## From our Third Edition of Yesterday. From Washington.

[Special Despatch to the Bulletin.]
WASHINGTON, June 20.—The Senate Naval Committee to-day unanimously instructed Senator Grimes to report the House bill for the acceptance of League Island. He will press it to a vote at an early day.

No intelligence has yet been received from the prize fight which came off at daylight this morning some twenty-five miles down the Potomac. It is reported that the Balti-

more man came off victor. The free traders are working like beavers to defeat a high protective tariff.

The Tax on Cotton. WASHINGTON, July 20.—The Senate, in Committee of the Whole, has agreed to the recommendation of the Finance Committee to fix the tax on cotton at two cents per

Decline of Specie Shipment. Boston, June 20.—The Africa, which sailed to-day for Europe, takes 71 passengers for Halifax and 118 for Liverpool. She takes out no gold, and only about \$16,000

XXXIXTH CONGRESS-FIRST SESSION. Washington, June 20, 1866. SENATE.—Mr. Grimes (Iowa) from the Naval Committee reported the House bill authorizing the acceptance of League Island, Philadelphia, as a Naval Station. The House joint resolution for the distribution of certain surplus copies of the American State papers was passed.

The Senate, by a vote of 5 yeas to 25 nays, refused to discharge the Finance Committee from the further consideration of the resolution fixing a day for adjournment. The motion was made by Mr. Hendricks, of In-diana, who said he wished the resolution brought before the Senate and passed.

HOUSE.—Mr. Donnelly (Min.), from the Committee on Public Lands, reported a bill granting to the State of Iowa land in alterate sections, to aid in the construction of the Iowa Central Railroad. Ordered to be

mr. Eggleston (Ohio), from the Committee on Commerce, reported back the Senate amendments to the bill further to provide for the safety of lives of passengers on board steam vessels, with a recommendation that they be nonconcurred in, and a Committee of Conference was asked.

Mr. McRuer (Cal.) introduced a joint re-

solution authorizing the Secretary of the Treasury to settle the account of C. F. Fay. Read twice and referred to the Committee

on Claims. Mr. Boutwell (Mass.) introduced a bill to amend the act of April 18, 1818, for the punsiment the act of light to the state of certain crimes against the United States. Read twice and referred to the Committee on the Judiciary.

It provides that the act of 1818 shall not be

so construed as to prohibit citizens of the United States from selling vessels, ships or steamers built within the United States, or steamers ount winni the United States, or materials or munitions of war, the growth or product of the same, to inhabitants of other countries or to governments not at war with us; *Provided*, that the operations of this act shall be suspended whenever the United States shall be engaged in war.

Mr. Glossbrenner (Pa.), from the Committee on Public Lands, reported back the bill for the relief of inhabitants of towns and villages in the Territories of Nev Mexico and Arizona. Ordered to be printed

mand recommitted.

Mr. Schenck (Ohio) offered a resolution, which was adopted, instructing the Committee on Foreign Affairs to inquire into the expediency of making the United States consulate at Quebec a salaried office.

Mr. Washburne (Ill.) asked and obtained leave to attach his signature to the report of

the Reconstruction Committee, which was made in his absence. Mr. Ingersoll (Ill.) asked leave to offer a resolution calling on the Secretary of State and Postmaster General for information as to why the public printing for their respective departments is given to the Richmond

Examiner.

Mr. Eldridge (Wis.) objected, and the resolution was not received.

Mr. Perham (Me.), from the Committee on Pensions, reported a bill increasing the pensions of widows and orphans, and for other purposes.

other purposes.

The first section extends the provisions of the pension laws to Provost Marshals, deputy Provost Marshals and enrolling officers who have been killed or wounded in the discharge of their duties; Provost Marshals to rank for the purpose of pen-sion, as captains, deputy Provost Marshals as first lieutenants, and enrolling officers as second lieutenants. The second section in-creases the pensions to widows of deceased soldiers and sailors having children, at the

rate of \$2 per month for each child under Mr. Perham made a statement as to the existing pension laws and those bills that are pending. Under the existing pension laws the annual amount paid was \$16,000, laws the annual amount paid was \$15,000,-000. This bill would increase the amount \$6,000,000, making it \$22,000,000. The bill pending, relating to pensions to the soldiers of 1812 and their widows, would cost \$13,000,000, which would make the total amount of pensions \$35,000,000. Under these circumstances the committee was of coming that neither the country for the opinion that neither the country nor the pensioners themselves would favor a pro-

Mr. Harding (Ky.) moved to strike out the first section. Negatived. 34 yeas, 73 nays.

Unitarian Conference. BUFFALO, June 20.—The annual conference of the Western Unitarian Churches assembles to-day, about 150 member are already arrived, and by to-morrow it is expected that as many as 250 delegates will have assembled. Many prominent United have assembled. Many prominent Unita-rian Ministers from the East are also here, including Dr. Bellows, Rev. Mr. Hefworth and others. The conference will last five

## Fire in Chicago.

CHICAGO, June 20th.—The building and machineryof the Chicago Rolling Mill Company was destroyed last night by fire. The loss is \$200,000, with an insurance of \$40,000.

Markets.

New York. June 29.—Cotton quiet at 89@4tc for middings. Flour dull: sales of 8.500 bbls. at \$6.500 pt0 for State; \$8@\$14 for Ohto; \$6.50@\$10 for Suthern. and \$8.800 pt0 for Canada. Wheat has a declining tenden y; the sales are unimportant. Corn has advanced 1c; sales of 42.000 bushs. Beef steedy. Pork heavy at \$22.250 pt2 31%. Lard dull at 19%@22½. Whisky dull. Stocks are lower. Chicago and Bock Island, 95%; Illinois Geniral, 121%; do, bonds, 103%; Michigan Southern. 79%; New York Central, 98%; Reading, 109; Hudson River, 111½; Virginia 6's, 67; Erie R. R., 89%; Carolina 6's, 84; Treasury 7.3.10's, 102%; Five Twenties, 103%; U. S. Onpon 6's, 110%; Gold, 152%.

SALES AFTER FIRST BOARD.

SALES AFTER FIRST BJARD.

| Sero Lehigh Naves '84 88 | 100 sh Phil & Erie | 100 sh Phil & Erie | 100 sh Cal |



TRAVELING GUIDE

READING BAILROAD.

GREAT TRUNK LINE TROM

GREAT TRUNK LINE TROM

SYLVANIA, THE SCHUYLKILL, SUSQUEHAR,

NA. CUMBERLAND AND WYOMING VALUES,

THE NORTH, NORTHWEST and the CANADAS,

SUMMEB ARRANGEMENT OF PASSENGED

TRAINS, June 4, 1868, leaving the Company's Depot,

THIS TREINTH and CALLOWHILL Streets, Philadelphia at the following hours:

MORNING ACCOMODATIONS.

At 7.30 A. M. for Reading and all intermediate Stations.

At 7.30 A. M. for Reading and all intermediate Sta; tions.

MORNING EXPRESS.

At 8.15 A. M., for Reading, Lebanon, Harrisoura, Pottsvinie, Pine Grove, Tamaqua, Sanbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkeebarre, Pitiston, York, Carlisie, Chambershurg, Hagerstown, &c., &c.

This train connects at READING with the East Pennsylvania Railroad trains for Allentown, &c., and with Reading and Columbia R. R. trains for Columbia, &c., with the Lebanon Valley train for Harrissurg, &c., at PORT CHINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, &c., at HARRISEURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehams trains for Northumberland, Williamsport, York, (Inambersburg, Pinegrove, &c.

