THE UNION PACIFIC RAILROAD.

We hear a great deal about Pacific Railroads nowadays, but we have reason to think that they are not very pacific. The cutting through the great gorges of the Sierra Nevadas, now finished, was done only after many combats with the solid rocks, and fighting Indians on the Platte, and thus clearing the track up to the Rocky Mountains is certainly not the most *pacific* business in the world. And yet, the building of this greatest line of railway ever known will bind the two sides of the continent closer together, and, like the electric wire, the iron track will help preserve the equilibrium between any storm clouds that may arise, East or West, in the future. There are six railways called "Pacific," which deserve the title, from the fact that they are *doing nothing*, while there are two Companies which are constructing the only Great Pacific line *across the continent*. These are the Central Pacific of California, which has 94 miles in operation, and ten thousand men at work building east from Sacramento; and the Union Pacific, chartered by act of Congress, which is building west from Omaha, Nebraska. The Union Central Pacific will meet and form but a single line. The Union Pacific Company, General John A. Dix, President, and Hon. John J. Cisco, Treasurer, with a Board of Directors composed of some of the most experienced railroad builders in the country, has an authorized capital of one hundred million dollars (of which five million dollars have been paid in on the work already done.) To this date (July 15, 1867) the Company has expended over seventeen million dollars on the road, and has 400 miles in operation, and it is under contract to be done to the eastern base of the Rocky Mountains, a distance of 517 miles, in September next.

The energy with which the work has been pushed on, and the amount already done, make us credit the estimate of the Company's engineers, that the Atlantic and Pacific will be united by rail in 1870. When this happy event takes place there will be a grand reunion between the long separated parents and children of our far East and farthest West, and the live Yankee may see the sun rise over Boston Lighthouse Monday morning, and set through the Golden Gate of San Francisco on Saturday night. This great result will not be accomplished without a liberal expenditure of money, although it is believed that about one hundred million dollars will be sufficient for the purpose. Of this sum the United States Government advances fifty million dollars in United States six per cent. currency interest bonds, taking a second lien upon the road for security. The interest on these bonds is paid out of the United States Treasury, and the Government reserves one-half the amount of the Company's bills for transportation as a credit against this account. The Government permits the companies to issue their own first mortgage bonds to an equal amount, and also donates 12,800 acres of land per mile as additional aid, but as these lands will greatly increase in value as the road progresses, it is considered a wise policy to keep them out of market for the present, so as to obtain a better price at a future but early day.

The Union Pacific Railroad has become so indispensable to the Government for the transportation of troops and stores to its forts in the mountains, and to assist in arresting Indian hostilities, that General Sherman, who commands the United States forces in that region, says "that it could well afford to build the whole line, and make money by the operation." For this, as well as more general reasons connected with the public welfare, Congress granted such liberal although necessary assistance as would ensure the speedy completion of the work. The fact that during the present season the Union Pacific has laid down an average of nearly two miles of track per day, is evidence that the confidence of the Government in the Company has not been misplaced.

But while liberal, the United States Government has taken good care of its own interests. It issues its own bonds to the Company only as each section of twenty miles is completed, and then only after the Government Commissioners have carefully examined the work, and pronounced it first class in every respect, and fully equipped with locomotives, cars, etc., and ready for business. On the first 517 miles—on the easy portion of the road—it issues its bonds only at the rate of $16,000 per mile, and on the more difficult portion at the rate of $32,000 per mile; and for 150 miles of the Rocky Mountain region at the rate of $48,000 per mile. The Union Pacific Railroad Company is also restrained by its charter from issuing its first mortgage bonds except as the work progresses, and to the same amount on the various sections as are issued by the Government. The mortgage which secures the bondholders is made to Hon. E. D. Morgan, United States Senator from New York, and Hon. Oakes Ames, member of the United States House of Representatives from Massachusetts, as trustees, who alone can issue the bonds to the Company, and who are responsible for their issue in strict accordance with the terms of the law. The amount of the bonds is probably not more than one-third, and is certainly not one-half of the cost of the road.

The only question of value that can then arise, is:—Will the road do a paying business? It is scarcely worth while to answer it seriously.

