to an elaborate scheme to all the subjects he will hereafter have to teach; the third to be spent in teaching, under the supervision of the director of the seminary, in the "practical school, which is simply the nearest primary school. While in the seminary, he is subjected to stringent discipline. He makes his own bed and cleans his own room; he pays for his board and lodging-the former being of a very homely description, and valued at eightpence or ninepence a day
—and provides his own bread. At the end of the third year he presents himself for his first examination, which is conducted by the authorities of the college, under the superintendence of the school councillor. This examination embraces religion, language, arithmetic, writing, drawing, and singing, and is partly oral and partly on paper. The performances of the candidates are estimated with great precision, and a certificate is given to all who acquit themselves satisfactorily. The teacher is now taken charge of by the departmental councillor, who appoints him to a vacancy in his district. He holds, however, only the position and title of provisional teacher, the full status and rank of schoolmaster being withheld until he has passed a second examination, held three years after the first. This examination is rather an investigation into character and conduct than into attainments. When this last ordeal has been passed, the teacher takes the oath of allegiance, and receives a definite appointment as master of a school .-

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PHILADELPHIA, November 9, 1870. The following statement of the affairs of the Company is published in conformity with a provision of its Charter :-PREMIUMS RECEIVED from November 1, 1869, to October 81, 1870:-On Marine and Inland Risks, \$799,419-26 On Fire Risks...... 154,801-20 \$954,220 36

Premiums on Policies not marked off November 1, 1869. 502,489-32 \$1,456,709 8 PREMIUMS MARKED OFF as earned from November 1, 1869, to October 31, 1870:— On Marine and Inland Risks.\$880,746-79 On Fire Risks...... 151,548 67 \$1,032,295.46

Interest during the same LOSSES, EXPENSES, etc., during the year as Marine and Inland Navigation Losses \$515,555 93

Reinsurances.
Agency Charges, Advertising, Printing, etc.....
Taxes—United States, State, 50,901:40 and Municipal Taxes Bxpenses

\$309,669.47 ASSETS OF THE COMPANY November 1, 1870. \$300,000 United States Six Per Cent. Lean (lawful money) 200,000 State of Pennsylvania Six Per Cent. Loan.... 200,000 City of Philadelphia Six Per Cent. Loan (exempt from Tax). 164,000 State of New Jersey Six Per 168,920.00

20,000 Penusylvania Railroad First Morigage Six Per Cent. Bonds... 25,000 Pennsylvania Railroad Second Mortgage Six Per Cent. Bonds. 25,000 Western Penn. Railroad Mort-

gage Six Per Cent. Bonds (Penn. R. R. guarantee).... 20,000 00 20,000 State of Tennessee Five Per

pany, 250 Shares Stock..... 5,000 North Pennsylvania Railroad Company, 100 Shares Stock... 10,000 Philadelphia and Southern Mail Steamship Company, 80

261,650-00 Market Value .. \$1,993,557-56 \$1,260,150 Par. Cost, \$1,264,447 34. 230,971:27

Balances due at Agencies—Premiums on Marine Policies—Accrued Interest and 93,375.47 3,912-0

PHILADELPHIA, Nov. 9, 1870. The Board of Directors have this day declared a CASH DIVIDEND OF TEN PER CENT. on the CAPITAL STOCK, and SIX PER CENT. interest on the SCRIP of the Company, payable on and after the 1st of December proximo, free of National and State Taxes.

They have also declared a SCRIP DIVIDENO of TWENTY-FIVE PER CENT, on the EARNED PREMIUMS for the year ending October 31, 1870 certificates of which will be issued to the parties entitled to the same, on and after the 1st of December proximo, free of National and State Taxes. They have ordered, also, that the SCRIP CRIL.

TIFICATES OF PROFITS of the Company, for the year ending October 31, 1866, be redeemed in CASH, at the Office of the Company, on and after 1st of December proximo, all interest thereon to cease on that day. By a provision of the Charter, all Certificates of Scrip not presented for redemption within five

years after public notice that they will be redeemed, shall be forfeited and cancelled on the books of the Company. No certificate of profits issued under \$25 By the Act of Incorporation, "no certificate shall issue

unless claimed within two years after the declaration of the dividends whereof it is evidence." DIRECTORS.

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JANUARY 1, 1870. STATEMENT OF THE ASSETS. First Mortgages on City Property...... \$766,450 United States Government and other Loan Eonds. 1,123,846
Railroad, Bank and Canal Stocks. 55,708 Notes Receivable, mostly Marine Premiums
Accused Interest.
Premiums in course of transmission.... 20,357

phin.... \$2,783,581 DIRECTORS. Francis R. Cope, Edward H. Trotter, Edward S. Clarke, T. Charlton Henry, Arthur G. Coffin, Samuel W. Jones, John A. Brown, Alfred D. Jessup, Louis C. Madeira, Charles W. Cashinan, John Masen, George L. Harrison

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charged the above rates all winter.
Winter rates commence December 18, 28 §

THE REGULAR STEAMSHIPS ON THE PHI-LADELPHIA AND CHARLESTON STEAM-SHIP LINE are ALONE authorized to issue through oills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER. Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN
MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW OR.
LEANS, IA.
The YAZOO will sail for New Orleans, via Havans, or Thursday, December 1, at 8 A. M.
The JUNIATA will sail from New Orleans, via Havana, on Friday, December 2. on Fridey, December 2.

THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, INDIAN-ULA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi rivel between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The TONAWANDA will sail for Savannah en Satur
day, December 3 at 8 A. M.
The WYOMING will sail from Savannah en Saturday. December 3.

This OUGH BILLS OF LaDING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansaa, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. O. The PIONEER will sail for Wilmington on Tnesday, December 13, at 6 A. M. Returning, will leave Wilmington Saturday, December 20, Counsects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points. to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.

Insurance offected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent. No. 120 South THIRD Street FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail
Steamers are appointed to sail as follows:—
City of Brussels, Saturday, Dec. 3, at 8 A. M.
City of Washington, Saturday, Dec. 10, at 2 P. M.
City of Baltimore, via Huilfax, Tuesday, Dec. 13, at 9 A. M. City of Paris, Saturday, Dec. 17. at 1 P. M.

and each succeeding Saturday and alternate Tues-day, from pier No. 45 North river.

RATES OF PASSAGE. Payable in gold. Payable in currency.
First Cabin. \$75
To Londen \$80
To Paris. \$90
To Halifax \$20
To Halifax 15
Passengers also forwarded to Havre, Hamburg,

Bremen, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends. For further information apply at the company's Or to O'DONNELL & FAULK, Agents,
Or to O'DONNELL & FAULK, Agents,
No. 402 CHESNUT Street, Philadelphia.

PHILADELPHIA, RICHMO ND NORFOLK STEAMSHIP LINE, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY, at 12 o'clock noon, from FIRST WHARF above MAR. KET Street.
RETURNING, leave RICHMOND MONDAYS and THUREDAYS, and NORFOLK TUREDAYS and SA. TURDAYS.
No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virsinia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUTONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drawage, or any average of the commission. charge for commission, drayage, or any expense of

No charge for commission, drayage, or any expense of ransfer.

Eteamships insure at lowest rates.

Freight received daily.

Etate Room accommodations for passengers.

No. 12 S. WHARVES and Pier 1 N. WHARVES.

W. P. PORTER, Agent at Richmond and City Point.

T. P. CROWELL & CO., Agents at Norfolk.

615 NEW EXPRESS LINE TO ALEXAN NEW EXPRESS LINE TO ALEXAN, dria, Georgetown, and Washington D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon rom the first wharf above Market street. Freight received daily.

WILLIAM P. CLYDE & CO.,

No. 14 North and South WHARVES.

HYDE & TYLER, Agents at Georgetown; M.

ELDRIDGE & CO., Agents at Alexandria.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.

SWIFTSURE TRANSPORTATION OOMPANY.

DESPATCH AND SWIFTSURE LINES,

Leaving daily at 12 M. and 5 P. M.

The steam propellers of this company will commence loading on the 8th of March.

Through in twenty-four hours.

Goods forwarded to any point free of commission Freights taken on accommodating terms. Freights taken on accommodating terms.

WILLIAM M. BAIRD & CO., Agents, No. 132 South DELAWARE Avenue. FORNEWYORK,
via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY. The Steam Propellers of the line will common ading on the 8th instant, leaving daily as usual.
THROUGH IN TWENTY-FOUR HOURS. Goods forwarded by all the lines going out of Ne York, North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,

No. 12 S. DELAWARE Avenue. JAMES HAND, Agent, No. 119 WALL Street, New York. 8 45 DELAWARE AND CHESAPEAK STEAM TOWBOAT COMPANY.—
Barges towed between Philadelphia,
Baltimore, Havre-de-Grace, Delaware City, and in-

termediate points.

WILLIAM P. CLYDE & CO., Agents.

Captain JOHN LAUGHLIN, Superintendent.

Office, No. 12 South Wharves Pinladelphia. 4116 CORDAGE, ETC.

WEAVER & CO., ROPE MANUFACTURERS AND

SHIP CHANDLEMS. No. 59 North WATER Street and No. 28 North WHARVES, Philadelphia.

ROPE AT LOWEST BOSTON AND NEW YORK CORDACE.

Manilla, Sisal and Tarred Cordage

At Lowest New York Prices and Freights. EDWIN H. FITLER & CO.,

Factory, TENTH St. and GERMANTOWN Avenue. Store, No. 23 N. WATER St. and 26 N DELAWAR PHILADELPHIAL

SAXON GREEN NEVER FADES.

8 1 6m

A LEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES NO. ST NORTH WATER STREET, PHILADELPHIA. ALBIANDER G. CATTERL