Valley, and Schuylkill and Susquehanns trains for Northumberiand, Williamsport. York, Chambersburg, Pinegrove, &c.

Leaves Philadelphia at 8.20 P. M. for Reading, Pottaville, Harrisburg, &c., connecting with Reading and Columbia R.E. trains for Solumbia, &c.

READING ACCOMMODATION.

Leaves Reading at 6.00 A. M., stopping at all waystations; sarrives in Philadelphia at 5.55 A. M.

Returning, leaves Philadelphia at 5.50 P. M.; arrives in Reading at 7.55 P. M.

Trains for Philadelphia leave Harrisburg at 8.10 A. M., and Pottsville at 8.45 A. M., arriving in Philadelphia at 5.10 P. M., arriving at 7.50 P. M., and Pottsville at 8.45 P. M., arriving at Philadelphia at 6.45 P. M.

Harrisburg accommodation leaves Reading at 7.30 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.30 P. M., arriving in Philadelphia at 9.10 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 8.1245 noon for Reading and all way stations; leaves Reading 11.50 A. M., and Downingtown 12.30 P. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. Senday trains leave Pottsville at 8.00 A. M. and Philadelphia at 8.15 P. W.; leave Philadelphia, for Reading at 8.50 A. M., returning from Reading at 4.25 P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and interrediatepoints take the 7.30 and 8.15 A. M. and 5.00 P. M. trains from Philadelphia, returning from Downingtown at 6.35 A. M. and 12 20 Noor. Fhiladelphia, returning from Downlagtown at 6.35 A.

M. and 12 20 Noon.

NEW YORK EXPRESS, FOR FITTISBURGH AND
THE WEST.

Leaves New York at 7, 9 A. M. and 6.00 P. M. passing
Reading at 1.05, 11.53 AM, and 1.48 PM, and connect at
Harrisburg with Pennsylvania, and Northern Central
Radirosd Express Trains for Pittsburgh, Chicago, Williamsport, Edmira, Baltimore, &c.

Beturning, Express Train leaves Harrisburg on
strival of Pennsylvania Express from Pittsburgh, at 3
and 3.05 A. M., 9.15 P. M. passing Reading at 4.49 and 10.52
A. M. and 11.30 P. M. arriving at New York 10 A. M.,
and 2.45 P. M. Elecping Cars accompanying these
trains through between Jersey City and Pittsburgh,
without change.

Mail train for New York leaves Harrisburg at 2.10 P.
M. Mail train for Harrisburg leaves New York at 13
Noon.

CHESTER VALLEY RAILBOAD.

M. Mali train for Harrishing leaves Note Tolking.

Schuylkill Valley Raliboad.

Trains leave Pottsville at 7, 11.30 A. M. and 7.15 P. M., returning from Tamaqua at 7.55 A. M., and 1.40 and 4.15 P. M.

SCHUYLKILL AND SUSQUEHANNA RALIBOAD.

Trains leave Auburn at 7.50 A. M. for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 2.20 P. M. and from Tremont at 7.35 A. M. and 5.55 P. M.

Through first class tickets and emigrant tickets TICKETS.
Through first-class tickets and emigrant tickets oall the principal points in the North and West and

anadas.

The following tickets are obtainable only at the Office
f S. Bradford, Treasurer, No. 227 South Fourth street,
the close of G. A. Nicolla General Superintend The following interest of No. 227 South Fourth street, of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicolia, General Superintendent, Ecalific COMMUTATION TICKETS,

At 25 per cent., discount between any points desired

At 25 per cent, discount between any points desired for families and firms.

MILLEAGE TICKETS,

Good for 2,000 miles, between all points, at \$52 50 each, for families and firms.

SEASON TICKETS.

For three, six, nine or twelve months, for holders enly, to all points at reduced rates.

CLERGYMEN

Residing on the line, of the Boad will be furnished with cards, entitling themselves and wives to tickets at half-fare.

EXCURSION TICKETS.

half-fare.

EXCURSION TICKETS.

From Philadelphia to principal stations, good for staturday, Sunday and Monday, at reduced fare, to be had only at the Ticket Office at Thirteenth and Callow-

Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

FREIGHT TRAINS.

Leavo Philadelphia daily at 5.50 A. M., 12.45 noon and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinten, and all points beyond.

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the pring clipal Stations only at 2.15 P. M.

cipal Stations only at 2.15 P. M.

PHILADELPHIA, WILMINGTON AND BAITIMORE RAILROAD-IME TABLE.-Commencing MONDAY,
April 16th, 1866. Trains will leave Depot, corner of
Broad street and Washington avenue, as follows:
Express Train, at 2.15 A. M. (Mondays excepted),
for Baltimere and Washington, storping at Chester,
Wilmington, Newark, 1 kton, Northeast, Perryville,
Havre-de-Grace, Aberdeen, Perryman's, Magnolla,
Chase's and Stemmer's Bun.
Way-mail Train, at 8.15 A. M. (Suncays excepted), for Baltimore, stopping at all regular stations
between Philadelphia and Baltimore.
Delaware R. Train, 200 A. M. (Sundays excepted), for
Princess Anne. Milferd and Intermediate stations.
Express train at 1.45 A. M. (Sundays excepted) for
Baltimore and Washington.
Express Train at 2.00 P. M. (Sundays excepted), for
Baltimore and Washington, stopping at Chester,
Claymont, Wilmington, Newark, Elkton, North-East,
Edgewood, Magnolls, Chase's and stem mer's Run.
Night Express at 11.00 P. M. for Baltimore and Washington.
Passengers by boat from Baltimore for Fortress

ington.

Passengers by boat from Baltimore for Fortress
Monroe, Norfolk, City Point and Richmond will take
the 11.45 A. M. Train.

WILMINGTON ACCOMMODATION TRAINS,
stopping at all stations between Philadelphia and Wilmington.

Jeous Philadelphia at 200 11 15 A. M. 4 20 6 60 and 11 28 mington.
Leave Philadelphia at 9.00,11.15 A.M.,4.30,6.60 and 11.30
P. M. The 4.30 P. M. train connects with the Dela
ware Rallroad for Harrington and intermediate sta-

P. M. The 4:30 P. M. train connects with the Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:45, 8:00 and 9:30 A. M., 4:00 and 6:50 P. M.

Trains for Newcastle leave Philadelphia at 9:00 A.

M. 4:30 and 6:00 P. M.

THROUGH TRAINS FROM BALTIMORE

Leave Wilmington 9: 11:00 A.M., 4:36 and 10:00 P.M.

CHESTER FOR PHILADELIPHIA.

Leave Chester at 7:46, 8:46, 10:14 and 11:40 A. M.,

4:43, 5:10, 7:26 and 10:78 P. M.

From Baltimore to Philadelphia.—Leave Baltimore
7:25 A. M., Way Mall. 9:20 A. M., Express. 1:10 P. M.,

Express. 6:35 P. M., Express. 8:25 P. M., Express.

Trains for Baltimore leave Wilmington at 5:28, and
8:3 A. M. and 4:15 P. M.

Freight trains with passenger car attached will leave
Wilmington for Parryville and intermediate stations
at 6:55 P. M. Leave Baltimore for Hawre de-Grace
and intermediate Stations at 4:45 P. M. Leave Perryville for Wilmington and intermediate stations at 6:50 P. M. Connecting at Wilmington with the 8:00 A. M.