Will the only railroad between the great Atlantic and Pacific States, *pay?*

Will the only railroad connecting the two sides of a country which now contains thirty-six millions of people, *pay?*

Will the shortest transit line between Western Europe and China and Japan, *pay?*

Will a road that reduces the time schedule between New York and San Francisco from twenty-two days to six, and reduces the fare one-half, *pay?*

Will a road without competition, and that can charge its own rates, and that must do all the transit business East and West for thirty-six States, *pay?*

Will a road that is the only highway to all the immense mining regions of the Rocky Mountains, and over which the constantly increasing tide of emigration and business to these new El Dorados must go, *pay?*

Will a road which takes across the plains the freight that once required between thirty and forty thousand wagons in a single season, *pay?*

Might we not ask with more propriety:—How long will it be before a road doing such a business will require a *double track*, and was there not good reason for the restriction imposed by Congress, that whenever the company made more than ten per cent. on its capital, it should reduce its rates?

These questions certainly answer themselves, but a fact or two may be added. The Union Pacific Railroad has no present terminus. Its line is about two miles farther West to-day than it was yesterday, and will be two miles farther to-morrow than to-day; but notwithstanding this, its warehouses are running over with freight for the mines, the levee at Omaha is covered with it, and the Company's earnings for the month of May were officially reported at $261,842, or enough to pay the interest on its bonds several times over in gold after all expenses were deducted, so that if not another mile of the road were ever built, the part now done would constitute an ample security for the First Mortgage Bonds.

We write freely of this Union Pacific Railroad, because we consider it the great national undertaking of the time. It will be the longest line in the world; it also seems as if it would be the most profitable, and its completion will certainly be the beginning of a new era in our national progress.

—Robert McKnight died in Dallas county, Alabama, last week, in the eighty-fourth year of his age. He was, perhaps, the oldest printer in the United States, having commenced learning the "art preservative of all arts" in Georgetown, S. C., in 1798, and until within a few years was able to work at the case. He was an honest and good man, and was father of Mr. R. A. McKnight, and of Major George McKnight, formerly known as Asa Harts.

CITY INTELLIGENCE.

[FOR ADDITIONAL LOCAL ITEMS SEE OUTSIDE PAGES.]

PHILADELPHIA NATIONAL BANKS.—The following is an abstract of the quarterly reports of the National Associations in Philadelphia, as made to the Comptroller of the Currency on the morning of the first Monday in July, 1867:—

	Cr.
Loans and discounts	$33,905,149·44
Overdrafts	6,876·93
Banking house	1,083,547·54
Other real estate	101,835·46
Furniture and fixtures	87,373·25
Current expenses	147,617·94
Premiums	404,888·73
Cash items (including revenue stamps)	350,932·32
Exchanges for clearing house, A. M.	5,343,305·11
Due from national banks	4,547,230·44
Due from other banks and bankers	467,412·93
U. S. bonds to secure circulation	13,118,000·00
United States bonds and securities	2,663,700·00
Other U. S. securities to secure deposits	2,222,200·00
Other stocks, bonds, and mortgages	1,447,047·81
Bills of National banks	898,368·00
Bills of other banks	16,293·00
Specie	417,109·98
Fractional currency	144,307·40
Legal-tender notes	9,160-769·03
Compound interest notes	7,298,990·00
Aggregate	$83,823,524·05
	Dr.
Capital stock	$16,517,150·00
Surplus fund	5,332,437·83
National circulation outstanding	11,004,241·00
Individual deposits	41,217,662·67
United States deposits	1,644,962·30
Cashier's checks outstanding	411,890·56
Due to National banks	5,592,515·85
Due to other banks and bankers	962,411·47
State Bank circulation outstanding	125,185·00
Profit and loss	1,025,067·37
Aggregate	$83,833,524·05

TAX ASSESSED IN FIRST DISTRICT FOR APRIL AND MAY, 1866 AND 1867.—The following exhibits the comparative amounts of tax assessed in the First District of Pennsylvania during the months of April and May, 1866 and 1867:—

Assessed April, 1866	$382,939·47	
Assessed April, 1867	317,743·28	
		$75,196·19
Assessed May, 1866	$450,667·07	
Assessed May, 1867	307,661·95	
		143,005·12

Making an excess, during the months of April and May, 1866, over the same months in 1867, of ..... $218,201·34

STREET CLEANING.—The street cleaners are at work on Thirteenth street, from Market to Race; from Twelfth to Broad, on Thompson street and Girard avenue; on Master and Oxford streets, from Front to Fourth; from Eleventh to Broad, and Market to Spruce streets; on Broad street, from Washington avenue to Reed street. In the Eleventh and Twelfth Wards, where a large number of German hands are employed, no work was yesterday performed.

NOT A MANIAC.—The statement made recently that a young lady had gone insane because oil of vitriol had been thrown in her face, by which she was disfigured, was incorrect. The insane girl alluded to turns out to be a different person. She was taken to the Almshouse a few days since.

