# Grening 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.

MONDAY, JANUARY 16, 1871.

The earliest regular edition of THE EVENING TELEGRAPH goes to press at 11 o'clock, and the subsequent regular editions at 24, 34, and 41. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

MR ABBOTT, of North Carolina, proposes to attempt to get a seat in the United States Senate, not because he received a majority of votes for that position, or because he is legally elected, but because his successful competitor, Governor Vance, is disquaiified. If the latter allegation is well founded it seems an infinitely better reason for ordering a new election than for admitting to the Senate a man who is not the legal choice of the people of North Carolina. The Republican party of the South has already suffered so much from arrangements similar to that contemplated by Abbott, that they should all be discountenanced in future. A large portion of the office-holding Southern Republicans have proven miserable and traitorous time-servers at best, and it is an exceedingly unprofitable task to exercise doubtful powers in behalf of any of them. They are too poor a lot to justify heavy investments.

IT IS RUMORED that while the technical reason that Ahern is not brought to trial on the charge of creating a riot in the room occupied by the Return Judges of the October election may be neglect to prefer charges in the proper manner, the reason why such charges are not preferred is that Ahern's trial would lead to developments damaging to some of the Republican politicians of this city. Is it possible that this story is true? If so, the public will be more anxious than eyer to learn how it is possible that Ahern, the chosen favorite of the Fourth ward, could have acted in harmony with, or in the interest of, shining lights of the Republican organization. This dark mystery should be cleared np. The present District Attorney has shown that, in some instances at least, he is ready to enforce strict justice against members of his own party, and we do not see why he should be over-mindful of the reputation of any Republican politicians.

GOVERNOR GEARY claims credit for being wonderfully virtuous in the exercise of the pardoning power, and he has made a great parade of his readiness to take the public into his counsels, and to inform them of the reasons for which each pardon has been granted. When this doctrine came to be applied, however, to a case that excited much interest in this community-that of Dr. Landis-Geary suddenly changed his base; all the accompanying papers were placed beyond the reach of our reporter, and unusual precautions were taken to withhold the names and statements of the petitioners from the public. If there had been really good grounds for a pardo n, the Governor should have been glad to spread them before the community, and to explain as fully as possible how he came to overrule the judgment of a Philadelphia Court and a Philadel phia jury in regard to the character of a publication that had appeared in their midst. The suppression of the pardon petition or petitions in question, therefore, is strongly indicative of conscious error.

Missouri is a great State for free fights, political as well as personal, and it appears not unlikely that her politicians are about to have one over the United States Senatorship. · The Democracy, who have a majority on joint ballot in the Legislature of about fourteen votes, recently nominated as their candidate blatant Frank Blair, and as several good men and true, who have followed the Democratic banner through sunshine and storm, were set aside to gratify his ambition, there are many grumblings and growlings among the true blues of the Democratic camp. On the other hand the Republicans, after having frittered away their strength by foolish divisions, are beginning to see the necessity of a display of parMsan wisdom, and they are to hold a caucus to-night, at which a candidate strong enough to carry off the prize may possibly be nominated. It is to be hoped that mutual conciliation will lead to the defeat of Blair. Everything by turns and nothing long, he is one of the most arrant demagogues and most dangerous politicians in the country, and his election to the Senate would be little less than a national calamity.

THE LONG AGONY occasioned among politicians by the consolidation of Internal Revenue districts in this city is over. Judge Kelley comes out of it right side up, the old officers of the Fourth district, Messrs. Sickel and Barrett, being both retained in office and their rule extended over the Second district in addition to their old domain. A compromise was effected in the choice of the officials in the newly-consolidated First and Third districts, the Collector of the former and the Assessor of the latter being kept in office, so that Boice and Myers each get half a loaf. Since these grave matters are settled, and since the hearts of the country members are gladdened by an abandonment of the scheme for consolidating the country districts, the Washington world will once more wag on smoothly, and good citizens can retire to bed in the comfortable assurance that the Union