Express Train at 4:16 A. M. for Ealtimore and Washington, stopping at Chester, Wilmington, Newark,
Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolis, Chase's and Stemmer's
Run.

Night Express 11:00 P. M. for Faltimore and Wash-

on. Night Express 11.00 P. M. for Paltimore and Wash Night Express 11.00 F. M. 10. Defining and Accommodation Train at 11.30 P.M., for Wilmington and Intermediate Stations.

BALITIMORE FOR PHILADELIPHIA.
Leave Baltimore at 8.25 P. M., stopping at Havre de Grace, Perryville and Wilmington. Also stops at Elicton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Ealtimore or Washington.

Accommodation train will leave Wilmington for Philadelphia and Intermediate Stations at 6.30 P. M.

H. F. KENNEY, Superintendent,

WEST JERSEY RAILROAD
LINES-From foet of Market street
-Upper Ferry. Commencing THURSDAY May 31, LEAVE PHILADELPH(A AS FOLLOWS: 00 A. M. Mail for Bridgeton, Salem, and all inter-

IEAVE PHILABLEPHA AS A TO THE WEST JERSEY EXPRESS BUSNESS, receive, deliver, and for all parts of the country, and the collective delivered at 23 South Delaware Avenue.

1. VAN RENSSELAER, Superior of the responsible Express Companies each through the same arresponsible express companies each through the responsible express Companies, to 5. The responsible express Companies each through train. Office, No. 5. The responsible express Philable Philabl

Walnut street

PHIDALELPHIA & BALTI

MORE CENTRAL BAILROAD.—

SUMMER ARRANGEMENTS.—ON AND AFFER MONDAY, March 19, 1866, the Trains will leave Philadelphia, from the Depot of the West Chester & Philadelphia Railroad, corner of Thirty-first and Market Streets, (West Philada), at 7.20 A M., and 4.45 P. M.

Leave Rising Sun, at 5.30, and Oxford at 6.05 A. M., and leave Oxford at 3.55 P. M.

Til June 1st a Market Train with Passenger Car attached, will run on Tuesdays and Fridays, leaving The Rising Sun at 10.45 A. M., Oxford at 11.45 A. M., and Kennett at 2.45 P. M., connecting at West Chester Junction with a Train for Philadelphia, On and atter June 1st, this train will leave the Rising Sun at 4 P. M., Oxford at 5 P. M., and Kennett at 6 P. M. Marketing will not be taken on Passenger Trains.

The Train leaving Philadelphia at 7.20 A. M. connects at Oxford with a daily line of Stages for Peach Bottom in Lanct stercounty. Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphia.

The Train leaving Philadelphia at 4.45 rans to Rising Sun, Md.

Passengers are allowed to take Wearing Apparel or Passengers are allowed to take Wearing Apparel or three Passengers and the Company will not in any Sun, Md.

Passengers are allowed to take Wearing Apparel only, as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred deliars, unless a special contract be made for the same.

mhi9 HENRY WOOD, Gen'l. sup't.

NORTH PENNSYLVAGIA 2
R. THE MIDDLE ROUTE
Bhoriest and most direct line to Bethiehem, Allentown
Manch Chunk, Hazleton, White Haven Wilkesbarre,
Mahanoy City, and all points in the Lehigh and Wyol
ming Coal Regions.

Passenger Depots in Dauladana TRAVELING WUIDE. ming Coal Regions, and all points in the Lehigh and Wyoi Passenger Bepots in Philadelphia, THIRD street above Thompson, and corner of REEKS and AMERICAN streets.

Passenger Bepois in Philadelphia, THIRD street shove Thompson, and corner of REEKS and AMERI-OAN streets. IMMER ARRANGEMENT.

NINE DAILY TRAINS.

On and arter Monday, May, 21st, 1266, Passenger trains leave the Depot. Third street, above Thompson, daily (Sundays excepted), as follows:

AT 7.30 A. M.—Morning Express for Bethlehem and and Principal Stations on Nerth Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasanqua, Slatington, Manch Chunk, Weatherly, Jeanewille, Hazleton, White Haven, Wilkesbarre, Kingston, Pitzton, and all points in Lehigh and Mahano? Bailroad for Mahanoy City, and with Catawissa Bailroad, for Rupert, Danville, Milton and Williamspert. Arrive at Manch Chunk at 11.45 A. M.; ct Wilkesbarre at 2.45 P. M.; at Mahanoy City at and Wilk Catawissa Bailroad, for Rupert, Danville, Milton and Williamspert. Arrive at Manch Chunk at 11.45 A. M.; ct Wilkesbarre at 2.5 P. M.; at Mahanoy City and with Catawissa Bailroad for Rupert, Danville, Milton and points on New Jersey Central Railroad to New York.

AT 3.55 A. M.—Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro and Hartsville, by this train, take Stage at Old York Bood.

AT 1.30 P. M.—Accommodation, for Fort Washingson, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope.

AT 2.50 P. M.—Evening Express for Befulchem and principal Stations on the North Pennsylvania Railroad, making close connection at Bethlehem and principal Stations on the North Pennsylvania Railroad, making close connection at Bethlehem and frincipal Stations on the North Pennsylvania Railroad, making close connection at Bethlehem and for Greenville a Quakertown.

AT 2.50 P. M.—Evening Express for Befulchem and troad, making close connection at Bethlehem and for Greenville a Quakertown.

and for Nakreth as Betalenest and the Coleavine a Quakertown.

AT 4.15 P. M.—Accommodation, for Doylestown, atopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville take stage at Abington: for Lumberville at Doylestown.

AT 5.15 P. M.—Through Accommodation, for Bethelene and all Stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for Allentows, Mauch Chusck, &c. AT 6.15 P. M.—Accommodation, for Lansdale, stopping at all intermediate Stations.
As 11 P. M. Accommodation for Fort Washington,
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6.25 A. M., and 12.75 M., and 6.15

Leave Bethlehem at 6.25 A. M., and 12.25 M., and 6.15 M.

12.25 train makes direct connection with Lehigh Valley trains from Easton, Wilkesbarre, Mahoney City, Bazleton, and arrives in Philadelphia at 2.30 P. M.

Passengers leaving Wilkesbarre at 1.15 P. M., connect at Bethlehem at 6.15 P. M., and arrive in Philadelphis at 8.40 P. M.

Leave Doylestown at 6.40 A. M. 2.15 and 5.30 P. M.

Leave Lansdale at 6 A.M.

Leave Fort Washington at 10.50 and 2.15 P. M.

ON SUNDAYS.

Philadelphia for Deviestown at 2.36 P. M.

Philadelphia for Deviestown at 2.36 P. M.

Philadelphia for Philadelphia at 4.30 P. M.

Bethlehem for Philadelphia at 4.30 P. M.

Bethlehem for Philadelphia at 4.30 P. M.

Bethlehem for Philadelphia at 4.50 P. M.

Titke to Cars of Second and Third Streets Line convey passegners to Third Street Fepot.

Tickets must be procured at the Ticket Offices, THIRD street of BEERKS street, in order to secure the lowest street of BEERKS street, in order to secure the lowest street of BEERKS.

Tickets must be procured at the Ticket Offices, THIRD street or BERKS street, in order to secure the lowest rates of far. Baggage Express will call for and deliver Baggage at the Depot.

Office, No. 118 South THIRD street.