TOBACCO AHEAD. — A pleasurable rivalry sprung up between the dealers in tobacco and lager beer, in reference to raising the most funds to conduct the Saengerfest, the entire amount reaching about thirty-five thousand dollars. The result is largely in favor of the dealers in the weed.

REBUILDING OF THE CONTINENTAL THEATRE.—Mr. Robert Fox has contracted with Mr. R. J. Dobbins to rebuild his Theatre, in Walnut street, above Eighth, lately destroyed by fire. The building is to be finished in eleven weeks, according to the contract.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	4·43	MOON RISES	8·26
SUN SETS	7·27	HIGH WATER	2·32

PHILADELPHIA BOARD OF TRADE.
WILLIAM C. KENT, THOMAS E. ASHMEAD, CHARLES WHEELER, } MONTHLY COMMITTEE.

MOVEMENTS OF OCEAN STEAMERS.

FOR AMERICA.			
Atlantic	Southampton	New York	July 3
N. American	Liverpool	Quebec	July 4
Chicago	Liverpool	New York	July 5
Europe	Brest	New York	July 5
C. of Washington	Liverpool	New York	July 6
Cuba	Liverpool	Boston	July 6
Bellona	London	New York	July 6
Alemannia	Southampton	New York	July 6
Malta	Liverpool	New York	July 9
Deutschland	Southampton	New York	July 9
C. of Antwerp	Liverpool	New York	July 10
FOR EUROPE.			
Hansa	New York	Bremen	July 15
Guiding Star	New York	Havre	July 20
Pennsylvania	New York	Liverpool	July 20
Atalanta	New York	London	July 20
City of Paris	New York	Liverpool	July 20
Iron Age	New York	Antwerp	July 20
Hibernia	New York	Glasgow	July 20
Vera Cruz	New York	Havre	July 20
Germania	New York	Hamburg	July 20
Edinburgh	New York	Liverpool	July 24
Scotia	New York	Liverpool	July 24
Hecla	New York	Liverpool	July 24
Hermann	New York	Bremen	July 25
C. of Antwerp	New York	Liverpool	July 27
Virginia	New York	Liverpool	July 27
U. Kingdom	New York	Glasgow	July 27
Europe	New York	Havre	July 27
Alemannia	New York	Hamburg	July 27
Atlantic	New York	Bremen	July 27
COASTWISE, DOMESTIC, ETC.			
J. W. Everman	Philada	Charleston	July —
Tonawanda	Philada	Savannah	July 20
Gen. Grant	New York	New Orleans	July 20
G. Cromwell	New York	New Orleans	July 20
Arizona	New York	Aspinwall	July 21
N. America	New York	Rio Janeiro	July 23
Pioneer	Philada	Wilmington	July —
Moro Castle	New York	Havana	July 25
H. Hudson	Philada	Havana	July 30
Fah Kee	New York	St. Jago	July 31

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Ship British Lion, French, Quebec, H. Wright & Sons.
Schr Bonny Boat, Kelly, Boston, Dovey, Bulkley & Co.
Schr A. V. Bergen, Thompson, Dorchester, do.
Schr Guiding Star, Blanchard, Fall River, do.
Schr Restless, Baxter, Boston, Van Dusen, Lochman & Co.
Schr S. T. Garrison, Chase, Saco, do.
Schr Sarah Elizabeth, Kelly, Milton, do.
Schr Clara Davidson, Jeffries, Lynn, do.
Schr J. S. Allen, Case, Nantucket, do.
Schr Polly Price, Yates, Boston, Bancroft, Lewis & Co.
Schr S. J. Bright, Shaw, Boston, J. R. Tomlinson.
Schr H. C. Brooks, McLean, Newport, do.
Schr Ann S. Brown, Fish, Salem, L. Audenried & Co.
Schr W. Loper, Compton, Cohasset, do.
Schr C. Kleinzie, Woodruff, Boston, do.
Schr J. S. Weldon, Bowen, Roxbury, do.
Schr M. and E. Henderson, Yates, Boston, Day, Huddell & Co.
Schr J. C. Patterson, Whittaker, Boston, do.
Schr Alligator, Robbins, Calais, Blakiston, Graeff & Co.
Schr V. Sharp, Sharp, Boston, do.
Schr Brandywine, Henderson, Providence, do.
Schr W. Paxson, Brower, Boston, Borda, Kellar & Nutting.
Schr M. M. Snee, Creighton, Boston, do.
Schr C. Hill, Chessemin, East Cambridge, do.
Schr J. N. Baker, Wilson, Boston, Lehigh Coal and Navigation Co.
Schr M. A. McGahan, Call, Boston, J. G. & G. S. Repplier.
Schr M. Tilton, Fritzinger, Salem, Tyler & Co.
Schr S. and R. Corson, Corson, Boston, New York and Schuylkill Coal Co.
Schr J. B. Clayton, Clayton, Boston, Sinnickson & Co.
Schr N. Harvey, Bearse, Boston, do.
Schr E. and L. Cordery, Grace, Portsmouth, Rommel & Hunter.
Schr L. Raymond, Lord, New Bedford, Hammett & Neill.
Schr Northern Light, Parker, Boston, Rathbon, Stearns & Co.
Schr Wm. Bement, Penny, Quincy Point, Castner, Sickney & Wellington.
Schr J. Crawford, Buckley, Braintree, J. C. Scott & Sons.
Schr S. B. Malson, Jones, Choptank River, Captain.
Schr C. and C. Brooks, Brooks, Provincetown, Captain.
Schr Ophir, Norwood, Portland, Captain.
Schr E. W. Perry, Risley, Somerset, Captain.
Schr Cilo, Brannon, Millville, Captain.
Schr S. Morris, Hewitt, Boston, Captain.
Schr S. J. Vaughn, Vaughn, Plymouth, Captain.
Sch J. S. Shriver, Dennis, Baltimore, A. Groves, Jr.
Sch Chester, Jones, New York, W. P. Clyde & Co.
Tug Thos. Jefferson, Allen, for Baltimore, with a tow of barges, W. P. Clyde & Co.

