THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, JUNE 16, 1871

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THE JULY MAGAZINES. "SCRIBNER'S."

Scribner's Monthly for July makes its appearance in advance of the other magazines, and with a very entertaining variety of articles it well maintains the reputation it has won. The contents are as follows:-

"Philadelphia," illustrated, J. T. Headley; "Jaunts in Japan," illustrated, W. H. Hallock; "The Gunpowder Plot-The Story of a Fourth of July," illustrated, Edward Eggleston; "Under the Elms," poem, Miss M. A. Hopkins; "Back-log Studies," Charles Dudley Warner; "Free Trade and Protection," Horace Bushnell; "A Fete-day at Malmaison," Louisa Bushnell; "Samson's Riddle Solved: The Lioncup vs. The Lion-cub," illustrated, R. W. Wright; "A Tartar Love Song," poem, R. H. Stoddard; "A Plea for Chinese Labor," by an Arrerican Housewife, Abby Sage-Richardson; "My Husband's First Love," Julia C. R. Dorr; "Edsen's Mother," Susan Coolidge; "Casar Rowan," poem, Thomas Dunn English; "Wilfrid Cumbermede," George Macdonald; "Tepics of the Time;" "The Old Cabinet;" "Home and Society;" "Culture and Progress Abroad;" "Culture and Progress at Home;" "Etchings-Up the Aisle," illustrated, Geo. A. Baker.

The leading article on "Philadelphia," which is profusely illustrated with capital drawings by a Philadelphia artist, Mr. Thomas Moran, should secure for this number of Scribner's an extensive sale in this locality. The article, which is from the pen of J. T. Headley, is an excellent resume of the characteristic features of Philadelphia, and it does full justice to the good points of the Quaker City. After this, perhaps, the most striking article in the number is the solution of Samson's riddle which is proposed by Mr. R. W. Wright. This is curious and ingenious if not convincing, and is well worthy of a perusal. Another excellent article is that on "Free-trade and Protection," by Horace Bushnell. From Mr. Headley's paper

on "Philadelphia" we take the following:-In all other cities the great question has been how to give this class cleanly, comfort-able, safe apartments. In Philadelphia it has been, how to give them pleasant, attractive homes. Home influence is the strongest on earth in keeping a man from dissolute companionship and the grog-shop, and from becoming a mere vagrant on the Sabbath day. Even though he never enters a church, there is a pulpit in his own house, and the preacher, the sweet restraining influ-ences of home. These insensibly, in time, draw him towards the place of worship, just as they draw him away from unhallowed places and associations. It is impossible to overestimate the effect of this home influence on the morals and character of a great city, not to mention the amount of suffering it prevents and the happiness it confers on families. Especially to the American mechanic and laborer is this possession of a home of vital importance. Without it his restless nature is very likely to draw him into companionships and occupations that mar or destroy his character. Whether New York, with its circumscribed limits and its extremely poor population, can ever carry out this system as thoroughly as Philadelphia is doubtful; but certainly something might be done, perhaps on Long Island, if rapid, cheap transit could be established. The home feeling seems to rule very strongly in the erection of all their houses in Philadelphia. It is true, on Walnut street modern palatial residences are going up, and under the influence of increasing wealth and a ruinous fashion it may in time rival Fifth avenue, where people do not build homes for their own comfort, but objects of admiration for other people to gaze at. Palaces furnish grand sights to spectators, but poor homes to the inmates. Take Arch street, where so many of the solid men of Philadelphia live, and as far as you can see are rows of brick houses, three or four stories high, plain and neat in style, without any basements, and hence without areas and flights of steps. They are almost flush with the sidewalk, and sitting so flat on the ground, present, at first, a singular appearance to one accustomed to the high steps and iron railings in front of New York houses. The parlors being so close to the ground and sidewalk, the lower windows are protected by solid white shutters, which contrast singularly with the green blinds of the upper stories. But there is something snug, comfortable, and home-like about them that renders them peculiarly attractive. A beneficent and admirable regulation, adopted in 1855, has prevented the opening of any new street, court, lane or alley, of less than twenty five feet in width. It has, more-over, compelled all the old courts, lanes, etc., when widened, to be made twenty feet wide, no matter what the former width; while every new dwelling-house must have an open space attached to it, in the rear or at the side, equal to at least twelve feet square.