My21

Office, No. 113 South THIRD street.

FOR NEW YORK.—The CAMDELPHIA AND TRENTON RAILROAD COMPANY'S LINES, from Philadelphia to New York, and
way places, from Wallnut Street WHARF,
will leave as follows, viz.
At 5.4. M., via Camden and Amboy, Accom.,
At 8.4. M., via Camden and Jersey City Express,
At 6.60 P. M., via Camden to S. Amb'y, Accom.
At 6.00 P. M., via Camden and Amboy Accom.
At 6.00 P. M., via Camden and Amboy Accom.
At 6.00 P. M., via Camden and Amboy Accom.
At 6.00 P. M., via Camden and Amboy Accom.
At 6.00 P. M., via Camden and Amboy Accom.
At 6.00 P. M., via Camden and Amboy Accom.
At 6.00 P. M. via Camden and Amboy Accom. 

ville Peinberton and Vincentown. At 5 A. M., and 3 P. M. for Freehold.
3 P. M. for Freehold.
4 5 and 10 A. M. 12 M. 4, 5 6, and 11.30 P. M., for Flat House, Falmyra, Riverton, Progress, Delanco, Beverly, Edgewater, Burlington, Florence. Bordeniown, &c. The 10 A. Mand 4 P.M. lines runs direct through to Trenton.
LINES FROM KENSINGTON DEPOT will leave a follows: Renaington and Jersey thy Aribers.

The 6.5 P. M. Line will run daily. All others Sundays excepted.

At7.30 and 11.00 A. M., 3, 3.30, 4.38, 5 and 6,45 P. M., and 12 Midnight, for Bristol, Trenton. &c.

At7 and 10.15, A. M., 12 M., 3, 4,5, and 6 P. M. for Cornwells. Torrisdale, Holmeddir, Tacony, Wissinoming, Bridesburg and Frankford and at 10.15 A. M. for Bristol. Schencks, Eddington and 8 P. M. for Holmesburs and intermediate Stations.

BELVIDERE DELAWARE RALLEDAD, for the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Two through trains daily (Sundays excepted) from Kensington Depot, as follows:

At7.30 A. M. and 3.30 P. M., for Niagars Falls, Buffalo, Dunkirk, Canandaigus. Elmira, Ithaca, Owego, Bochester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre Scranton, Stroudsburg, Water Gap. Belvidere, Easton, Lambertville, Flemngton, &c. The 2.30 P. M. Line connects direct with 16 Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, &c.

At8 P. M. for Lambertville and intermediate Stations Allentown, Depot take the cars on Fifth street, above

AGF For New York, and Way Lines leaving Ken sington Depot, take the cars on Fifth street, above Walnut, half an hour betore departure. The cars run into the Depot, and on arrival of each Train, run from the Depot. On Sundays, Qumhousses will leave Walnut street wharf at 6 P. M. to connect with 6.45 P. M. nut street wharf at 6 F. M. to connect with 6.45 P. M. line.
Fifty Pounds of Baggage only, allowed each Passenger. Passengers are prohibited from taking anything say baggage but their wearing apparel. All baggage over fity pounds to be paid for extra. The Company limit their responsibility for baggage to One Doliar per pound, and will not be liable for any amount beyond 100, except by special contract.

But Tickets sold and baggage cheeked direct through to Boston, Worcester, Springfield, Hartford, New Haven, Neuport, Albuny, Troy and Saratoga.

Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at No. 3 Walnesses, or at No. 102 South Twelfth street.

LINES FROM NEW YORK FOR PHILADELPHIA.

Will leave from foot of Corland street, at 12 M. and 4 P. M., via Jersey City and Camden. At 7 and 10 A. M., 6 P. M. and 12 Night via Jersey City and Kentington.

rington.
From Pier No. 1 N. River, at 5 A, M. and 2, 4 P. M.,
via Amboy and Camden.
WM. H. GATZMER, Agent.

WM. H. GATZMER, Agent.

WM. H. GATZMER, Agent.

PHILADELPHIA, GERMAN.

RAILROAD.—TIME TABLE—On and arer MONDAY, May 16th, 1886.
FOR GERMANTOWN.

Leave Philadelphia—6, 7, 8, 9, 10, 11, 12, A. M.; 1, 2, 3.10

minutes, 34, 4, 5, 5, 54, 6, 7, 8, 9, 10, 11, 12, P. M.

Leave Germantown—6, 7, 74, 8, 8, 80, 9, 10, 11, 18, A. M.;

1, 2, 3, 4, 44, 6, 6, 54, 7, 8, 9, 10, 11, 19, M.

The 3.20 down train, and the 34 and 54 up trains de

The 8.20 down train, and the 3% and 5% up trains de nestop on Germantown Branch.

ON SUNDAYS.

Leave Philadelphia—2.10 minutes, A. M.; 2. 3, 5, 8 and 10%, P. M.

Leave Germantown—8 A. M.; 1, 4, 5% and 9%, P. M.

Leave Chestrut Hill—7.10 minutes, 8, 2, 40, and 11, 40 A.

M.; 1, 40, 2, 40, 5, 40, 6, 40, 8, 40, and 10, 40 P. M.

ON SUNDAYS.

Leave Philadelphia—9.10 minutes, A. M.; 2, 5, and 8

P.M.

Leave Chestrut Hill—7.40 minutes, A. M.; 12, 40, 6, 10

and 9.25 minutes P. M. And 9.25 minutes P. M.
FOR CONSHOHOUCKEN AND NORRISTOWN.
Leave Philadelphia—5, 8.85, 11.05 minutes, A. M.; 1%,
8, 4%, 5%, 6%, 8.05, and 11%, P. M.
Leave Norristown—5%, 7, 7.50, 9, 11, A. M.; 1%, 6% P. M. train will stop at School Lane, Wissa-on, Manayunk, Spring Mills and Conshohocken

hickon, Manayunk, Spring Mills and Countriction only.

Leave Philadelphis—9 A. M., 22—4, and 7½ P. M. Leave Norristown—7 A. M., 1, and 5½ and 3, P. M. Leave Philadelphis—6, 8.55, 11.05 A. M.; 1½, £, 4½, 1½, £, 6½, and 1½ P. M. Leave Manayunk—6½, 7½, 8.20, 9½, 11½, A. M.; 2, 5, 6½ and 6½, P. M. ON SUNDAYS.

Leave Philadelphis—9 A. M.; 2½, 4, and 7½ P. M. Leave Manayunk—7½ A. M.; 1½, 6, and 9½ P. M. W. T. WILSON, General Superintendens, Depot, Ninth and Green streets.

WEST CHESTER AND PHILA-MEDIA. VIA DELIPHIA RATLEROAD, VIAMEDIA.

SUMMER ARRANGEMENTS.
On and after MONDAY, June 4th, 1868, the trains will leave as follows:
Leave Philadelphia fer West Chester, from Depot Thirry-first and Market street, 7.20 A. M., 11.00 A. M., 12.30 A.65 and 7.00 P. M.
Leave West Chester for Philadelphia. from Depot on E. Market street, 4.20, 7.30, 11.45 A. M., 11.50 A.50 P. M.
Trainsleaving West Chester at 7.30 A. M. and leaving Philadelphia street 4.20, 7.30, 11.45 A. M., 1.55, 4.50 P. M.
Trainsleaving West Chester at 7.30 A. M. and leaving Philadelphia for Pennelton at Media only.