ARRIVED YESTERDAY.

Barque Vola, Lovell, 8 days from Yarmouth, N. S., in ballast to Workman & Co.
Br. brig Essex, Barker, 52 days from London, with mdse. to H. Karsten.
Brig R. H. Breien, Jones, 4 days from Boston.
Schr M. D. Haskell, Barbour, 12 days from Sagua, with molasses to Madeira & Cubada.
Schr J. E. Pratt, Nickerson, 5 days from Boston, with mdse. to Merchon & Cloud.
Schr Trenton, Martin, 3 days from New York, with mdse. to captain.
Schr T. B. Hooper, Mobray, 5 days from Fredericsburg, with lumber to Bacon Collins & Co.
Schr Brilliant, Vauname, 3 days from James river, with lumber to J. B. Heyl & Co.
Schr S. B. Malson, Jones, from Choptank river, with lumber to captain.
Schr J. B. Clayton, Clayton, from Gloucester.
Schr M. M. Snee, Creighton, from Boston.
Schr C. Davisson, Jeffers, from Boston.
Schrs A. and M. D. Scull, Steelman, from Boston.
Schr M. and E. Henderson, Yates, from Boston.
Schr N. Harvey, Bearse, from Boston.
Schr E. and L. Cordery, Grace, from Boston.
Schr C. Kienzie, Woodruff, from Boston.
Schr S. Fish, Henderson, from Boston.
Schr Bonny Boat, Kelly, from Boston.
Schr Polly Price, Yates, from Boston.
Schr S. J. Bright, Shaw, from Boston.
Schr A. S. Brown, Fish, from Boston.
Schr Sarah Elizabeth, Kelly, from Boston.
Schr J. C. Patterson, Whittaker, from Boston.
Schr West Dennis, Crowell, from Boston.
Schr J. N. Baker, Wilson, from Boston.
Schr M. A. McGahan, Call, from Boston.
Schr V. Sharp, Sharp, from Boston.
Schr W. Paxson, Brower, from Boston.
Schr S. and E. Corson, Corson, from Boston.
Schr C. and C. Brooks, Brooks, from Greenport.
Schr W. Bement, Penny, from Greenport.
Schr A. C. Brooks, McLean, from Fall River.
Schr Brandywine, Henderson, from Fall River.
Schr J. S. Hewitt, Foster, from New York.
Schr Alligator, Robbins, from New York.
Schr A. V. Bergen, Thompson, from Jersey City.
Schr L. Raymond, Lord, from Norwich.
Schr Northern Light, Parker, from New Haven.
Schr J. S. Weldon, Bowen, from Cambridgeport.
Schr Guiding Star, Blanchard, from Fall River.
Schr Ophir, Norwood, from Wilmington.
Schr J. S. Vaughan, Vaughan, from Plymouth.
Schr S. Morris, Hewitt, from Portland.
Schr W. Loper, Compton, from Maurice river.
Steamer S. C. Walker, Sherin, 24 hours from New York, with mdse. to W. M. Baird & Co.
Steamer Beverly, Pierce, 24 hours from New York, with mdse. to W. P. Clyde & Co.
Tug Thos. Jefferson, Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co.

