THE PRESS. PHILADELPHIA, WEDNESDAY, SEPTEMBER 18, 1861.

WAR NEWS.

THE HATTERAS AFFAIR-REBEL OFFICERS OFFI-

CIAL REPORT. The rebel officers captured at the Hatteras forts have made their official reports, and have asked Commedore Stringham to forward them to their superior officers. The following are extracts from

Major Andrews' (who had charge of the troops) report : UN BOARD U. S. SHIP MINNESOTA, Sept. 1, 1861. To the Adjutant General of North Carolina: Sin: I beg leave to report that, after a bombard-ment of three hours and twenty minutes, on August 29, 1861, I surrendered to Commodore S. H. String-bom den of the order of the theory of the string-29, 1861, 1 Surrendered to Commodore S. H. String-ham, flag officer, and Major General Benj. F. But-ler, commanding United States forces, Fort Hat-teras, at Hatteras Inlet, North Carolina. In making this report, I desire briefly to relate the circumstances attending the capitulation. I arrived at Fort Hatteras on the evening of the 28th of August in commany with Conjunctore Bar-

28th of August, in company with Commodore Bar-ron, flag officer Confederate States navy, in charge of the defences of Virginia and North Carolina, and found that, during the day, the enemy had at-tected it is sufficient the command of Colonel teched is a strater the command of Colonel William F. Martin, as well as Forts Clark and Hatteras, under my command, and, after a day of most severe and unceasing fighting, the Colonel had succeeded in concentrating all the forces with. in the wells of Fort Hatteras. Col. Martin him-self was utterly prostrated by the duties of the day, and, after consultation with him. I proposed that we invite Commodore Barron, an officer of great experience, to take the general command and direct the succeeding operations. Commodore Barron consented, and assumed the command. I then proceeded to examine our guns and munitions, and prepare the fort for the action of the coming morning.

There were but two guns mounted on the side next Fort Clark, both thirty-two-pounders, and one gun on the corner next the bar, an eight-inch shell gun on the corner next the bar, an eight-inch shell gun. During the night I tore away a traverse on the back face of the work and brought another gun to bear in the same direction. The companies of my command, under Captains Cobdon, Lamb, and Sutton, having hous in earlier all the same my command, under Captains Coldon, Lamb and Sutton, having been in action all the previous day. displaying great courage and devotion, being per-fectly exhausted, I placed the batteries in charge of fresh troops, as follows: Nos. 2 and 3 of the channel battery under the command of Captain Thomas Sparrow, assisted by his lieutenants, Shaw and Thomas; Nos. 4 and 5 of the same battery were under command of Lieutenant Colonel George W. Johnson, assisted by First Lieutenant Mose and Second Lieutenant George W. Daniel; No. 6, facing the bar, and No. 7 facing Fort Clark, were placed in charge of Major Henry A. Gillion, as-sisted by Lieutenzants Johnson and Grimes; No. 8, a sun mounted on naval carriage was commanded a gun mounted on naval carriage was commanded by Lieutenant Murdaugh, of the C. S. N., assisted by Lieutenant Murdaugh, of the C. S. N., assisted by Lieutenant Sharp and Midshipman Stafford. Captain Thomas H. Sharp had command of No. 1, but owing to the wrenches not fitting the eccen-tion of the state of the state.

tric axles, was unable to bring it into action. He staid by his gun during most of the engagement. but could not fire. Thus we had but three guns we could bring to bear (if the enemy took up his position of the previous day), viz: Nos. 6, 7, and 8. At 7.40 o'clock A. M. of the 29th the enemy (43 guns), Wabash (43 guns), Susque energy (43 guns), Wabash (43 guns), Susquehanna (15 guns), frigate Cumberland (24 guns), steamer Parence (10 guns), and Harriet Lane (5 guns), and a rifed battery of three guns erected in the sand hills three miles east of Fort Clark. Thus you will see they brought 73 guns of the most ap-proved kind and heaviest metal to bear on us-the shells thrown being 9-inoh, 10 inch, and 11-inch Dahlgren, Paixhan, and columbiad; while, from ion taken, we were unable to reach them