THE FICKEN SHOOTING CASE

A veny determined effort is now being made to obtain the remission of the forfeited ball entered in the case of Richard Ficken, who was nearly a year ago indicted on the charge of maliciously shooting and injuring a boy named Arthur Curran. The affair excited a great amount of indignation at the time on account of its peculiarly outrageous character. Fears, however, were expressed that Ficken would be allowed to escape the penalty of his crime on account of his wealth; and in order to obtain as firm a hold upon him as possible, a heavy bail bond was demanded by the court. These fears were fully justified, for bail was entered by F. L. Williams, the partner of Ficken, and the criminal as seen as he obtained his freedom left for Europe, where he has remained ever since, the probabilities of his returning being exceedingly slim, unless a pardon is obtained, which will be a bar to further prosecution. When Ficken did not put in an appearpearance his bail, to the amount of \$12,500, was declared forfeited, and an execution against the property of Williams was issued. Justice demands that this sum should be paid, and we hope sincerely that District Attorney Sheppard will use his best efforts to obtain it, and to prove that, although a man has wealth and social position, he cannot commit with impunity such a crime as that of which Ficken is guilty. Able counsel has been employed to stay the execution on the property of Ficken's partner, and thus far the efforts have been successful. It is understood also that application has been made to the Governor for the remission of the penalty, and the public are interested in knowing what action his Excellency will take in the matter. If this money is not paid, it will be said with truth that Messrs. Ficken and Williams have been allowed to escape on account of their wealth, where poorer men would have been made to suffer to the full extent of the law. Ficken's assault on the boy Curran was a totally unjustifiable outrage, and it should have secured for him a term of years in the penitentiary. His bail money, if it is exacted, will practically come out of his own pocket; and as it is the only punishment that can now be meted out to him, it will be a great scandal if it is not collected to the last dollar. When Ficken's case originally came into court the District Attorney displayed a commendable amount of vigilance and activity, and we hope sincerely that he will not permit the forfeiture of this bail bond to be remitted without a determined effort to prevent it.

STAFF RANK IN THE NAVY. IT is expected that the bill prepared by Reresentative Stevens, of New Hampshire, defining the rank and privileges of the staff officers of the navy, will come up for consideration to-day in the House of Representatives, when it should receive the consideration it deserves, and be promptly passed. This bill gives the surgeons, engineers, and give them military command or any rights and privileges that will conflict with good discipline or the efficient workings of the naval system. It places the staff of the navy on the same footing exactly as the staff of the army, and if it becomes a law it will put an end to serious grievances that have caused an infinite amount of demoralization in the naval service. The subject of naval staff rank has been so thoroughly discussed of late that there is no excuse for members of Congress if they do not understand it in all its bearings, and the Stevens bill, that gives the staff officers all that they can properly demand, should be allowed to become a law without further delay. In spite of the representations of the line officers, it has been conclusively demonstrated again and again that the staff officers have no ambition to usurp the functions of these who are especially entrusted with military command, and the provisions of the Stevens bill are such that it will be impossible for any of the officers who will be affected by it to overstep their particular lines of duly or to assume responsibilities that do not belong to them. Under the terms of this bill there can never, in any contingency, be two captains to a ship; but the senior line officer, no matter what his rank may be, will have command just as at present. The bill, however, will secure for the staff proper treatment, and protect them from insult and tyranny, and it will make it an object for intelligent, educated gentlemen to enter the medical, engineer, and pay corps by assuring them that they will be protected by the law, and that they will not be at the mercy of the caprice of those who have hitherto assumed to represent the navy, and to consider surgeons, paymasters, and engineers as necessary evils. who have no rights except such as the line may choose to grant them. The question of staff rank is one that Congress will be obliged to meet some day, and trouble will be saved if it is finally disposed of now instead of delaying it until some future time.