BELOW.

Barque Oriental, from London.

MEMORANDA.

Ship Amie, Read, for Philadelphia, sailed from Liverpool 4th inst.

Steamship Alliance, Kelly, hence, at Charleston yesterday.

Steamship J. W. Everman, Tuttle, for Philadelphia, went to sea from Charleston 13th inst.

Steamship Chase, Harding, hence, at Providence 15th inst.

Barque Atlantic, DeHaven, hence, for Bremen, was off Dungeness 4th inst.

Barque Schamyl, Crosby, hence, at Queenstown 6th instant.

Barque Atlantic, Vernin, hence, at Antwerp 2d inst.

Barque Aurora, Norbery, hence, at Falmouth 6th instant.

Brig Lije Haughton, Morton, for Philadelphia, cleared at New York yesterday.

Brig Fanny Fonlke, Townsend, for Savannah, cleared at New York yesterday.

Schr S. Price, Stephens, for Philadelphia, cleared at Wilmington, N. C. 13th inst.

Schr New Jersey, Horton, hence, at Alexandria 15th inst.

Schr E. Ewing, hence, at Norwich 15th inst.

Schrs J. H. Gallagher and Reading RR. No 77, for Philadelphia, sailed from Norwich 15th inst.

Schr Naiad Queen, Chase, hence, at Fall River 13th instant.

Schr J. W. Fish, Willey, hence, at Fall River 14th instant.

Schr J. Rowlett, Bradley, hence, at Richmond 15th instant.

Steamer Fannie, Felton, for Philadelphia, cleared at New York yesterday.

NOTICE TO MARINERS.

Official information has been received at this office that the red light marking the anchorage ground to the eastward of Dungeness is now shown from a window below the lantern. Mariners will, therefore, observe that the red light is separate and distinct from the electric light, which will show white in that direction as formerly. The red light marking the anchorage ground to the eastward remains the same as before.

By order. W. B. SHUBRICK, Chairman.
Treasury Department, Office Lighthouse Board, Washington, D. C., June 6, 1867.

Notice is hereby given that the following changes in the character and position of several of the lights between the Kish Bank lightvessel and Tuskar light, as well as additional lights, will take place on or about the 10th day of October next:—

A lightvessel will be placed about 3½ miles SE. from the south end of the Codling Bank, from which will be exhibited a red quick revolving light, showing the greatest brilliancy every twenty seconds; this vessel will have three masts, and carry a globe, with half globe underneath, at her mainmast head. Her hull will be painted black, with a white stripe, and the words "Codling Bank" in white letters on her sides.

Wicklow Swash lightvessel will be removed altogether.

The Wicklow Head light will be changed from a fixed bright light, as at present, to an intermittent bright light, showing alternately ten seconds bright and three seconds dark.

A lightvessel will be placed about 3¼ miles SE. by E. from the north end of Arklow Bank, from which two bright lights will be exhibited; one on the mainmast, at a height of 38 feet above the level of the sea, and the other on the foremast, 22 feet above the sea level; she will have three masts, with a globe on the foremast and a globe on the mainmast head. Her hull will be painted black, with a white stripe, and the words "Arklow Bank, North," in white letters on her sides.

The lightvessel which now marks the south end of Arklow Bank will be shifted about two miles S.SE ½ E. from her present position, and her light will be changed to a bright revolving light every minute instead of every half minute, as at present; she will have three masts, and carry a half globe over a globe at her mainmast head. Her hull will be painted black, with a white stripe, and the words "Arklow Bank, South," in white letters on her sides.

The lightvessel which at present marks the north end of the Blackwater Bank will be moved about 1½ mile east of her present position; the character of the light will remain as hitherto, viz.:—fixed bright; she will have three masts, and carry two globes at her mainmast head, instead of one, as heretofore. Her hull will be painted black, with a white stripe, and the words "Blackwater Bank," in white letters on her sides.

Notice is also given that on or about the 1st of May, 1868, a lightvessel will be placed near the Lucifer Shoals, on the coast of Wexford, and will show a fixed red light; her position will be about midway between Tuskar Rock lighthouse and the Blackwater Bank lightvessel; she will carry three masts, with a globe at the mainmast head. Her hull will be painted similar to the other lightvessels, but with the words "Lucifer Shoals" in white letters on her sides.

Further notice will be given when the foregoing alterations and additions have been effected.