Leave Philadelphia for Pennelton 5.67 and 10.30 P. M.
Leave Pennelton for Philadelphia 8.16 A. M., 7.35 P. M.
These Trains stop at all intermediate Stations.
ON SUNDAYS—Leave Philadelphia at 8.30 A. M.
Till otherwise ordered a Market Passenger Train will leave West Chester for Philadelphia, on Tuesdays and Fridays only, at 6.45 P. M.
ON SUNDAYS—The West Philadelphia, on Tuesdays and Fridays only, at 6.45 P. M.
ON SUNDAYS—The West Chester for Philadelphia, on the Salarandepot on the arrival of each train to convey passengers into the City.

Trains leaving Philadelphia at 7.20 A. M. and 4.55 P. M., and leaving West Chester far 7.33 A. M. and 4.50 P. M., connect at B. C. Junction with Trains on the P. and B. C. R. R. for Orford and intermediate points.

For Passengers are allowed to take wearing appared only of Bagrage, and the Company will not, in any case, be responsible for an amount exceeding one hundred doliars, unless a special contract is made for the same.

HENBY WOOD. General Superintendant RARITAN AND DELAWARE
BAY RAJLROAD COMPANY.
NOTICE.—On and atter MONDAY, the 14th of May, trains on this road will leave the Depot of the Camden and Atlantic Railroad Company, at Cooper's Point, Can den, as follows:
Express, for Long Branch, New York, and intermediate stations, at 9.20 A. M.
Freight, for New York and intermediate stations, at 2.30 P. M.
Mail and Express, for New York, at 3.30 A. M.
Returning, trains leave Pier S2, North River, foot of Duaue street, at 11.00 A, M. and 400 P. M., and Pie No. 2, at 4.15 P. D. No baggage taken at Pier No. 8, Fare, to and from New York, \$2.00.
my17
W. N. CLAYTON Superintendent

TRAVELING SUIDE.

PENNSYLVANIA CENTRAL

ARAUROAD.

FUMMER ARRANGEMENT.

The trains of the Pennsylvania Central R. R. leave
the Depot at Thirty-first and Market streets, which is
reached by the cars of the Market Street Passenger
kanwa) running to and from the Depot. The last car
leaves Front sireet about thirty minutes, prior to
the departure of each Train.

ON SUNDAYS—Cars leave Eleventh and Market
streets 45 minutes before departure of each train.

MANN'S BAGGAGE EXPLESS will call for and deliver
Baggage at the Depot. Orders left at the office, No.
531 Chestnut street, will receive attention.

TRAINS LEAVE AND ARRIVE AT DEPOT
THUS:

LEAVE. LEAVE,

MAIL TRAIN
DAY EXPRESS
PAOLI ACCOM... Wo. 1
FAST LINE & ERIE EXPRESS I
HARRISBURG ACCOM...
LANCASTER ACCOM...
PAOLI ACCOM..NO. 2
PITTSBURGH & ERIE MAIL. I
PAOLI ACCOM...
PAOLI ACCOM...
PAOLI ACCOM...
ACBRIVE. " 10.00 " " 11.10 " PHILADELPHIA EXPRESS † "11.10 "

OINCINNATI EXPRESS † "12.40 A.M.,
PHILADELPHIA EXPRESS † "7.10 "
PAOLI ACCOM, No. 1 " 9.00 "
LANCASTER TRAIN " 9.00 "
LANCASTER TRAIN " 12.40 P.M.
FASTLINE " 1.10 "
PAOLI ACCOM, No. 3 " 4.10 "
PAOLI ACCOM, No. 3 " 4.10 "
PAOLI ACCOM, No. 3 " 7.30 "
HARRISBURG ACCOM, "10 " 9.50 "
\*Daily, except Saturday, 'Daily, 'Daily, 'except Saturday, 'Toally, 'Daily, 'except Saturday, 'Toally, 'Daily, 'except Sunday, 'Running through from Philadelphia to Pittsburgh and Erle without change of cars.
SUNDAY ACCOMODATION TRAINS for Paoli and intermediste stations leave Philadelphia at 9.00 A. M. and 7.00 P. M., returning, leave Paoli at 6.50 A. M. and 4.50 P. M. A TICKET OFFICE

and 7.00 P. M., returning, leave Paoli at 6.50 A. M. and
4.50 P. M.

A TICKET OFFICE
Is located at No. 631 Chestnut street, where Tickets to all
important points may be procured, and full information given by JOHN C. ALLEN, Ticket Agent
Also at Thirty-directed Market streets, on application
to TROS. H. PARKE. Ticket Agent, at the Depot.
to TROS. H. PARKE. Ticket Agent, at the Depot.
to Emilyman Train runs daily, except Sunday. For
full information as to fare and accommodations, apply
to FRANCIB FUNK. No. 137 Dock street.
The Pennsylvania Railroad Co. will not assume any
risk for Regrage, except for Westing Apparel, and limit
their responsibility to One. Hunsfield Boliars in value,
All Baggage exceeding that amount in value, will be at
the risk of the owner, unless taken by special contract

PITTSBURGH, COLUMBUS
OMPANY.

THE PAN HANDLE BOUTE WESTWARD. Owing to the great distance saved by THIS ROUTE the Government has assigned to it the carrying of the U.S. MAIL to the Principal Cities of the West and U. S. MAIL to the Principal Cities of the West and Southwest.

THERE BEING BUT ONE CHANGE OF CARS BETWEEN PHILADELPHIA AND CINCINNATI, AND BUT TWO TO ST. LOUIS.

PASSENGERS BY THIS ROUTE WILL ARRIVE IN CINCINNATI, INDIANAPOLIS. CAIRO AND ST. LOUIS, ONE TRAIN IN ADVANCE OF ANY OTHER LINE.

Passengers leaving Philadelphia at 11.50 A. M. will arrive at alticona in the evening for supper, where Woodroff's Celebrated Palace State-Room Sleeping Cars will be attached, and run through to Columbus without change, avoiding changing cars at Pittsburgh at midnight, a comfort never before afforded to the traveling community. ling community.

Sure to purchase tickets "VIA STEUBEN-

Be sure to purchase tickets "VIA STEUBENVILLE," at
PENNSYLVANIA RAHLROAD OFFICE
PENNSYLVANIA RAHLROAD OFFICE

Orner Thirtieth and Market Streets,
Philadelphia,
S. F. SCULL,
Gen'l Ficket Ag't. Steubenville, O,
JOHN H. MILLER. Gen'l Eastern Pass, Ag't.
SE Broadway, New York,
JOHN DURAND, Gen'l Sup't.
Fennsylvania Railroad Office, 631 Chestmut street;
and Thirtieth an'l Market streets, West Philadel
phia.

pnia.

1866. PHILADRIPHIA AND
ERIE RAILROAD, 1866.
This great line traverses the Northern and North
west counties of Pennsylvania to the city of Rrie on
Lake Erie. west counties of remmy value to the Rrie.

It has been leased and is operated by the Pennsyl-

delphia.
And for Freight business of the Company's Agents:
S. B. Kingston, Jr., corner Thirteenth and Market
streets, Philadelphia.
J. W. Reynolds, Eric.
Wm. Brown, Agent N. C. R. R., Baltimore.
Wm. Brown, Agent N. C. R. R., H. H. HOUSTON,
General Freight Agent, Philadelphia.
H. W. GWINNER,
General Ticket Agent, Philadelphia.
General Superintendent, Eric.