### OBITUARY.

Baron Saitlard. It is announced that Baron Saillard, a most accomplished and honorable Frenchman, lately attached personally to the Imperial Government, has met his death on the field of battle while defending Paris. At the time of the surrender of Sedan the Baron was Director of the Ministry of Foreign Affairs, and was especially noted for qualities not peculiar to Frenchmen, namely, honesty and frankness. His truthful qualities, though not popular, caused him to be engaged in various missions of the Government where such qualities were necessary. In 1866 he went to Mexico by order of the Emperor, to acquaint Maximilian with the determination of Napoleon to withdraw the auxiliary army of Marshal Bazaine. In 1867 he was sent to Rome to give notice of the removal of the French forces from Italy. Both of these troublesome missions were satisfactorily conducted. After the fall of the Government he remained in Paris. He led his batallion, the 1st of the Mobiles of the Seine, on the 2d of December to the attack of Epinay, near St. Depis. Here he was wounded in the right arm, but kept his horse until a second ball disabled his left arm. As he was being lifted from the saddle a third ball struck him in the groin, and while being car-

| Aled to the rear a fourth ball struck him in the left side of the neck, coming out near the opposite shoulder, proving that he was a conspicuous mark for the enemy's bullets. He lingered for several days in great agony, and died in an ambulance at the office of Foreign Affairs. He was a member of the Jockey Club, and was counted the best sportsman and horseman in Europe.

THE WESTERN TERMINUS OF THE NOSTHERN PA-CIFIC RAILROAD.—From the special report on the route of the Northern Pacific Rallroad by W. Milnor Roberts, Esq., Civil Engineer, we take the fol-

"In referring to Puget Sound, in a general way, the mind naturally embraces the entire expanse of waters of which, technically, Puget Sound, the extreme southern portion, constitutes but a small part. The Gulf of Georgia, and the Strait of Juan de Fues, are the two grand inlets from the scean; each being about ten miles wide in their narrowest parts and generally much wider. The Strait of each being about ten miles wide in their narrowest parts, and generally much wider. The Strait of Juan de Fuca most always be the main commercial avenue from the sea to the extensive region surrounding the vast interior salt water navigation which permeates that portion of United States territory lying between latitude 47 deg. and 49 deg., and between longitude 123 deg. and 124% deg. Tue coast line of all these inland seas covers a distance of 1800 miles, surrounded on the eastern side by of 1300 miles, surrounded on the eastern side by magnificent forests of pine, fir, cedar, etc., surpassing any forests elsewhere to be found on the giobe, in the quantity and quality of the timber. Numerous settlements already exist at differber. Numerous settlements already exist at different points, generally where saw-mills could be conveniently located, adjacent to the valuable timber tracts, and with their piers so arranged that the largest ocean ships can lie there in perfect safety, at all times, and receive their cargoes of lumber directly from the mills. The facilities for the greatest lumber trade the world has ever known are here; and before the North Pacific Railroad can be completed, the product of the mills around Puget Sound will unquestionably exceed a million of feet per day, or three hundred millions per annum. With the settlements on these shores, which will accompany and follow the construction of this railroad, and with the interior demand that it will railroad, and with the interior demand that it will create along the line of the road itself, it is safe to claim that on these inland seas will spring up, almost like magic, a trade which will establish this as the world's chief lumber mart. There is not anywhere else on the globe to be found an unoccupied field for the establishment and permanent support of a new great city, such as should form the terminus of new great city, such as should form the terminus of a continental railroad, uniting the waters of the Pacific and Atlantic by the shortest line between the great Puget Sound indentation of the coast in the west, and the Lake Superior indentation of the coast on the east. Between these extreme points the distance by a direct line is only about 1350 miles; being thirty degrees of longitude of forty-five miles to each degree, between the latitude of 45 deg. and 48 deg."

NOTICES.

BEST CHANCE

TO BUY CLOTHING YET OFFERED. MEN'S ALL-WOOL OVERCOATS, \$5, TO CLOSE OF MEN'S ALL-WOOL VESTS, \$6, BALANCE BOYS! OVERCOATS, \$1. BOYS' OVERCOATS, BOYS' JACKETS, \$4 WINTER STOCK. BENNETT & CO..