By order. WILLIAM LEES, Secretary.
Ballast Office, Dublin, May 1, 1867.

LOST.

LOST—A CERTIFICATE OF CITY LOAN, No. 2227, dated September 17, 1862, in name of Margaret Pattison, for six hundred dollars. All persons are cautioned against negotiating the same. The finder will receive $5 reward by leaving the same at WILLIAM HOGG, Jr.'s, No. 901 N. EIGHTH Street. 7 6 12*

COAL.

THE GENUINE EAGLE VEIN, THE CELEbrated PRESTON, and the pure hard GREEN WOOD COAL, Egg and Stove, sent to all parts of the city at $6 50 per ton; superior LEHIGH at $6·75.

Each of the above articles are warranted to give perfect satisfaction in every respect. Orders received at No. 114 S. THIRD Street; Emporium, No. 1314 WASHINGTON Avenue. 4 1

B. MIDDLETON & CO., DEALERS IN HARLEIGH LEHIGH and EAGLE VEIN COAL. Kept dry under cover. Prepared expressly for family use. Yard, No. 1225 WASHINGTON Avenue. Office, No. 514 WALNUT Street. 7 2

FRENCH STEAM SCOURING.

ALBEDYLL MARX & CO.,

NO. 132 SOUTH ELEVENTH STREET

AND

NO. 510 RACE STREET. 3 10 mwf

AMERICAN CONCRETE PAINT AND ROOF COMPANY.

This paint, for tin and metal roofs, old or new, is unequalled. Roofs of every kind, old shingles included, covered or repaired thoroughly. Leaks and dampness prevented. Paint for sale by the can or barrel. Business has prompt attention. No. 543 N. THIRD Street. [7 13 1m] JOSEPH LEEDS.

PHILADELPHIA SURGEON'S BANDAGE INSTITUTE, No. 14 N. NINTH Street, above Market.—B. C. EVERETT, after thirty years' practical experience guarantees the skilful adjustment of his Premium Patent Graduating Pressure Truss, and a variety of others. Supporters, Elastic Stockings, Shoulder Braces, Crutches, Suspenders, etc. Ladies' apartments conducted by a Lady. 5 20

COTTON AND FLAX, SAIL DUCK AND CANVAS. Of all numbers and brands. Tent Awning, Trunk, and Wagon Cover Duck. Also, Paper Manufacturers' Drier Felts, from one to seven feet wide; Paulins, Belting, Sail Twine, etc. JOHN W. EVERMAN & CO., No. 102 JONES Alley.

MEDICAL.

POND'S EXTRACT OF HAMAMELIS OR PAIN DESTROYER.

Is one of the few domestic remedies which have come into general use and favor without puffing. It is the product of a simple shrub, harmless in all cases, and, as a domestic remedy, unequalled.

CURES: BURNS, BRUISES, LAMENESS, SORENESS, SPRAINS, SORE THROAT, TOOTHACHE, EARACHE, NEURALGIA, RHEUMATISM, LUMBAGO, PILES, BOILS, STINGS, SORE EYES, BLEEDING OF THE LUNGS, NOSE, STOMACH, CORNS, ULCERS, OLD SORES.

And other similar troublesome and painful affections, while it promptly arrests all HEMORRHAGES. Hundreds of physicians use it daily in their practice, and give it their unqualified recommendation. Sold by our agents and dealers.

The Medicine is exclusively prepared by the subscribers, Proprietors and Successors to T. T. POND, to whom all orders must be addressed.

HUMPHREYS' HOMŒOPATHIC MEDICINE CO., No. 562 BROADWAY, New York.

PRICES OF POND'S EXTRACT.

Six ounce bottles, with directions, retail ..... 50 cents
Pint bottles, with directions, retail ..... $1·00
Quarts in bottle ..... $1·75

Liberal discount to Physicians and Dealers.

SIMILIA SIMILIBUS CURANTUR.

HUMPHREYS' HOMŒOPATHIC SPECIFICS.
FAMILY CASES

Of 25 large vials, morocco case, containing a specific for every ordinary disease a family is subject to, and a book of directions ..... $10·00
Smaller Family and Traveling cases, with 20 to 28 vials ..... $5 to $8
Specifics for all Diseases, both for Curing and for Preventive treatment, in vials and pocket cases ..... $2 to $5

These Remedies, by the case or single box, are sent to any part of the country, by Mail or Express, free of charge, on receipt of the price.

Address—HUMPHREYS' SPECIFIC HOMŒOPATHIC MEDICINE COMPANY, Office and Depot, No. 562 BROADWAY, New York.