General Superintendent, Erie,

NEW ARRANGEMENT.—PHILADELPHIA TO WILLIAMSADELPHIA TO WILLIAMSON and after Morday, April 2d, 1868, through cars
for Williamsport will leave the Philadelphia and Reading Railroad Depot, Thirteenth and Callowhill streets,
at 8 A. M. arriving at Williamsport at 6 F. M., and
making close connections for Elmira, Oil Regiona,
Buffalo, Erie, Niagara Falls, Suspension Bridge and
all places in the Western, North Western, South
Western States and the Canadaa.

1HROUGH TICKETS to all points can be procured
at the Company's office 425 Chestnut street, under
Philadelphia Bank, opposite the Custom House, at
the United States Telegraph Office in the Continental
Hotel, and at the Depot of the Philadelphia and Read
ing Railroad Thirteenth and Callowhill streets.

N. VANHORN, Passenger Agent.

## BUSINESS CARDS.

CHAW & JUSTICES' PATENT DEAD-STROKE
DOWER HAMMER.—The undersigned having become sele assignees and manufacturers in the State of
Pennsylvania of the above hammer, are prepared to
furnish them at short notice and on reasonable terms.
All communications from parties requiring hammers
for use in Pennsylvania must be addressed to
MERRICK & SONS,
AND Washinston avenue, Philadelphia. 430 Washington avenue, Philadelphia.
Circulars containing full information will be for warded on application.

LUTES & HOFFMAN, CARPENTERS AND BUILDERS,
my2tf?] No. 212 PEAR Street.
Residence; 606 Dickerson street, 1005 Taylor street.
Every description of Jobbing promptly attended to.

C. KNIGHT & CO., WHOLESALE GROCERS,
Agents for the sale of the Products of the
Southwark Sugar Refinery and the Grocers' Sugar
House, of Philadelphia.

House, of Philadelphia. 131-197

JAMES A. WEIGHT. THORNTON PIKE. CLEMENT A
GRIECOM. THEODORE WRIGHT. FRANK L. MEALL
PLIFER WRIGHT & SONS,
Importers of Earthenware, and Shipping and Commission Merchants, No. 115 WALNUT Street, Philadelphia

PENNSYLVANIA WORKS, ON THE DELA WARE river, below PHILADELPHIA, CHESTER, Delaware county, Pa. REANEY, SON & CO. Engineers and Iron Boat builders,
Manufacturers of Manufacturers of

All kinds of

CONDENSING AND NON-CONDENSING ENGINES,
Ircn Vessels of all descriptions, Bollers, Vats, Tanks

Fropeliers, &c., &c.

T. REANEY, W. R. REANEY, S. ARCHIBOLD

Late of

Reaney, Neafe & Co.,
Fenn Werks, Phila.

U. S. Navy.

Reaney, Neafe & Co.,
Penn Werks, Philis.

T. VAUGHAN MERRICK,
JNO. E. COPE.

COUTHWARK FOUNDRY, FIFTH AND WASH.

SINGTON STREETS.

PHILADELPHIA.

MERRICK & SONS,
ENGINEERS AND MACHINISTS.

Manufacture High and Low Pressure Steam Engines
for Land, River and Marine Service.

Boilers Greometers, Tanks. Iron Boats, &c.
Castings of all kinds, either iron or brass.
Iron Frame Roofs for Gas Works, Workshops and
Railroad Stations, &c.
Retoris and Gas & sachinery, of the latest and most
improved construction,
Every description of Plantation Machinery; and
Sugar, Saw and Grist Mills, Vaccuum Pans, Open
Steam Trains, Defacators, Filters, Pumping Engines, &c.
Sole Agents for N. Billeux's Patent Sugar Boling

Steam Trains, Defacators, Filters, Pumping Englines, &c.

Sole Agents for N. Billeux's Patent Sugar Boling Apparatus, Nesmyth's Patent Steam Hammer and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machine.

CAS FIXTURES,—MISKEY, MERRILL & THAOKARA, NO. 718 CHESTNUT street, Manufacturers of Gas Fixtures, Lamps, &c., &c., would call the attention of the public to their large and elegant assortment of Gas Chandellers, Pendants Brackets, &c. They also introduce Gas pipes into Dwellings and Fublic Bulldings, and attend to extending, altering and repairing Gas pipes. All work warranted. ranted.

FILE PHILADELPHIA RIDING SCHOOL.

FOURTH street, above vine, will re-open for the Fall and Winter season on MONDAY, Sept. 25th Ladies and gentlemen destring to acquire a thorough knowledge of this accomplishment will find every facility at this school. The horses are asis and well trained, so that the most timid need not fear. Saddig horses trained in the best manner. Saddig horses, horses trained in the best manner. Saddig horses, horses and vehicles to hire. Also carriages for time rale, to carr, steamboaks, def.

THOS. GRAIGHE & SON.

PRIVY WELLS - UWNERS OF PROPERTY. - The only place to get Privy Wells Cleansed and Disinfected, at very low prices.

Manufacturer of Pondrette, Goldsmith's Hall. Library street

PERFUMERY.



(ASURANCE.

DELAWARE MUTUAL SAFETY INSURANCE
COMPANY,
INCORPORATED BY THE LEGIBLATURE OF
PENNSYLVANIA, 1835.
OFFICE S. E. CORNER THIRD AND
STREETS, PHILABELPHIA
MARINE INSURANCE,
ON VESSELS,
CARGO.
TO all parts of the world,
FREIGHT,
INLAND INSURANCES
ON Goods, by River, Canal, Lake, and Land Carriage,
to all parts of the Union.
FIRE INSURANCES,
On Merchandise generally,
On Stores, Dwelling Houses, do.

ASSETS OF THE COMPANY, | November 1, 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 1865. | 58,250 60 Loan 125,000 City of Philadelphia Six Per Cent. 120,000 Luty of Philadelphia Six Per Cent.
20,000 Pennsylvania Eailroad First Mortgage,Six Per Cent. Bonds.
25,000 Pennsylvania Railroad Second Mortgage Six Per Cent. Bonds.
25,000 Western Penns. Railroad Mortzage
Six Per Cent. Bonds.
11,000 300 Shares Stock Germantown Gas
Company, principal and interest
guaranteed by the City of Philadelphila. 112,812 50 20,000 00 23,750 00 18,537 50 7,150 148 Shares Stock Penns, Railroad 8,580 00 8,230450

40,000 Depos vernr Rallroad Company

40,000 Deposit with the United States Government, subject to 10 days call

80,000 State of Tennessee Five Per Cent. 18,900 0 170,700 00 40,511 44

2,910 00 \$1,253,630 18

Thomas C. Hand,
John C. Davis,
Edmund A. Sonder,
Theophins Spaiding,
John R. Penrose,
John R. Penrose,
James Traquar,
Henry C. Dallett, Jr.,
Henry C. Dallett, Jr.,
James C. Hand,
William C. Ludwig,
Joseph H. Seal,
George G. Leiper,
Hugh Craig,
Robert Burten,
John D. Taylor,
John C. Davis,
John C. Davis,
John C. Davis,
John C. Davis,
John C. President,
John C. Davis, vice President,
JOHN C. Davis, vic

HENRY LYLBURN, Secretary.