manifold relationships to feel each other as parts in a common unity. If they have only a few trades and occupations, as most young peoples have, they cannot have public con-sciousness enough to give them a history— any more than a body can be fully conscions that is only, or all, leg. They are like the wholly pastoral race of Tartars, roaming over their meeter living every men by what feed their wastes, living every man by what feeds every other's life; organized, therefore, if at all, in but the faintest manner, and all, in but the faintest manner, and scarcely conscions of being at all national. A colony, beginning to be a State or nation, may have been living almost wholly by a single article of produc-tion, because it has brought the readiest and the largest profit-be it cattle, or corn, or cot ton. They ought, of course, on free-trade principles, to continue. Which, if they do, they will inevitably make sure of their insignificance. Such people are only doubles or repetitions of each other-too much alike, too little complementary one to another, to have any real interpenetration, such as makes a conscious whole. They can have no public will, or sentiment, or cause, or counsel. Their interest is too completely identical to make even their agreement significant. Instead of being a body kept in force by an immense, almost infinite interplay of nerves, ducts, tissues, secretions, excretions, yielding new muscle and bone, oil, lubrications, sanitary self-medications-every organ necessary somehow to every other, and all necessary to allinstead of being thus a body, they are one that has only the bone-making function, or that has a huge overgrown liver organ, packing it full, and pumping its one deluge of bile into the eyes, the skin, the brain, supplying never what is wanted, but only more of what is not wanted, and organizing really nothing. Hence the immense interest a young State may have, in even making heavy loss from its wealth, to stimulate, in disregard of all free-trade maxims, such trades and ways of skilled production as will yield the needed variety. Otherwise their one art or production leaves them only a guild and not a nation. And STA3'T guilds are the weakest of all organizations, save as they are sprinkled in among other guilds and get strength from the reactions and counteractions of other dissimilarities. Thus a one-guild nation may seem to be high and strong enough to make brave stand for their one thing, but when they are put to some long struggle, as nations are in their wars, the one-thing fire, be it for cotton or anything else, is too flashy to hold; whereas the organization framed by diversities and reciprocities stands fast in the interlock of functions that make common cause, being components together in a full endowed body. SPECIAL NOTICES. PENNSYLVANIA RAILROAD COMPANY. TREASURER'S DEPARTMENT. PHILADELPHIA, May 2, 187L.

The Board of Directors have this day declared a semi-annual dividend of FIVE PER CENT. on the capital stock of the Company, clear of National and State taxes, payable in cash, on and after May 30, 1871.

Blank powers of attorney for collecting dividends can be had at the office of the company.

The office will be open at 8 A. M., and close at 3 P. M., from May 30 to June 2, for the payment of dividends, and after that date from 9 A. M. to 3 P. M. THOMAS T. FIRTH, 5 \$ 2m