TOWER HALL, NO. 518 MARKET STREET, HALF-WAY BETWEEN FIFTH AND SIXTH STREETS.

The above-named are odd lots, selling at half their value to close them. Great Change for Bargains.

We have in addition the best stock of Ready-made Clothing in Philadelphia, made in the best and most stylish manner. Prices always guaranteed lower than the lowest elsewhere.

> GLOTHING. WINTER CLOTHING

Extraordinarily Low Prices,

WANAMAKER & BROWN'S

OAK HALL,

SIXTH AND MARKET STREETS.

To clear counters for the recention of SPRING GOODS, we will continue to sell at the very Low Prices which we have marked on all our WINTER CLOTHING until the stock is entirely disposed of. We assure the public that all our goods are of OUR OWN VERY BEST MAKE, while our prices for everything are FAR BELOW THE RATE CHARGED FOR ONLY

ORDINARY READY-MADE CLOTHING. Those who favor Oak Hall with a visit will NOT BE DISAPPOINTED.

WANAMAKER & BROWN.

OAK HALL

POPULAR CLOTHING HOUSE. S. E. Corner SIXTH and MARKET Streets.

LAST GRAND REUNION

"OLD HIBERNIA" Fire Engine Company,

No. 1, ACADEMY OF MUSIC.

Monday Evening, January 16, 1871.

Cards of Admission,

FIVE DOLLARS.

Established in 1854.

## -WATCHES.

EVERGOING

STEM-WINDERS, KEY-WINDERS, QUARTER SECONDS, MINUTE REPEATERS.

ETC. ETC. ETC. C. & A. PEQUIGNOT. 608 CHESNUT STREET.

WRIGHT'S

NE PLUS ULTRA

Minced Meat. Unequalled for Quality.

CAUTION .- Beware of all imitations, as there but one WRIGHT in the market. DEPOT, SOUTHWEST CORNER

SPRING GARDEN and FRANKLIN SOLD BY ALL GROOMERS.

SIMYS

PHILADELPHIA.

BEWING MACHINES.

TH

WHEELER & WILSON SEWING MACHINE,

For Sale on Easy Terms.

NO. 914 CHESNUT STREET. PHILADELPHIA.

OLOTHING.

## A BIG STOCK OPERATION.

Big Stock is Going Off!

ALL THE WINTER GOODS MUST BE CLOSED OUT.

WE HOLD NO STOCK OVER.

The public can have all our remaining winter garments at an

#### AWFUL REDUCTION.

Boys can now find every required description of

Winter Apparel at

Lower Rates than Ever.

Business Men can be accommodated with Business

Strangely Low Prices.

For the house, the street, the store, the church, the wedding, the opera, the social festivity, or any

#### WINTER STOCK

Now so rapidly moving off from the counters of the GREAT BROWN HALL affords opportunity for

the most wonderful bargains.

For the coming Spring Stock, Come and see it GO1



GREAT BROWN HALL,

603 and 605 CHESNUT STREET,

PHILADELPHIA.



TAILORS.

Evening Dress Suits.

Military and Naval Uniforms.

COPARTNERSHIPS.

COPARTNERSHIP IS THIS DAY FORMED A between the undersigned, who propose to carry on A GENERAL BANKING BUSINESS, at Nos. 51 ard 53 South THIRD Street, in this city, under the style of DUNN BROTHERS.

J. H. DUNN, 2d January, 18

OFFICE OF PHILADELPHIA SUGAR HOUSE, DELAWARE AVENUE AND NOBLE STREET, HARRIS, HEYL & CO. PHILADELPHIA, December 31, 1876.

The partnership heretofore existing between HARRIS, HBYL & CO. expires this day by limitation and the death of Wharton E. Harris. Either of the surviving partners sign in liquidation.

JOHN B. HEYL,

GEORGE W. GIBBONS,

OFFICE OF PHILADELPHIA SUGAR AND DELPHIA, January 14, 1871.