Dr. HUMPHREYS is consulted daily at his office, personally or by letter, as above, for all forms of disease.

For sale by DYOTT & CO., JOHNSON, HOLLOWAY & COWDEN, T. R. CALLENDER, and AMBROSE SMITH, Wholesale Agents, Philadelphia, and at BLITHE'S Drug Store, No. 3120 Market street, and by all Druggists. 3 11 tuths 6m

ENGINES, MACHINERY, ETC.

GOLD'S IMPROVED PATENT LOW STEAM AND HOT WATER APPARATUS, FOR WARMING AND VENTILATING WITH PURE EXTERNAL AIR.

Also, the approved Cooking Apparatus.

THE AMERICAN KITCHENER,

On the European plan of heavy castings, durability and neatness of construction.
Suitable for Hotels, Public Institutions, and the better class of Private Residences.

Also, Agents for the sale of

SPEAKMAN'S PATENT SAFETY VALVE,

Which should be connected with every water back and boiler, and GRIFFITH'S

PATENT ARCHIMEDEAN VENTILATOR.

UNION STEAM AND WATER HEATING COMPANY.

JAMES P. WOOD & CO., NO. 41 SOUTH FOURTH STREET.

B. M. FELTWELL, Superintendent [4 26 3m

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY PRACTICAL AND THEORETICAL ENGINEERS MACHINISTS, BOILER-MAKERS, BLACKSMITHS, 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 sizes, Marine, River, and Stationary; having sets of patterns of different sizes are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Flue, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings of all sizes and kinds; Iron and Brass Castings of all descriptions; Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room 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. NEAFIE, JOHN P. LEVY, 8 21 BEACH and PALMER Streets.

J. VAUGHAN MERRICK, WILLIAM H. MERRICK, JOHN E. COPE.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets, PHILADELPHIA. MERRICK & SONS, ENGINEERS AND MACHINISTS, manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service.

Boilers, Gasometers, Tanks, Iron Boats, etc.

Castings of all kinds, either iron or brass.

Iron Frame Roofs for Gas Works, Workshops, and Railroad Stations, etc.

Retorts and Gas Machinery, of the latest and most improved construction.

Every description of Plantation Machinery, and Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, etc.

Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Neesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machine. 6 20

BRIDESBURG MACHINE WORKS OFFICE, No. 65 N. FRONT STREET, PHILADELPHIA.

We are prepared to fill orders to any extent for our well-known MACHINERY FOR COTTON AND WOOLLEN MILLS, Including all recent improvements in Carding, Spinning, and Weaving.

We invite the attention of manufacturers to our extensive works. 1 1 ALFRED JENKS & SON.

INSURANCE COMPANIES.

INSURANCE COMPANY OF NORTH AMERICA.

OFFICE, No. 232 WALNUT ST., PHILADELPHIA

INCORPORATED 1794. CHARTER PERPETUAL.

CAPITAL, $500,000.

ASSETS, JANUARY 8, 1867, $1,763,267·23.

INSURES MARINE, INLAND TRANSPORTATION AND FIRE RISKS.

DIRECTORS.

Arthur G. Coffin,	George L. Harrison,
Samuel W. Jones,	Francis R. Cope,
John A. Brown,	Edward H. Trotter,
Charles Taylor,	Edward S. Clarke,
Ambrose White,	William Cummings,
Richard D. Wood,	T. Charlton Henry,
William Welsh,	Alfred D. Jessup,
S. Morris Wain,	John P. White,
John Mason,	Louis C. Madeira.

ARTHUR G. COFFIN, President.

CHARLES PLATT, Secretary.
WILLIAM BUEHLER, Harrisburg, Pa., Central Agent for the State of Pennsylvania. 1 25 3

GIRARD FIRE AND MARINE INSURANCE COMPANY, (No. 639) N. E. COR. CHESNUT AND SEVENTH STS. PHILADELPHIA.

CAPITAL AND SURPLUS OVER $300,000
INCOME FOR 1866, $103,934.
Losses Paid and Accrued in 1866, $47,000

Of which amount not $3000 remain unpaid at this date. $100,000,000 of property has been successfully insured by this Company in thirteen years, and Eight Hundred Losses by Fire promptly paid.

DIRECTORS.

Thomas Craven,	Silas Yorkes, Jr.,
Furman Sheppard,	Alfred S. Gillett,
Thomas MacKellar,	N. S. Lawrence,
John Supplee,	Charles I. Dupont,
John W. Claghorn,	Henry F. Keeney,

Joseph Klapp, M. D.
THOMAS CRAVEN, President
A. S. GILLETT, Vice-President.
JAMES B. ALVORD, Secretary. 2 25 mwf

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, Incorporated by the Legislature of Pennsylvania, 1835.