Treasurer. did Hair Dve is the best in the world, the only irue and perfect Dye. Harmless—Reliable—Instan-taneous—no disappointment—no ridiculous tints— "Dees nt tcontain Lead nor any Vitalie Poison to in-jurate. Hair or System." Invigorates the Hair and leaves it soft and beautiful; Black or Brown. Sold by all Druggists and dealers. Applied at the Factory, No. 16 BOND Street, New York. [4 97 mwf5 Mortgages. Alfred G. Baker, Samuel Grant, George W. Richards, Isaac Lea, George Fales, JOUVIN'S KID GLOVE CLEANER restores solled gloves equal to new. For sale by all druggists and fancy goods dealers. Price 20 cents; or bottle. 11 28mwf DR. F. R. THOMAS, No. 911 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth with-out pain, with fresh nitrons oxide gas. 11 175 DISPENSARY FOR SKIN DISEASES, NO. 216 S. ELEVENTH Street. Patients treated gratuitously at this institution daily at 11 o'clock. 1 14 LOOKING GLASSES, ETO. NEW ROCERS CROUP, "RIP VAN WINKLE." NEW CHROMOS. William H. Hamilton, John Carrow, George I. Young, Joseph R Lyndail, All Chromos sold at 25 per cent, below regular rates. All of Frang's, Hoover's, and all others. Send for catalogue. Levi P. Coats, Samuel Sparhawk, Looking-Glasses, ALL NEW STYLES, At the lowest prices. All of our own manufacture. JAMES S. EARLE & SONS No. 816 CHESNUT STREET. WATOMES, JEWELRY, ETO. GOLD MEDAL REGULATORS. G. W. RUSSELL, No. 22 NORTH SIXTH STREET, rity in the case of loss. Daniel Smith, Jr., Isaac Haziehurst, John Deverant, John Deverant, John Deverant, Hen Begs to call the attention of the trade and customers to the annexed letter :--TRANSLATION. "I take pleasure to announce that I have given to Mr. G. W. RUSSELL, of Philadelphia, the eaclusive sale of all goods of my manufacture. He will be WM. G. CROWELL, Secretary. able to sell them at the very lowest prices. "GUSTAV BECKER, "First Manufacturer of Regulators, "Freiburg, Germany. ICE. . DRICE OF ICE LOW BNOUGH TO SATISFY "BE SURE KNICKERBOCKER IS ON THE KNICKERBOCKER ICE COMPANY. THOS. E. CAHILL, President. E. P. KERSHOW, Vice-President. E, P. KENSHOW, Vice-President, A. HUNT, Treasurer. E, H. CORNELL, Secretary. T. A. HENDRY, Superintendent. Principal Office, No. 435 WALNUT Street, Philadelphia. Branch Offices and Depots, Branch Offices and Depots, North Pennsylvania Railroad and Master street. Ridge Avenue and Willow street. Willow Street Wharf, Delaware avenue, Twenty-second and Hamilton streets. Ninth Street and Washington avenue. Pine Street Wharf. Schuylkill. No. 4588 Main Street, Germantown. No. 51 North Second street, Camden, N. J., and Cape May, New Jersey. STL Prices for Families, Offices, etc. 8 pounds daily, 50 cents per week. 12 44 65 44 44 16 44 80 44 44 1871. Half bushel or forty pounds, 20 cents cach delivery. FURNITURE. JOSEPH H CANFIEN (late Moore & Campton), LIAM SMITH, BICHARD B. CAMPION. WILLIAM BMITH, SMITH & CAMPION Manufacturers of FINE FURNITURE, UPHOLSTERINGS, AND IN-TERIOR HOUSE DECORATIONS, No. 249 BOUTH THIRD Street, Manufactory, Nos. 215 and 217 LEVANT Street, 314 HAR M. FREVOST

INSURANCE.	-
Fire, Inland, and Marine Insurance.	1 405
INSURANCE COMPANY	01
NORTH AMERICA, Incorporated 1794.	E
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CAPITAL	
ASSETS January 1 1871 \$3,050,536	
Receipts of 70 2,096,154 Interests from Investments, 1870., 187,050	

22,233.2 Losses paid in 1870......\$1,136,941

STATEMENT OF THE ASSETS.

	A REAL PROPERTY OF THE RE	and the second se
	First Mortgages on Philadelphia City Pro-	-
	perly	\$534,900
	United States Government Loans	335,935
	Pennsylvania State Loans	169,810
	New Jersey and other State Loans and	\$00,000
	City Bonds	895,510
	Philadelphia and Reading Railroad Co., other Railroad Mortgage Bonds and	
	Loans	368,940
ke l	Philadelphia Bank and other Stocks	62,490
63	Cash in Bank	281,048
t	Loans on Collateral Security Notes receivable and Marine Premiums	81,484
	Accrued Interest and Premium in course	438,420
	of transmission	63, 201
)	Real estate, Office of the Company	30,00
•	the second	201000

Certificates of Insurance issued, payable in London at the Counting House of Messre, BRJWN, SHIP-LEY & CO.

ARTAN AND	.	COFFIN, PBESIDENT,	
CHARLI	-	PLATE,	
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scoreinry. C. H. REEVES, Assistant Secretary.

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Office, Nos. 435 and 437 OHESNUT St Assets Jan. 1, '71, \$3,087,452'35

CAPITAL. ACCRUED SURPLUS AND PREMIUMS. 2,687,452 35 LOSSES PAID IN 1870, \$979,681-70, INCOME FOR 1871, \$1,200,000. Losses Paid Since 1829 Nearly \$6,000,000.

The Assets of the "FRANKLIN" are all invested in solid securities (over \$2,700,000 in First Bonds and Mortgages), which are all interest bearing and dividend paying. The Company holds no Bills Re-ceivable taken for Insurances effected. Perpetual and Temporary Polities on Liberal Terms. The Company also issues policies upon the Kents of all kinds of Buildings, Ground Rents and Mortgages.