OelSinol

NSURANCE COMPANY OF NOETH AMERICA
—MARINE, FIRE AND INLAND TRANSPOR
TATION INSURANCE.
Office, No. 223 WALINUT street, south side, east of
Third street.
The Properties of this Company are well invested
and furnish an available fund for the ample indemnity
of all persons who desire to be protected by Insurance.
MARINE RISKS taken on Vessels, Freights and CATEGOR.
INLAND TRANSPORTATION RISES ON MERchandise per Railroads, Canals and Steamboats,
FIRE RISKS on Merchandise, Furniture and Buildings in City and County.
INCORPORATED IN 1794—CAPITAL, \$500,000, AND
PAID IN AND SECURELY INVESTED.
TOTAL PROPERTIES,
\$1,700,000.

PERPETUAL CHARTER. ES.
James N. Dickens,
S. Morris Wain,
John Mason,
George L. Harrison,
Francis B. Cope,
Edward H. Troiter,
E. S. Clarke,
William Cumming Arthur G. Coffin,
Ramnel W. Junes,
John A. Brown,
Charles Taylor,
Ambrose White,
Richard D. Wood,
William Weish,
William R. Rowen,
T. Charl T. Charleton Henry.
ARTHUR G. OOFFIN, President.
CHARLES PLAYF. Secretary.

FIRE ASSOCIATION,
Incorporated March 27, 1850.

A OFFICE NO. 34 N. FIFTH street. Insure BUILDINGS, HOUSEHOLD FURNITURE and MERCHANDISE generally, from Loss by Fire, (in the City of
Philadelphia only.)

STATEMENT of the Association
Bonds and Mortrages on property in the
City of Philadelphia.

City of Philadelphia.

20,848 17

Changed Repts.

20,848 21

City of Philadelphia. 20,848 81
Ground Rents. 20,848 81
Real Estate (Office No 24 North Fifth street) 14,286 11
U. S. Government 5-20 Bends. 45,000 0
U. S. Treasury Notes. 6,640 0
645 0
645 0 6,640 00 646 00 27,422 43 ...\$951,419 10 Total... TOTAL TRUSTEES, GEORGE W. TRYON, President.
WM. H. HAMILTON,
JOHN SOUDER,
PETER A. KEYEER,
JOHN PHILBIN,
JOHN CARBOW,
GEORGE I. YOUNG,
WM. T. BUTLER, Secretary.

THE COUNTY FIRE INSURANCE COMPANY,

THE COUNTY FIRE INSURANCE COMPANY,—
OFFICE NO. 110 SOUTH FOURTH STREET.

"The Fire Insurance Company of the County of Philadelphia." Incorporated by the Legislature of Pennsylvania in 1839, for indemnity against loss of damage by fire, exclusively.

OHAFTER PERPETUAL.

This old and reliable institution, with ample capital and centingent fund carefully invested continues to insure buildings, furniture, merchandise, do., either permanently or for a limited time, against loss or damage by fire, at the lowest rates consistent with the absolute safety of its customers.

Losses adjusted and paid with all possible despatch Directory.

Charles J. Sutter, Heary Crilly, John Horn, Eobert V. Massey, Jr., Henry Budd, George Mecke, Andrew H. Miller, URARLES J. SUTTER, President Directory, Secvy and Treasurer.

DHENIX INSURANCE COMPANY OF PHILA.

BENTANUS P. HOROKLEY, Sec'y and Treasurer.

DHENIX INSURANUE COMPANY OF PHILADELPHIA.
INCORPORATED 1804—CHARTER PERPETUAL
INCORPORATION OF THE MANAGEMENT OF THE MANAGEMENT

been promptly adjusted and paid.

John L. Hodge,
M. B. Mahony
John T. Lewis,
William S. Grant,
Robert W. Leaming.
D. Clark Wharton,
Lawrence Lewis, J7

Samuel Wilcox.

BAMUEL WILCOK, Secretary.

JEFFERSON FIRE INSURANCE COMPANY OF PHILA DELIPHIA.—OFFICE, No. 24 NORTH FIFTH STREET, NEAR MARKET STREET.
Incorporated by the Legislature of Pennsylvania, CHAPTER PERFETUAL. CAPITAL AND ASSETS, 155,000, Make Insurance against Loss or Damage by Fire or Fublic or Private Buildings, Furniture, Stocks, Goods and Merchandise, on favorable terms, Goods and Merchandise, on favorable terms, DIRECTORS, George Erety, August C. Miller, John F. Belsterling, Henry Troomner, William McDaniel, Christopher H. Miller, Frederick Staake, Jonas Bowman, Christopher H. Miller, Frederick Staake, Jonas Bowman, Christopher H. Miller, Frederick Ladiner Jonas Christopher H. Miller, Frederick Della Christopher H. Miller, Frederick Ladiner Jonas Christopher H. Miller George Erety,
August C. Miller,
John F. Belsterling,
Henry Troomner,
William McDaniel,
Christopher H. Miller,
Frederick Staake,
John F. Belsterking,
PHILIP E. COLEMAN, Secretary.

DIRECTORS.
Frederick Doll,
Jacob Schandler,
Samuel Miller,
Edward P. Moyer,
Adam J. Glasz,
Israel Peterson,
Frederick Ladner
Frederick Doll,
Jacob Schandler,
Samuel Miller,
Edward P. Moyer,
Adam J. Glasz,
Israel Peterson,
Frederick Doll,
Jacob Schandler,
Samuel Miller,
Edward P. Moyer,
Adam J. Glasz,
Israel Peterson,
Frederick Doll,
Jacob Schandler,
Samuel Miller,
Edward P. Moyer,
Adam J. Glasz,
Israel Peterson,
Frederick Doll,
Jacob Schandler,
Samuel Miller,
Edward P. Moyer,
Adam J. Glasz,
Israel Peterson,
Frederick Doll,
Jacob Schandler,
Samuel Miller,
Edward P. Moyer,
Adam J. Glasz,
Israel Peterson,
Frederick Ladner
Frederick Staake,
Frederick Doll,
Frederick Doll,
Frederick Staake,
Frederick

PHILIP E. COLEMAN, Secretary.

MERICAN FIRE INSURANCE COMPANY.
INCORPORATED 1810.—CHARTER PERFE110 WALNUT Street, above THIRD Street,
PHILADELPHIA.
Having a large paid up CAPITAL STOCK and SUBPLUS invested in sound and available Securities, continue to insure on Dwellings, Stores, Burniture, Merchandise, Vessels in port, and their Cargoes, and other
Personal Property. All Losses liberally and promptly
adjusted.

BIRECTORS.

Personal Property. All Losses liberally and promptly adjusted.

Thomas R. Maris, John T. Lewis, John Weish, Sameel C. Morton, Patrick Brady. Intel Morris.

ALEKST C. L. CRAWFOED, Secretary.

A MERICAN MUTUAL INSURANCE CUMPARY. MYS.

A MERICAN MUTUAL INSURANCE CUMPARY. MYS.

A MERICAN MUTUAL INSURANCE CUMPARY. MYS.

A MERICAN MUTUAL INSURANCE COMPARY. MYS.

A MERICAN MUTUAL INSURANCE COMPARY. MYS.

FIRST taken on vessels, cargoes and freights to all parts of the world, and on goods on inland transportation on rivers, canals, railroads and other conveyances throughout the United States. MRAIG. President, PETER OULLIEN, Vice President, PETER OULLIEN, Vice President, William Craig, Feter Onlies, Jr., John Dallett, Jr., William H. Merrick, Senj. W. Richards, Gillies Dallett, Wm. K. Lowber, J. Johnston Rrows, Gillies Dallett, Wm. K. Lowber, Henry L. Edder, Mason Hutchins, Gillies Dallett, Wm. M. Balrd, Fearcon Scrill, Princett Conv.