ith the greatest elevation. The men of the channel battery were ordered to leave their guns and protect themselves as well as possible, the council of the commanding officers having decided that it was to be an action of enhaving decided that it was to be an action of en-durance until our reinforcements came up. After a few shots had been fired, and it was ascertained that we could not reach them, our guns ceased fire, and only answered the fire of the enemy occa-sionally, to show that we had not surrendered. The shower of shell in half an hour became literally tre-mendous, as we had falling into and immediately around the works not less, on an avarage, then ten around the works not less, on an avorage, than ten each minute, and, the sea being smooth, the firing was remarkably accurate. One officer counted 28 and several others counted 20 in a minute, At a quarter to eleven o'clock a council of the

fficers was held, and it was determined to surrender. A white flag was raised, and the firing ceased at eleven o'clock. Thus, for three hours and twenty minutes, Fort Hatteras resisted a storm of shells perhaps more terrible than ever fell upon our other rests. at eleven o'clock. Thus, for three hours and twenty minutes, Fort Hatteras resisted a storm of shells perhaps more terrible than ever fell upon any other works. At the time the council deter-mined to surrender, two of our guns were dis-mounted, four men were reported killed, and be-tween twenty-five and thirty badly wounded. One shell had fallen into the room adjoining the maga-zine, and the magazine was reported on fire. It is useless to attempt a further description. The men sioned officer, from the commodore down, was more or less wounded. and fifty or sixty of the non-com-missioned officers and men, who would not report to the surgeon. Lieut. J. L. Johnston, Company E, Seventh Re-giment, fired the lest env at the sure the surgeon and men wet the adding and the the officers.

to the surgeon. Lieut. J. L. Johnston, Company E, Seventh Re. giment, fired the last gun at the enemy, and raised he flag of truce on the bomb-proof. Commodore Barron's report does not differ materially from the above, except that he says that he and his men were treated kindly by Commodore Stringham and the officers of the Minnesota, and everything was done to make them comfortable.

TWENTY-TWO PERSONS KILLED. From the London Times of the 26th ult., wo take the following account of one of the most tortible railroad accidents which have occurred since the introduction of the railway system into England

Terrible Railway Accident in London

The accident took place on Sunday, August 25, on the London and Brighton Railway, in the Clayton tunnel, about five miles from the Brighton ter-

minus: It is necessary (by way of preface) to state that an excursion train leaves Portsmouth for London at 6 A. M. and is made due for departure from Brighton at 8.5 A. M. There is also an excursion train which takes its departure from Brighton every Sunday morning at 3.15, which runs to Lon-don without stopping at any of the intermediate stations. The regular Parliamentary morning train stopping at all stations leaves Brighton at 8.30, being due in London at 10.40. There are, bosides, occasional excursion trains from Brighton; but whenever these trains are put on special instruc-tions are sent out to the various station matters, signalmen, &c. It was owing to some failure of this

signalmen, &c. It was owing to some failure of this

Then are sent out to the varials station matrices, signalmen, &c. It was owing to some failure of this list precaution that the casually occurred. The Portsmouth train which as previously stated, passes through Brighton for London at 8.5 A. M., left the station about its appointed time, and duly arrived at the Clayton tunnel, where the "all right" signal was displayed. The train passed on without interruption. Immediately afterwards, the 8.15 from Brighton came within sight of the signalman. He, remembering that the Portsmouth train had gono by a very short time previously, alleges that the attempted to put on the "stop signal," which he found would not act. He then showed a red flag, indicating danger, to the driver of the Brighton train, who was close upon the signalman's box, near the tunnel's mouth, at the time. The engine driver, however, with great presence of mind, thinking doubless, from the signal, that the train which he knew had preceded him had not got clear, immediately reversed his engine. The impetus prevented the train being pulled up before it had proceeded some distance into the tunnel.

aid the wounded.