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INSURANCE.	SHIPPIN
COMPANY. Incorporated by the Legis ennsylvania, 1895.	Steamers are appointed to sail a Nemesis, Thursday, June 1, 5
e S. E. corner of THIRD and WALNUTS Philadelphia. MARINE INSURANCES cessels, Cargo, and Freight to all parts	City of Dublin, via Halifax, To
INLAND INSURANCES	day, from pier No. 45 North riv
all parts of the Union. FIRE INSURANCES Merchandise generally; on Stores, Dwe Houses, etc.	Payable in gold. Pay First Cabin
ASSETS OF THE COMPANY, November 1, 1870, ,000 United States Six Per Cent	To Halifax
Loan (lawfal money)	,875 00 Tickets can be bought here a persons wishing to send for the 4,000 oc For further information app
0,000 City of Philadelphia Six Per Cent. Loan (exempt from	JOHN G. DALE, Agent, No. Or to O'DONNELL &
4,000 State of New Jersey Six Per	No. 402 CHESNUT \$
0,000 Pennsylvania Railroad First	0,700-ok MATION
	5,250-0C STEAMSHIP C
Bonds (Pennsylvania Rail- road guarantee)	QUEENSTOWN, AND The magnificent Ocean St sailing regularly every SATU
1,000 State of Tennessee Five Per Ct. Loan	8,000 00 largest in the world, and fan salety, comfort, and speed att CABIN RATES, CI
2,500 Pennsylvania Railroad Com-	4,200 00 \$75 and \$65. First class Excur twelve months, \$130. Early
5,000 North Pennsylvania Railroad	4,300 W Outward, \$28. Prepaid, \$39.
0,000 Philadelphia and Southern Mall Steamship Company (80 sh's	Londonderry and Glasgow at Persons visiting the old country
1,650 Loans on Bond and Mortgage,	4,000°00 friends should remember that tively much cheaper than oth Bank drafts issued for any a
Bills Receivable for Insur-	a 557'0' Scotland, Wales, and the C Apply to WALLER No. 904 WALLER
Ealances due at Agencies- Premiums on Marine Policies -Accrued Interest and other	10,971-97 THE REGULAR STEAMS LADELPHIA AND CH SHIP LINE are ALONE author
Stock and Scrip, etc., of sun- dry corporations, \$7900, esti-	18,875 40 oills of lading to interior poin connection with South Carolin AL
mated value	8,919'00 Vice-Pre
	10,787-97 PHILADELPHI
DI RECTORS. Samuel E. Stokes, n C. Davis, William G. Boult nund A. Souder, Edward Darlingto	GULAR SEMI-MONTHLY LEANS, La The MARGARET will sail i on Saturday, June 24, at 8 A.
eph H. Seal, H. Jones Brooke, nes Traquair, Edward Lafourcad bry Sloan, Jacob Riegel.	Havana, on, June
nry C. Dailett, Jr.,: Jacob P. Jones, James B. McFarla	and, BRAZOS, and to all points of
lliam C. Ludwig, Joshua P. Eyre, gh Craig, Spencer Mclivain n D. Taylor, Thomas P. Stotes	e, between New Orleans and
rge W. Bernadou, n. C. Houston, Frank Robinson, THOMAS C. HAND, Preside	sburg,
THOMAS C. HAND, Preside JOHN C. DAVIS, Vice-Preside INRY LYLBURN, Secretary. INRY BALL, Assistant Secretary.	tent. The TONAWANDA will said from the WYOMING will said from the WYOMING will said from the transformation of the tent of ten
ASBURY	THROUGH BILLS OF LAI principal towns in Georgia, A
in the second seco	CO.
NEW YORK. C. NORTH, President.	SEMI-MONTHLY LINE TO The FIONEER will sail fo Thurs isy, June 22, at 6 A. M.
A. V. STOUT, Vice-President. EMORY McCLINTOCK, A	Actuary. Wilmington Friday, June 30. Connects with the Oape Company, the Wilmington and
JAMES M. LONGACH	
ANAGER FOR PENNSYLVANIA DELAWARE,	other route.
fice, 302 WALNUT St., Philade E. M. PURDY, M. D., Medical Examine REV. S. POWENS, Special	T. WILLIAM L. JAMI
tion Writnel Insurance Con	CLYDE'S S

Line of Royal Mai

2 P. M ne 3. at 2 P. M. v. June 10. at 12 M. uceday, June 13, at 1 and alternate Tues BAGE every Saturday. yable in currency.

at moderate rates by beir friends. oply at the company's

16 Broadway, N. Y. 1 FAULE, Agenta, Street, Philadelphia.

NAL SE COMPANY.