The undersigned this day enter into copartnership under the firm of HEYL, GIBBONS & CO., as successors of HARRIS, HEYL & CO., and continue the business.

JOHN B. HEYL, GEORGN W. GIBBONS, EDWARD O. SMITH.

FURNITURE. THE GREAT AMERICAN FURNITURE

DEPOT.

MARKET STREET. Examine our immense stock, unsurpassed in variety and elegance, before purchasing. WALNUT WORK A SPECIALTY. We sell 20 per cent. cheaper than auction prices and will not be undersold by any house.

Full Marble Top Walnut Suits...... \$60 to \$600 

OPTICIANS. SPECTACLES.

Microscopes, Telescopes, Thermometers, Mathematical, Surveying, Philosophical and Drawing Instruments, at reduced prices.

JAMES W. QUEEN & CO., No. 994 CHESNUT Street. PHILADELPHIA. MILLIKEN'S LINEN STORES.

1128 CHESNUT Street and 828 ARCH Street.

NEW IRISH LINENS.

10 Cases IRISH LINENS. just received, at greatly Reduced Prices.

OUR CHAEBRATED GOLDEN-FLAX LINEN.

OUR MEDIUM IMPERIAL LINEN.

OUR FINE BOSOM LINENS. ALSO, RICHARDSON'S SONS & OWDEN'S LINENS, ALL QUALITIES.

MILLIKEN'S STITCHED SHIRT BOSOMS.

We intend to draw hundreds of new customers this season for SHIRT BOSOMS and SHIRTING

WE MANUFACTURE THE BEST SHIRT BOSOMS, AND PROMISE TO KEEP AHEAD OF COMPETITION BY SELLING CHEAP.

BARGAIN LOTS OF NAPKINS AND TABLE CLOTHS, ETC.

10,000 000

1,750 00

2,880 00

22,800 00

609.00

INSURANCE. OFFICE OF THE AMERICAN FIRE INSUR-ANCE COMPANY.

PHILADELPHIA, Jan. —, 1871.

STATEMENT OF THE ASSETS OF "THE AMERICAN FIRE INSURANCE COMPANY," on the 31st ult., published in conformity with the act of Assembly, viz.:—

REAL ESTATE

20,700 00 mortgage.... 20,000 City of Philadelphia, free from 20,000 City of Philadelphia, free from taxes.

20,000 Lehigh Coal and Navigation Co., '84.

10,000 State of Tennessee, 5 per cent...

10,000 State of Tennessee, 6 per cent...

15,000 Delaware Division Canal Co., 6 per cent...

1,225 Schuylkill Navigation Co., '82, 6 per cent. 20,000-00 17,200:00

12,000:00 894 25 9,480 00 1,200 00 per cent. 10,000 Harrisburg, Portsmonth, Mt. Joy, and Lancaster Railroad Co.... 9,000.00 5,000 Delaware Railroad Co., guaran-4,500.00 3.360.00 9,500 00

10,000 Cleveland and Mahoning Railroad Co., 7 per ct...

10,000 Commonwealth of Pennsylvania, war loan.

2,500 Franklin Institute, 5 per ct...

5,000 Little Schuylkill Railroad and Coal Co., 7 per ct...

10,000 Hazleton Coal Co., 6 per ct...

3,000 Delaware and Raritan Canal and Camden and Amboy Railroad and T. Co., 75

24,000 Delaware and Raritan Canal and Camden and Amboy Railroad Camden and Amboy Railroad 10,450 00

Camden and Amboy Railroad and T. Co., mortgage 1,000 Elmira and Williamsport Railroad

1,000 Elmira and Williamsport Railroad
Co., 5 per cent.
25,000 County of Chester, Pa., 6 per ct...
10,000 Lehign Valley Railroad Co., 6 per cent., old.
10,000 Coal Ridge Improvement and Coal Co., 6 per cent. mortgage.
STOCKS.
240 shares Philadelphia, Wilmington, and Baltimore Railroad Company 10,000.00 197 100 Pennsylvania Railroad Co. 12,214.00 Pennsylvania Railroad Company.... Lehigh Valley Railroad Co. Philadelphia Exchange 378 15 Company...
Philadelphia and Lancaster
Turnpike Company
MISCELLANEOUS. 270.00

199,114.74 pany..... 20,204:39

CAPITAL, \$400,000. CHARTER PERPETUAL.