aid the wounded. After a short time some passengers in the first-class carriages procured lights, and proceeded to render assistance. The engine of the Parliament-ary train had smashed the last carriage in the ex-cursion train, containing forty passengers, and the consequences cannot be adequately described : the unhappy passengers were scattered and mutilated in all directions; several were scaled with the boil-ing water from the engine. and their yells of agony

render assistance. The engine of the Parliament, ary train had smashed the last carriage in the ex-cursion train, containing forty passengers, and the munhappy passengers and the same and four and hounds; in brace over front in all directions; soveral were scattered and multilated in all directions; soveral were scattered and multilated in all directions; soveral were scattered and multilated ing water from the exgine, and their yells of agony were pitiable in the extreme. The tolegraph was immediately set to work, com-municating the terrible nature of the calamity to Brighton. As speedily as possible Mr. Hawkins, the traffic manager; Mr. Denvil, his assistant; Mr. Craven, the superintendent of the locomotive de-partment, with a numerous body of workmen and others, proceeded by special engine to the spon, ac-g companied by medical and. Upon the fragments of the carriages being removed, upwards of twenty persons were found to be dead. The engine had literally sunk upon the second carriage, and the south the coupling pole an inch where it passes through the addifference inches wide at that inches wide at the centre of the back aritere is in feet elsht inches long, three inches deep, and four and a balf inches wide at half inches wide at the centre of the back aritere is in feet elsht inches wide at the cent-re of king bolt nole to the centre of the lack aritere is in feet elsht inches wide at the cent-re of king bolt nole to the centre of the lack aritere is in the streen inches wide, and there-quarters inches long, and there-inches wide, and and a quarter inches dia and three-quarters inches long, and there inches wide, so on as possible the wounded, the dying, and the wound-ded were conveyed to Brighton, where the under of an inch thick, corner drawn out and turned wave no the dies of the bolterer inches wide, and there-seen to require surgised operations. The bolies of the dead, twenty-two in numbers had his frace erashed in such amanner as to force has y sould were taken to the Sussex-county then inch

L WAGONS.

A man is stationed at either end of each to tele-A man is stationed at either end of each to tele-graph the entry and egress of all trains, in order that two trains shall not be in the tunnel at the same time. The signalman at the Brighton end of the Clayton tunnel, perceiving that, in spite of the red flag, the second train did not stop, imagined that the driver had not seen it, and telegraphed to the other end to know whether the train had passed through, and received for answer that it had. He did not know at the time that the driver of the se-cond train had seen the red signal, that he had recond train had seen the red signal, that he had re-versed his engine, and that the train was in back-ward motion toward the south, or Brighton end. ward motion toward the south, or Brighton end. Meanwhile the 8.30 stopping-regular Parliament-ary train came in sight, and the signalman, having received the answer above referred to, gare the usual signal for the train to proceed, which it did, at its ordinary speed. Within a short distance of the mouth of the tunnel, a fearful crash ensued, the second train backing, having come into violent collision with the other train, which was rushing forward. The shricks and cries are described as hence most fearful end heart-reading the dark. being most fearful and heart-rending, the dark-ness tending to heighten the terror of those who were uninjured, and leaving them powerless to