FROM NEW YORE, D LIVERPOOL teamships of this line, 'RDAY, are among the mous for the degree of tained

tained. ULRENOY, Insion Tickets, good for y application must be size of state-rooms, , CURRENCY, Tickets to and from the same low rates.

try, or sending for their t these rates are posi-ner first-class lines. amount, at lowest rates, rts of England, Ivelaud, Continent of Europe. 2 & CO., Agents, SL, just above Second,

SHIPS ON THE PHI HARLESTON STEAM horized to issue through ints South and West In ina Railroad Company, LFRED L. TYLER, esident So. C. RR. Co.

IA AND SOUTHERN HIP COMPANY'S RE-LINE TO NEW ORfor New Orleans direct om New Orleans, vis

ADING at as low rates to MOBILE, GALVES-PORT, LAVACCA, and on the Mississippi river d St. Louis, Red river cleans without charge

AVANNAH, GA. all for Savaunah on Sat

from Savannah on Sat-

DING given to all the Alabama, Florida, Mis-s, and Teanessee in con-Raliroad of Georgia, At-nd Florida steamers, at

o WILMINGTON, N. C. or Wilmington, N C., on A. Returning, will leave

Fear River Steamboat and Weldon and North Wilmington and Manfor points. . C., and Augusta, Ga. as low rates as by any

requested by shippers en street wharf on or

IES, General Agent, 130 S. THIRD Street.

Rio de Jabeiro, going ange, apply to ments of freight or passage, apply to WM. R. GARRISON, Agent, No. 5 Bowling-green, New York. JORDAGE, ETC. CORDACE. No bills of lading signed after 12 o'clock on sailing No bills of lading signed after 12 o'clock on sailing day. THROUGH RATES to all points in North and South Carolina, via Scaboard Air-line Railroad, con-necting at Portsmouth, and at Lynchburg, Va., Ten-nessee, and the West via Virginia and Tennessee Air-line, and Richmond and Danville Railroads, Freights HANDLED BUT ONCE and taken at LOW ER RATES than by any other line. No charge for commissions, drayage, or any ex-pense of transfer. Steamships insure at lowest rates. Manilla, Sisal and Tarred Cordago At Lowest New York Prices and Freights EDWIN H. FITLER & CO. FRANCEY, TENTH St. and GREMANTOWN Avenue Store, No. 25 N. WATER St. and 23 N. DELAWARD Avenus, PRILADELPHIA JOHN S. LEE & CO., ROPE AND TWINE MANI FACTURERS, DEALERS IN NAVAL STORES, ANCHORS AND CHAINS, SHIP CHANDLERY GOODS, ETC., Nos. 46 and 48 NORTH WHARVES. FREIGHTS RECEIVED DAILY. State-room accommodations for passengers. WM. P. PORTEL, Agent, Richmond and City Point, T. P. CROWELL & CO., Agents, Norfolk, PHILADELPHIA AND CHARLESTON, PHILADELPHIA and CHARLESTON ENGINES, MACHINERY, ETC. CAL AND THEORETICAL ENGINEERS, MA-CEINISTS, BOILER-MAKERS, BLACKSMITHS, The first-class Steamship EMPIRE, Captain Hinckley, will sail on Thursday, June 22, at 3 F. M., noon, from Pier 8, North Wharves, above CALLER ORKS.-NEAPTIE & LEVY. PRACTI-CAL AND THEORETICAL ENGINEERS, MA-CHINISTS, BOILER-MAKERS, BLACKSMITTHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizess, Marine, River, and Stationary i having sets of patterns of different sizes, are pre-pared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cyinder Boilers of the best Pennsylvanis Charcoal from, Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, acrew Cutting, and all other work connected with the above business. Drawings and specifications for all work done the establishment free of charge, and work gus anateed. P. M., noon, from Fier S. North Wharves, shove Arch street. Through bills of lading to all principal points in South Carolina, Georgia, Florida, etc., etc. Rates of freight as low as by any other route. For freight or passage apply on the Pier, as above. WM. A. COURTENAY, Agent in Charleston. FOR NEW YORK DAILY_VIA EXPRESS STEAMBOAT COMPANY. The CHEAPEST and QUILKEST water commu-nication between Philadelphia and New York. Steamers leave DAILY from first wharf below MARKET Street, Philadelphia, and foot of WALL Goods forwarded by all the lines running out of New York, North, East, and West, free of commis-Tanteed. The subscribers have ample wharf dock-foom for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights. JACOB C. NRAFIE, JOHN P. LEVY, BEACH and PALMER Streets. Freight received daily and forwarded on accomnodating terms. JAMES HAND, Agent, No. 119 WALL Street, New York.