Office, S. E. corner of THIRD and WALNUT Streets Philadelphia.

MARINE INSURANCES
vessels, cargo, and freight, to all parts of the world.
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, etc

ASSETS OF THE COMPANY, November 1, 1866.

$100,000 United States 5 Per Cent. Loan, 1871	$114,000·00
120,000 United States 6 Per Cent. Loan, 1881	136,500·00
200,000 United States 7-30 Per Cent. Loan, Treasury Notes	211,500·00
125,000 City of Philadelphia 6 Per Cent. Loan (exempt)	126,562·50
54,000 State of Pennsylvania 6 Per Cent. Loan	54,700·00
46,000 State of Pennsylvania 5 Per Cent. Loan	44,620·00
50,000 State of New Jersey Six Per Cent. Loan	50,750·00
20,000 Pennsylvania Railroad, 1st Mortgage, Six Per Cent. Bonds	20,500·00
25,000 Pennsylvania Railroad, 2d Mortgage, Six Per Cent. Bonds	24,250·00
25,000 Western Pennsylvania Railroad Six Per Cent. Bonds (Pennsylvania Railroad guarantees)	20,750·00
30,000 State of Tennessee Five Per Cent. Loan	18,000·00
7,000 State of Tennessee Six Per Cent. Loan	40·00
15,000 300 Shares Stock of Germantown Gas Company (principal and interest guaranteed by the city of Philadelphia)	15,000·00
7,350 143 Shares Stock of Pennsylvania Railroad Company	8,258·25
5,000 100 Shares Stock of North Pennsylvania Railroad Company	3,950·00
*20,000 80 Shares Stock of Philadelphia and Southern Mail Steamship Company	20,000·00
195,900 Loans on Bond and Mortgage, 1st Liens on City Property	195,900·00
$1,045,050 par. Market value. Cost, $1,030,552·05.	$1,070,250·75
Real Estate	36,000·00
Bills receivable for insurances made	27,627·20
Balance due at agencies—Premiums on Marine Policies, Accrued interest, and other debts due to the Company	38,922·60
Scrip and Stock of sundry Insurance and other Companies, $5175. Estimated value	2,930·00
Cash in Bank $411,102·26	
Cash in Drawer 447·14	41,549·00
	$1,407,321·56

*This being a new enterprise, the Par is assumed as the market value.

DIRECTORS.

Thomas C. Hand,	Samuel E. Stokes,
John C. Davis,	Henry Sloan,
Edmund A. Souder,	William G. Boulton,
Theophilus Paulding,	Edward Darlington,
John R. Penrose,	H. Jones Brooke,
James Traquair,	Edward Lafourcade,
Henry C. Dallett, Jr.,	Jacob P. Jones,
James C. Hand,	James B. McFarland,
William C. Ludwig,	Joshua P. Eyre,
Joseph H. Seal,	Spencer McIlvaine,
George G. Leiper,	J. B. Semple, Pittsburg,
Hugh Craig,	A. B. Berger, "
John D. Taylor,	D. T. Morgan, "
Jacob Riegel,	George W. Bernardou,

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary. 1 8

1829—CHARTER PERPETUAL.

Franklin Fire Insurance Co. OF PHILADELPHIA.

OFFICE:

NOS. 435 AND 437 CHESNUT STREET.

ASSETS ON JANUARY 1, 18 $2,353,146·13.

Capital	$400,000·00
Accrued Surplus	946,713·98
Premiums	1,306,432·15
UNSETTLED CLAIMS, $27,431·15	INCOME FOR 1866, $325,000.

LOSSES PAID SINCE 1829 OVER $5,500,000.

Perpetual and Temporary Policies on Liberal Terms

DIRECTORS.

Charles N. Bancker,	George Fales,
Tobias Wagner,	Alfred Fitler,
Samuel Grant	Francis W. Lewis, M. D.
George W. Richards	Peter McCall,
Isaac Lea,	Thomas Sparks.

CHARLES N. BANCKER, President.
GEORGE FALES, Vice-President.
J. W. MCALLISTER, Secretary pro tem. [3 1 1123]

TAKE A LIFE POLICY IN THE BROOKLYN LIFE INSURANCE COMPANY OF NEW YORK.

OFFICE:

N. E. Cor. SEVENTH and CHESNUT.

E. B. COL