PROPUSALS. MEDICINAL. INSURANCE COMPANIES TNSURANCE COMPANY OF THE "THEY GO RIGHT TO **DROPOSALS for ARMY BAGGAGE** A STATE OF PENNSYLVANIA-OFFICE Nos. 4 and 5 EXCHANGE BUILDINGS, North side of WAL-NUT Street, between DOGK and THIRD Streets, Phila-delphia QUARTERNASTER GENERAL'S OFFICE, { WASHINGTON, June 21, 1861. } Osals are invited for the furnishing of Army Bag-THE SPOT." Proposals are invited for the furnishing of Army Bag-gage Wagons. Proposals should state the prices at which they can be furnished at the place of manufacture, or at New York, Philadelphia, Baltimore, Washington, or Gincinnati, as preferred by the bidlers. The number which can be made by any bidder within one month after receipt of the order, also the number which he can deliver within one week. The Wagons must exactly conform to the following specifications, and to the established patterns. Bix-mule (covered) wagons, of the size and description as follows, to wit: delphia. INCORPORATED IN 1794-OHARTEB PERPETUAL. CAPITAL, \$200,000. PROPERTIES OF THE COMPANY, FEBRUARY INSTANT RELIEF ! 1, 1861, \$507,094.61. MABINE, FIRE, AND INLAND TBANSPOBTA-TION INSURANCE. DIRECTORS. Henry D. Sherrerd, Charles Machlester, William R. White, George H. Stuart, HENRY D. Sherrerd, William R. White, George G. Corson, Edward C. Knight. Bix-mule (covered) wagens, of the size and neuropeon as follows, to wit: The front wheels to be three feet ten inches high, hubs fen inches in diameter, and fourteen and a quarter inches long; hind wheels four feet ten incheshigh, hubs ten and a quarter inches in diameter, and fourteen and a quar-ter inches long; tow and a half inches wide and two and three-quarter inches deep; cast iron pipe boxes werve inches long, two and a half inches at the large end and one and seven-eighths inch at small end; three werve inches long, two and a half inches stite boxes werve inches long, two and a half inches wide and two and three-quarter inches deep; cast iron pipe boxes twerve inches long, two and a half inches wide inches the grain. The spokes and fellie of the best white boxes tree from defects; each wheel to have seand band and linchpin band two and three-quarter inches wide, of No. 8 band iron, and two driving bands--outside band one and a quarter inch by one-quarter inch thick, inside band one inch by three-sixteenths in thickness; the bind wheels to be made and boxed so that they will measure from the in-side of the tire to the large end of the box six and a half inches, and front wheels six and one-eighth inches in a parallel line, and each axie to be three feet eleven and three-eighth inches from the outside of one shoulder washer to the outside of the other, so as to have the wagons all to track five feet from centre to centre of the wheels. Altertrees to be made of the box fau and three-quarter; inches wide, and linchins for each ashelf inch in the middle, with a seven-eighths inches square at the middle, with a seven-eighths inches square at the middle, tapering down to one and a half inche able in each axletree; washers and linchpins for each ashelf to the in each attree; inches wide, and three eights for an inch thick, with a hole in each end ; a wooden stock four and three-quarter; inches wide, and three inches flows four fastened to the hounds and bolster, (the bolster to be four feet five inches l as follows, to wit: The front wheels to be three feet ten inches high, hubs HENRY D. SHEBRERD, Presiden WILLIAM HARPER, Secretary. jy29-A NTHRACITE INSURANCE CUARTER PERPETEAL. Office No. 311 WALNUT Street, between Third and Fourth Streets, Philadelphia. Fourth Streets, Finisdelphia. This Company will insure against loss or damage by Fire, on Buildings, Furniture, and Merchandise generally. 