SAN SALVADOR, Captain Nickerson, from Pier No. 8 North Rive WM. R. GARRISON, Agent, No. 5 Bowling Green MONTGOMERY, Captain Faircloth, from Pier No. 18 North River. R. LOWDEN, Agent, No. 98 West street LEO, Captain Dearborn, from Pier No. 16 East River. MURRAY, FERRIS & CO., Agents, Nos. 61 and 62 South street GENERAL BARNES, Captain Mallory, from Pier No. 36 North River. LIVINGSTON, FOX & CO., Agenta, No. 35 Liberty street. Insurance by this line ONE-HALF PER CENT. Superior accommodations for passengers. Through rates and bills of lading in connection with the Atlantic and Gulf Freight line. Through rates and bills of lading in connection with central kaliroad of Georgia, to all points. C. D. OWENS, Agent A. & G. R. R., No. 299 Broadway. No. 409 Broadway Agent C. R. R., No. 409 Broadway THE ANCHOR LINE STEAMER; THE ANCHOR LINE STEAMERS to and from Glasgow and Derry. Passengers booked and forwarded to and from all rallway stations in Great Britain, Ireland, Ger-many, Norway, Sweden, or Denmark and America as safely, speechly, comfortably, and cheaply as by any other route or line. "Systems" streamers, 1 "Dyna" streamers as saidly, spectraly, comfortably, and cheaply as by any other route or line. "EXPRESS" STEAMERS. ANGLIA, AUSTRALIA, BRITANNIA, INDIA, COLUMBIA, EUROPA. From Pier 20 Nerth river, New York, at noon. Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry :-First cabins, \$65 and \$76, according to location. Cabin excursion tickets (good for tweive months). securing best accommodations, \$180. Intermediate, \$33; steerage, \$28. Certificates, at reduced rates, can be bought here by those wishing to send for their friends. Drafts issued, payable on presentation. Apply at the company's offices to HENDERSON BROTHERS, No. 7 BOWLING GREEN,

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FOR SAVANNAH, GEOBGIA THE FLORIDA PORTS, AND THE SOUTH AND SOUTHWEST.

GREAT BOUTHERN FREIGHT AND PASSEN-GER LINE. CENTRAL RAILROAD OF GEORGIA AND AT-LANTIO ANO GULF RAILROAD. FOUR STEAMERS & WEEK. TUESDAYS.

THURSDAYS, AND SAT Jana 18.

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OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YCRK AND LIVERPOOL, CALLING AT CORE, IRELAND.

IRELAND. The company's fleet comprises the following mag-nificent full-powered ocean steamships, the six largest in the world :---OCEANIC, Captain Murray. ATLANTIC, Captain Thompson. PACIFIC, Captain Thompson. BALTIC. These new vessels have been designed specially for the transatisnite trade, and combine speed, setet, and comfort.

for the transatiantic trade, and combine speed, safety, and comfort. Passenger accommodations unrivalled. Parties sending for their friends in the old conn-try can now obtain prepaid tickets. Steerage, \$32, currency. Other rates as low as any first-class line. For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER Street, Liverpool, and No. 7 EAST INDIA Avenne, LEADENHALL Street, London; or at the company's offices, No. 16 BROADWAY, New York. J. H. SPARKS, Agent.