THE PROVIDENT LIFE AND TRUST COMTPANY, OF PHILADELPHIA.—
Incorporated by the State of Pennsylvania, 2d month,
2dd, 1885, INTEREST ON DEPOSITIS AND GRANTS ANNUITIES,
CAPITAL DIRECTORS. Pearson Serrill. DIRECTORS. pley, Richard Cadhury, Car, Henry Haines, Car, H. Wistar Brown, G. Wm. C. Longareth, Coffin. SAMUEL R. SHIPLEY, President. Samuel R. Shipley, Jeremish Hacker, Joshus H. Morris, Richard Wood,

ROWLAND PARRY, ACTUARY.
OFFICE.
ADM-17 No. 111 South Fourth Street

INSURANCE. FIRE INSURANCE.

LIVERPOOL and LONDON and GLOBE INSURANCE COMPANY.

Authorized Capital. 810 Millions. Invested Funds, over 16 Millions. Yearly Revenue, over 5 Millions. Invested in the United 81,500,000 States, over

All losses promptly adjusted without reference to England. ATWOOD SMITH.

General Agent for Pennsylvania, OFFICE.

No. 6 Merchants' Exchange. PHILADELPHIA. fe27tu.th.f6ma

Cash capital, \$200,000. The United States Accident Insurance Company.

Of Syracuse, New York, Insures against

DEATH FROM EVERY CAUSE,

Whether ACCIDENT CHOLERA OF DISEASE of any kind, with weekly compensation for DISABILITY from ACCIDENT.

COMBINED POLICIES FROM ONE TO FIVE YEARS.

ACCIDENT POLICIES FROM ONE MONTH TO TEN YEARS.

NO MEDICAL EXAMINATION REQUIRED FOR ACCIDENT INSURANCE.

This is the only Company authorized to issue COM-ACCIDENT INSURANCE.

ACCIDENT INSURANCE.

This is the only Company authorized to issue COMBINED LIFE and ACCIDENT POLICIES.
In view of the probability of the visitation of the CHOLERA this summer, this opportunity of insuring against if for a brief period, at economical rates abould command the attention of every one; while the combination of ACCIDENT risk offered with it enables those residing in the City, or transacting business here and returning to the country daily, to guard against every form of DISEASE OR CASHALTY

norm of DISEASE OR CASUALTY.

Permits issued for travel to Europe, &c. Active Solicitors wanted. WM. A. STEPHENS, General Agent, jell-lmi No. 501 CHESTNUT Street, Philadelphia.

1829-CHARTER PERPETUAL

FRANKLIN FIRE INSURANCE COMPANY

PHILADELPHIA Assets on January 1, 1866, **\$2,506,851 96.** 

UNSETTLED CLAIMS, INCOME FOR 1886;

Losses Paid Since 1829 Over \$5,000,000.

Perpetual and Temporary Policies on Liberal Terms Char. N. Bancker, Edward C. Dale,
Topias Wagner,
Samuel Grant, Aitred Fitler,
Geo. W. Richards, Fras. W. Lewis, M. D.
Peter McCall.
EDWARD C. DALE, Vice President.
JAS. W. MCALLISTER, Secretary pro tem. Reziding

GIRARD FIRE AND MARINE INSURANCE COMPANY.

OFFICE, 415 WALNUT STREET, PHILA DELPHIA. CAPITAL PAID IN, IN CLASH, \$20,000.
This company continues to write on Fire East only. Its capital, with a good surplus, is safely invested. 701.

Losse by fire havehed promotives of and more than 701
Losses by fire havebeen promptly paid, and more than
\$500,000
Disbursed on this account within the past few years.
For the present the effice of this company will remain at

ALL WALLET STEPPER

For the present the effice of this company will remain at

415 WALNUT STREET,
But within a few months will remove to its OWN
BUILDING.

N. E. COR. SEVENTH AND CHESTNUT,
Then, as now, we shall be happy to insure our pairon
at such rates as are consistent with safety.

THOMAS CRAVEN,
FURMAN SHEPPARD,
THOS. MACKELLIAR,
INO. SUPPLEE,
INO. W. CLAGHORN,
SILAS YERKES, JE,
THOMAS CRAVEN, Precident,
ALFRED S. GILLETT, V. PRECIDENT,
AL

85,000 98 6,000 00 5,000 00 

Clem. Tingley,
Wm. Musser,
Samuel Bispham,
H. L. Carson,
Robert Steen,
Wm. Stevenson,
Thomas H. Moore,
Samuel Castner,
Alfred English,
Young.
CLEM. TINGLEY, President,
T. Secretary.

4 (22) th. s. tu.

PHILADELPHIA, December 1, 1865. deco-th.s.tn.M.

VIRE INSURANCE EXCLUSIVELY.— THE
PENNSYLVANIA FIRE INSURANCE OMPANY—Incorporated 1825—Charter Perpetual—No.
10 WALNUT Street, opposite Independence Squara,
This Company, averably known to the community
for over forty years, continues to insure against loss
or damage by fire, on Public or Private Enfidings,
sither permanently or for a limited time. Also, or
furniture, Stocks of Goods and Merchandise generally,
on liberal terms.

Their Capital, together with a large Eurplus Pand is
invested in the most careful manner, which enables
them to offer to the insured an undoubted security in
the case of loss.

DIRECTORS.

Daniel Smith, Jr.,
Alexander Benson,
Isase Hallehurst,
Thomas Roins,
Thomas Roins,
J. Gillingham Fell,
Daniel Haddeck, Jr.
Daniel Haddeck, Jr.
J. Presidents

Daniel Smith, Jr.,
Alexander Benson,
Isase Havlehurst,
Daniel Haddeck, Jr.,
Daniel Haddeck, Jr.,
WILLIAM G. OROWELL. Secretary
WILLIAM G. OROWELL. Secretary WILLIAM G. OBOWELL. Secretary

ANTHRACITE INSURANCE COMPANY.
OHAPTER PERPETUAL.
Office, No. 211 WALLNUT street, above Third, Phila;
Will insure against Loss or Damage by Fire, on Buildings, either perpetually or for a limited time, Mousehold
Furniture and Merchandise generally.
Also-Mariae Insurance on Vessels, Cargoes and
Freight, Inland Insurance to all parts of the Union.

Win. Esher,
David Pearson.

Wm. Esher,
D. Luther,
Lewis Audenried,
J. R. Biskiston,
Jos. Manfield,
Wm. F. Dean,
John Ketchem,
Wm. F. DEAN,
WM. M. SMITH. Secretary

FAME INSURANCE COMPANY.
NO. 406 CHESTNUT STREET,
PHILADELPHIA.
FIRE AND INLAND INSURANCE Francis N. Buck.

Oharies Richardson.
Henry Lewis.
Esamuel Wright.
P. B. Justice.
GEAS. BICHARDSON. Vice President
ULANGUALD. Seawatav

LOST.—The Certificate No. 1.221 issued by the City of Philadelphia (old) to provide for the subscription to the Penna. R. R. Co. Stock, dated Sept. 22, 1833, for one thousand dollars, pavable to John Garth Dodgson of Preston, Lancashire, England, and Buff. Sharp, of London, England, Trustees, bearing interest at six per cent: redeemable July 1, 1883.