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The front hounds to be six feet two inches long, three inches tick, and four inches wide over axletree, and to retain that width to the back end of the tongue; jaws of the hounds ore foot eight inches long and three inches square at the front end, with a plate of iron two and a half inches wide by three eighths of an inch thick, fastened on top of the hounds over the back end of the tongue with one half-inch screw bolt in each end, and a plate of iron of the same size turned up at each end one and a half inches to clamp the front hounds together, and fastened on the under side, and at front end of hounds, with half inch creave bolt through each hounds, is plate of iron three inches wide, one quarter inch thick; and one foot eight inches long, secured on the inside of iaws of hounds with two rivets, and a plate of the same dimensions on each side of the tongue, where the tongue and hounds run together, secured in like manner ; a brace of seven-eighths of an inch round iron to extend from under the front axle-tree, and take two bolts in front part of the hounds, and one through the slider and hounds; a brace over front boltse, one near the back end of the hounds, and one through the slider and hounds; a brace over front boltse, one near the back end of the hounds, and one through the slider and hounds; a brace over front boltser one and a half inch wide, one-quarter of an inch boltser one and a half inch wide, one-quarter of an inch boltse, with a bolt in each end to fasten it to the hounds; the opening between the jaws of the bounds, to receive the tongue, samt four and three-quarter inches in front, whick, with a bolt in each end to fasten it to the hounds; They clear the Throat. Huntingdon and Broad Top Railroad and Canal Co.'s mortgage loan. Ground rent, first-class. Collateral loans, well secured. City of Philadelphia 6 per cent loan. Allegheny County 6 per cent loan. Commercial Bank stock. Mechanics' Bank stock. Mechanics' Bank stock. Mechanics' Bank stock. The Reliance Buntual Insurance Co.'s stock. The Reliance Buntual Insurance Co.'s stock. The Deleware M. S. Insurance Co.'s stock. Union Mutual Insurance Co.'s stock. Bills receivable. Book accounts, accrued interest, &c..... 4.000 0 2,462 50 2,500 00 any one. 50,000 0 10,000 0(6,135 01 2,812 50 4,000 00 14,302 74 7,104 65 11,544 64 eccluable..... Cash on hand \$317.142 04 The Mutual principle, combined with the security of a Stock Capital, entitles the insured to participate in the PROFITS of the Company, without liability for LOSSES. Leases promptly adjusted and paid. DIRECTORS. Clem Tingley, William R. Thompson, Samuel Bispham, Bobert Steen, William Musser, William R. 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RAILROAD LINES. SALES BY AUCTION. FURNESS, BRINLEY, & CO., PHILADELPHIA AND READING RAILROAD. PASSENGER TRAINS FOE POTTSVILLE, ERAD-ING, and HARRISBUEG, on and after May 20, 1861. MORNING LINES, DAILY, (Sundays excepted.) Leave New Depit, corner of BROAD and OALLOW-HILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowbill streets,) at 8 A. M., con-necting at Harrisburg with the PENNSYLVANIA RAILROAD 1 P. M. train, running to Pittaburg; the OUMBERLAND VALLEY 1.05 P. M. train running to Chambersburg. Carlisle, &c.; and the NORTHERD PHILADELPHIA No. 429 MARNET STREET. SALE THIS (WEDNESDAY) MORNING, SEPTEM. SALE THIS (WEINESDAY) HORNING, SEPTEM-BER 18, AT 10 O'CLOCK. A CARD.—The attention of purchasers is requested to out sale of 460 lots of fancy and staple dry goods this (Wednesday) morning, September 18, at 10 o'clock, by cardiogue, for cash, consisting id part of— — buche, Cashance, Stella, and chenille shawls. butche, Cashmere, Stella, and chemie sneves.
 London prints, ginghans, poplins.
 black gros de Rhines and gros grain, ribbons, Marseilles quills, linen damasks.
 Linen cambrie bandherehieft, white goods.
 200 lefs needlework embrolderies, &c. Chambersburg, Carlisle, Ac.; and the NORTHEBN CENTRAL BAILBOAD 1 P. M. train running to Suubury, Ac. AFTERNOON LINES. AFTERNUON LIMES. Leave New Depot, corner of BROAD and CALLOW-HILL Streets, PHILADELPHIA, (Passenger entrances on Thirteentb and on Callowhill sts,,) for POTTSVILLE and HARRISBURG, at 3.15 P. M., DALLY, connect-ing at Harrisburg with the Northern Central Raitoad, for Sunbury, Williamaport, Elmira, &c.; for READ-ING only, at 5 P. M., DALLY, (Studays excepted.) NUTERANCES VIA PHILADELEMEA AND DEADADAD SALE OF IMPORTED AND DOMESTIC DEY SALE OF INTORYELL AND DOMESTIC DEX GOODS. This Morning, September 17, at 10 o'clock, by catalogue, for cash-400 packages and lots of fancy and staple imported and American dry goods. Samples and catalogues early on morning of sale. BROCHE CHENILLE AND STELLA SHAWLS, This Morning, - Vienna broche shawls. - Vienna chenile shawls. - printed cashnere and wood shawls. Also, broche figured paphics. 