FOR ST. THOMAS AND BRAZIL UNITED STATES AND BRAZIL STEAM. SHIP COMPANY. REGULAR MAIL STEAMERS sailing on the

23d of every month. MKRRIMACK, Captain Wier. SOUTH AMERICA, Captain E. L. Tinklepsugh. NORTH AMERICA, Captain G. B. Slocum. These spiendid steamers sail on schedule time, and call at St. Themas, Para, Pernambuco, Bahis, and Rio de Janetro, going and returning. For engage-menta of freight or pusance and to

From Mr. Bushnell's excellent article on "Free Trade and Protection," the whole of which we earnestly commend to the attention of our readers, we make these extracts:-

What did we discover in our war of 1812. but that we had nothing to equip the war? Having no woollen manufacture, we could not clothe our soldiers; we could not even make a blanket. We had been free-traders, buying all such things because we could buy them cheaper; but we now discovered, how soon, that we might better have been making blankets at double the cost for the last fifty years. The same was true of saltpetre for gunpowder; of guns, and cannon, and swords; and iron and steel out of which to make them. A nation that is to be a power must have at least a sufficient supply of iron made at home, no matter what the cost, to arm itself for war. We began also to make the discovery shortly that the very insignificant article of salt, coming in short supply, was nearly a dead necessity—one of the munitions of war—and that manufacturing it for ourselves at double the cost would have been a true advantage.

We were a young nation in the war of 1812. and we very soon discovered, in facts already referred to, the lowness of our organization, and the very incomplete scope of our indus-trial equipments. Our products were not various enough to make us a complete nation. It is often urged as the special advantage of young nations, that they can have the bene-fits of free trade, without trouble from the shock that must be given to old artificial investments; but we had another kind of shuck to bear that was far more perilous, from the scant equipment in which our previous frastrade practice had left us. Perhaps we were gaining in wealth by such trade, but we were miserably unprepared by it for the stress of our great public trial.

There must also be a large variety in pro-ducts and trades, or modes of industry, to raise complexities enough for allowing the full sense of society. A people must have

DIRECTORS. Alfred Fitler, Thomas Sparks, William S. Grant, Thomas S. Ellis, Gustavus S. Benson, ALFRED G. BAKER, President, GEORGE FALES, Vice-President, JAMES W. MCALLISTER, Secretary, THEODORE M. REGER, Assistant Secretary, Office, N. E. Cor. THIRD and WALNUT LOSSES PAID SINCE FORMATION. N C O R P O R A T E D MARCH 27, 1820, FIRE ASSOCIATION, NO. 54 NORTH FIFTH STREET, \$7,000,000. ASSETS OF THE COMPANY, JANUARY 1, 1871, \$255,397'89. CAPITAL PHILADBLPHIA. S500,000. ASSETS, JANUARY 1, 1871, \$1,705,319-07. STATEMENT OF THE ASSETS. RICHARD S. SMITH, President. People's Fire Insurance Company Bonds and Mortgages \$1,546,967-92 22,980 33 55,920-70 45,000-00 24,449-62 No. 514 WALNUT Street. CHARTERED 1859. \$1,705,319.07 Fire Insurance at LOWEST RATES consistent DIRECTORS. with security. Losses promptly adjusted and paid. Jesse Lightfoot, Robert Shoemaker, Peter Armbruster, M. H. Dickinson, Joseph E. Schell, Joseph E. Schell, NO UNPAID LOSSES. Assets December \$1, 1870.....\$128,851*78 CHAS. E. BONN, President, GEO. BUSCH, JR., Secretary. ANTHRACITE INSURANCE COMPANY. parhawk, samuel Floyd.
WM. H. HAMILION President.
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OFFICE OF BOILER INSPECTION DEPART-MENT, No. 119 S. FOURTH Street. At a special meeting of the Committee of Select and Common Councils on Steam Engine and Boller Inspection, the Inspector was instructed to call the attention of Boller Owners and Users to Section 4 of the Act of Assembly, approved May 17, 1864, which easts:-

of the Act of Assembly, approved May IT, 1864, which says:--"If any person shall, on or after the first Monday of July next, unsintain or keep in use or operation any stationary steam engine or bolier within the said city of Philadelphia, without having first received a ceruficate that the same has been found to be safe and competent, as is hereinbefore provided, shall be deemed guility of a misdemeanor, and upon convic-tent the Court of Quarter Sessions for said county shall be sebtraced to pay a fine not exceeding five ihousand (5000) dollars and to undergo imprison-ment in the fail of said county, either with or with-out labor, as the Court may direct, for a term not exceeding two (2) years." The set approved July 7, 1869, with reference to parimetely inspection. WILLIAM W. BURNELL Chairman of Sceam Engines and Boliers. T. J. LOVEGHOVE, Inspector.

Philadelphis, June 5, 1871. M'MAHOR.

JOHN F. OHL,

EASTON & MCMAHON.

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