DIRECTORS.

Thomas R. Maris,
John Welsh,
P. Brady,
John T. Lewis,
Edmund G. Dutilb,

St.,047,612-34

Charter Perpetual.

Charles W. Poultney,
Israel Morris,
John P. Wether.il,
W. W. Paul. Edmund G. Dutilb,
THOMAS R. MARIS, President.
ALBTRT C. L. CRAWFORD, Secretary. 116 245-pp

HOLIDAY GOODS!

HOLIDAY GOODS.

Spring Horses.

Rocking Horses.

Children's Carriages,

BOYS' SLEDS, WAGONS. VELOCIPEDES, E c. Etc.

Factory, No. 226 DOCK Street, BELOW EXCHANGE.

H. J. SHILL,

DREXEL & CO.,

No. 34 SOUTH THIRD STREET.

DRAWS EXCHANGE ON LONDON AND PRIN-

American and Foreign Bankers,

CIPAL CITIES OF EUROPE.

DEALERS IN

Government and Railroad Securities.

Drezel, Winthrop & Co., No. 18 Wall Street, New York. Drezel, Harjes & Co., No. 8 Rue Scribe, Paris.

PIANOS.

STEINWAY & SONS' Grand Square and Upright Pianos.

Special attention is called to their ne Patent Upright Pianes, With Double Iron Frame, Patent Resonator, Tubular Metal Frame Action, etc., which are matchless in Tone and Touch, and unrivalled in durability.

CHARLES BLASIUS, WAREROOMS, No. 1006 CHESNUT STREET.

PHILADELPHIA

LOSSES AND EXPENSES, Etc., during

 Marine Risks
 \$99,726:37

 Fire Risks
 42,846:90

 Interest on Investments and Salvage
 29,027:68

INSURANGE.

UNION MUTUAL INSURANCE CO.

N. E. Corner of THIRD and WALNUT.

Incorporated 1804.

THE FOLLOWING STATEMENT IS PUBLISHED IN CONFORMITY WITH A PROVISION OF THE CHARTER OF THE COMPANY:

Amount of Marine Premiums written to January 1, 1871.

Amount of Marine Premiums unearned to

January 1, 1870. mount of Fire Prendums unearned to January 1, 1870.

EARNED PREMIUMS during the year

ending as above — Marine Risks

January 1, 1870. Amount of Fire Premiums written

PHILADELPHIA, Jan. 5, 1871.

44,909 ST

37,237-13

\$214,019-34

\$162,000 89

14,610.00

10,000 00

8,800-00

5,000.00

4,938-75 36,000 00 16,000 00 5,535 00 10,990 00 20,000 00 80,000 00 24,340 26

11,000 00 6,600 00 2,897 73

22,95T-38 10,938-50

53,498 55 24,600 00 97,988 50

9,795-00 84,570-09 19,844-41

same time:— Marine Losses..... \$79,707-20 33,599-27 17,358-33 6,590-61 2,976-54 12,920-09 Fire Losses..... Reinsurances and Commissions. Return Premiums. United States and other Taxes. Rents, Salaries, and Expenses. \$159.399-07

ASSETS OF THE COMPANY, January

ASSEAS OF

1, 1871:

State of Pennsylvania 6 per cent. Bonds.

City of Philadelphia 6 per cent. Bonds.

Camden and Amboy Railroad 6 per cent.

Bonds, 1880.

1 1883. " Mortgage 6 per cent. 1875. Pennsylvania Railroad second Mortgage 6 per cent. Bonds... Chesapeake and Delaware Canal Bonds, 6 

Bonds, 6 per cent.... Schuylkill Navigation Company 6 per cent. Bonds.