24 to 40 inch black gross de Rhines. Jaconet, cambrie, und Swiss muslins. LINEN CAMBRIC HANDKERCHIEFS. - 5-8, 34, and 7-8 linen cambrie handkerchilefs. - pinted borders. BLACK GROS DE RHINES. An invoice of 24 of 4-inch black gros de Rhines. DISTANCES VIA PHILADELPHIA AND BEADING RAILROAD. BROCHE CHENILLE AND STELLA SHAWLS. FROM PHILADRLPHIA, Miles. Fo Phœnixville..... Reading Philadelphia and Reading and Lebanou Valley R. R. Lebanon Harrisburg..... Northern Central Railroad. Northumberland...171 Lewisburg....178 Milton.....178 Muncy....197 Wilkamsport...209 Jersey Shorc....225 Ralston....235 Balston....235 Sunbury and Eric R. R. An invoice of 24@34-inch black gros de Rhines. WHITE MARSEILLES QUILTS. - 10.4, 11.4, and 12.4 white Marseille LINEN DAME SKS illes quilts. pieces 7-4 fiel 8-4 bloom and double damask diaper HOYLE'S PRINTS, GINGHAMS, &c. This Morning, 4 cases 9-8 Hoyle's prints. 3 cases 9-8 Manchester ginghams 2 cases 7-8 London block and white prints. 1,000 dozen linen cambric bandkerchiefs, plain and 1,000 pieces fine Nainsook muslins. 150 LOTS NEEDLEWORK EMBROIDERIES. Consisting of Jaconet collars, book collars. Bracelet sets, frock waists, &c. SUMMER AR-RANGEMENT.—PHILADEL-PHIA, GEEMANTOWN, and NOBBISTOWN BAIL-LOAD. On and after Monday, May 13, 1861. FOR GEEMANTOWN. Leave Philadelphia, 6, 7, 8, 9, 104, 11, 12 A. M., 1, 2, 3, 8.35, 4, 5, 6, 6, 4, 7, 8, 9, 104, and 114, P. M. Leave Germantown, 6, 7, 74, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 6, 4, 74, 8, 9, 104, P. M. The 6.20 A. M. and 3.36 P. M. Trains stop at German-town only. N. F. PANCOAST, AUCTIONEER, Successor to B. Scott, Jr., 431 CHESTNUT St. SALE OF AMERICAN AND IMPORTED DRY GOODS, EMBROIDERIES MILLINERY GOODS, Leave Philadelphia, 6, 7, 8, 9, 104, 1, 12 A. M., 1, 2, 3, Leave Philadelphia, 6, 7, 8, 9, 104, 1, 12 A. M., 1, 2, 3, Leave Philadelphia, 6, 7, 8, 9, 104, 1, 12 A. The 6, 20 A. M. and 3, 30 P. M. Trains stop at German-town only. ON SUNDAYS. Leave Philadelphia, 9, 05 A. M., 2, 3, 54, 74, and 104 P. M. Leave Philadelphia, 6, 8, 10, 12 A. M., 1, 4, 64, and 94 Leave Philadelphia, 6, 8, 10, 12 A. M., 2, 3, 35, 4, 6, 8, 9, and 104 P. M. Leave Philadelphia, 6, 8, 10, 12 A. M., 2, 3, 35, 4, 6, 8, 9, and 104 P. M. Leave Philadelphia, 6, 8, 10, 12 A. M., 2, 3, 35, 4, 6, 8, 9, and 104 P. M. Leave Philadelphia, 6, 8, 10, 12 A. M., 2, 3, 35, 4, 6, 8, 9, and 104 P. M. Leave Chestnut Hill, 7, 10, 8, 840, 940, 1140 A. M., 140, 3, 335, 5, 40, 7, 10, 8, 80, 940, 1140 A. M., 140, 3, 335, 5, 40, 7, 10, 8, 40, 940, 1140 A. M., 140, 3, 35, 5, 40, 7, 10, 8 styles. STRAW GOODS. — cases late styles colored and spot straw bonnets, Boulcrards, fancy hats, &c. BEAD GOODS, CUTLERY, &c. Also, — lots bead goods, consisting of jet and fancy bracelets and necklaces, seed, steel, and fancy brads, bugles, Emory's fancy cutlery, &c. SLK BLOND LACE. 55 lots assorted widths while silk blond faces Germantown road. ON SUNDAYS. UN BUNDAID. Leave Philadelphia, 9.05 A. M., 24, 5, and 74 P. M. Leave Chestnut Hill, 7.50 A. M., 12.40, 5.10, and 9.10, Leave Philadelphia, 5.00 A. M., 12.40, 5.10, and 9.10, P. M. FOB CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia, 5.50, 7%, 9.05, 11.05 A. M., 1.05, 8.05, 4%, 6%, 6, and 11% P. M. Leave Norristown, 6%, 7, 8.05, 9, 11, A. M., 1%, 4%, 6%, and 9% P. M. Deave Philadelphia, 5.50, 7%, 9.05, 11.05 A. M., 1%, 4%, 6%, and 9% P. M. Deave Philadelphia, 5.50, 7%, 9.05, 11.05 A. M., 1%, 4%, 50.8 MANAYUNK. Leave Philadelphia, 5.50, 7%, 9.05, 11.05 A. M., 1.05, 2.05, 3.05, 4%, 6%, 8, and 11% P. M. Leave Manayunk, 6%, 7%, 8.35, 9%, 11% A. M., 2 8%, 5, 7, and 10 P. M. Leave Philadelphia, 9 A. M., 3, 5, and 7% P. M. Leave Philadelphia, 9 A. M., 4% P. M. Leave Philad Also, at 10 o'clock precisely, one superior fire-proof. GERMANTOWN GOODS. Also, a line of fancy zephyr knit boods, scarfs, com-forts, shawls, nubias, &c. PHILIP FORD & CO., AUCTION-EERS, NOS. 525 MARKET and 522 COMMEBOE