Philadelphia and Eric Railroad 6 per cent.
Bonds.

Pennsylvania Canal 6 per cent. Bonds.

Pittsburg Water Loan 7 per cent. Bonds.

North Pennsylvania Railroad 6 per cent.

Bonds.

North Pennsylvania Railroad 7 per cent. Bonds.
Lehigh Vailey Railroad 6 per cent. bonds.
100 shares Little Schuyikill Railroad. . . .
173 shares Pennsylvania Railroad.
100 shares North Pennsylvania Railroad.
48 shares Delaware Railroad.
106 shares Pennsylvania Canal Campany..
68 shares Philadelphia National Bank.
58 shares Farmers' and Mechanics' National Bank.

4 shares American West India Company 20 shares Philadelphia and Southern Mail pany. Sundry Serip of Insurance Companies

Par value..... \$188,868 25 Market value.... Bills receivable.
Sundry accounts due for Premiums..... 97,633-26 14,534-73 24,361-66

\$255,397-89 DIRECTORS. John Moss, Lemuel Comn, J. H. Tilge, W. D. Winsor, Charles D. Reed, Isaac Hough, R. H. Howard, Alex. E. Fergusso Paul Pohl, Jr., C. Heiskill, D. W. Chambers, Townsend. Richard S. Smith, A. E. Borie, Newberry A. Smith, William C. Kent, Henry Lewis, J. P. Steiner, Edward L. Clark,

George Lewis, Samuel C. Cook, Charles Wheeler, S. Delbert, RICHARD S. SMITH, Pres't. JOHN MOSS, Secretary.

JANUARY 5, 18TL The Directors have this day declared a Dividend of SIX PER CENT, on the capital stock and outstanding scrip, free of taxes, payable on demand.

110 12t JOHN MOSS, Secretary.

STATEMENT OF THE ASSETS OF THE PENNSYLVANIA FIREINSURANCE CO.

Published in conformity with the provisions of the sixth section of the Act of Assembly approved April 5, 1842.

Bonds and Mortgages...... Bills Receivable..... Bills Receivable.
Philadelphia City Sixes.
Philadelphia City Fives.
Pennsylvania State Loan.
Pittsburg Sevens.
Pittsburg Sixes.
Cincinnati Sixes.
United States Loan, 6 per cent., 1881.
United States Loan, Five twenties, 1867.
Philadelphia Bank, 234 shares.
Western Bank, 230 shares.
Girard Bank, 125 shares. Western Bank, \$20 shares.
Girard Bank, \$125 shares.
Franklin Fire Insurance Co., \$0 shares...
Manayunk Gas Company, \$20 shares...
Philadelphia, Wilmington, and Baltimore
Railroad Company, \$50 shares...
Pennsylvania Railroad Co.'s Loan.
Camden and Amboy Railroad Co.'s Loan.
Philadelphia and Eric Railroad Co.'s Loan.
North Pennsylvania Railroad Co.'s Loan.
Harrisburg, Portsmouth, etc., Railroad
Co.'s Loan.
Lehigh Valley Railroad Co.'s Loan.
Elmira and Williamsport Railroad Co.'s
Loan. Loan
West Jersey Railroad Co.'s Loan
Lehigh Coal and Navigation Co.'s Loan
Schuylkill Navigation Co.'s Loan
Chesapeake and Delaware Canal Co.'s
Loan

8,602 50 17,615:00 30,000:00 15,188:35 Delaware Division Canal Co.'s Loan Real Estate, No. 510 Walnut street. 81,030,574'91 WILLIAM G. CROWELL, Sec'y. January 9, 1871.

MACHINERY. SHAFTING, PULLEYS, SELF-OILING ADjustable Hangers and Pedestals and Mill Gearing

No. 17 South EIGHTHENTH Street TOHN FARNUM & CO., COMMISSION MERS ohants and Manufacturers of Consulous Tie