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lays excepted. Mail Train leaves Philadelphia at 7.39 A. M. Fast Lino " 11.20 A. M. Evaness train leaves " 10.15 P. M. Fast Line " 11.20 A. M. Express train leaves " 10.15 P. M. WAY TRAINS LEAVE AS FOLLOWS : 4.00 P. M. at 5.40 P. M. No. 1, at 8.15 A. M. No. 2, at 12.00 P. M.

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M. THOMAS a NORTH Nos. 139 and 141 South FOURTH (Formerly Nos. 67 and 69.) URTH Stre

PUBLIC SALES REAL ESTATE AND STOOKS. AT THE EXCHANGE, EVERY TUBSDAY, at 12 o'clock noon, during the business beason. In July and Angust, only occasional wing REAL ESTATE AT PRIVATE SALE.

REAL ESTATE AT PRIVATE SALE. We have a large amount of real estate at private sale, including every description of city and country pro-perty. Printed lists may be had at the Auction Store.

SALE OF SUPERIOR FURNITURE, PIENCH-PLATE MIRROR, ELEGANT BROUATELLE UURTAINS, OFFICE FURNITURE, DESKS, COUNTER TANES, BEDS AND BRODING, CHI-NA AND GLASSWARE, FINE CARPERS, &c. NA AND GLASSWARE, FINE CARPETS, &c. CARD.—Our sale to-moreow morning, at the Auction Store, besides the furniture, carpets, &c., sold by order of executors, 600 lots superior second-hand furniture, 2 suits of elegant broastelle window curtains and gilt cor-tains and gilt corriters. 3 fine gold watches, in perfect order, office furniture, counting-honse desks, counter tables, large shew-rase, beds and bedding, fine Brussels and other carpets, &c., forming an attractive assortionat, worthy the attention of balacs and others desirous of pur-dention.

for examination.

STOCKS. PEW, &c.

STOCKS. PEW, &c. On Tuesday, September 24, at 12 o'check nearly, will be sold at public sair, at the Philudelphia Exchange— 3,250 shares Bohemian Mining Company of Michigan, for non-payment of assessmenta. \$2,000 Phoenix Insurance Company Serip, PEW—ST. MARK'S CHURCH. Alse, Pew No. 40, middle aisle, St. Mark's Episcopal Church, Locust street. It cost \$800, and is one of the most dosirable pews in the clutter. I share in the Mercantile Library Company. For account of when it may concern— 120 shares City Passenger Indicad Company of Cin-cipanti.

120 shares Passenger Railroad Company of Cincinnati SALE OF REAL ESTATE -247H SEPTEMBER,

At the Exchange. Descriptions preparing. EXECUTORS' SALE-ESTATE OF CHABLES AL-LEN, decreased, Our sale 24th hist, will include the following-No. 1.-VALUABLE BRICK STORE AND DWELL-LING, No. 304 South Second street. Handsome new front, modern improvements, &c. No. 2.-THREE-STORY BRICK DWELLING, with back buildings and modern improvements, No. 528 Pine street.

street. No. 2.-FOUR STORY BRICK DWELLING, No. 213 Union street, with four-story brick dwellings in the

213 Union street, with four-story brick dwellings in the rear, forming a court.
No. 4.—VALUABLE COUNTRY SEAT, with three arrows at the junction of North. Pennsylvania Railroad and Nicctown lane.
367 Full particulars of the above Estate in handbills.
367 Full particulars of the above Estate in handbills.
367 Full particulars of the above Estate in handbills.
367 Full particulars of the above Estate in handbills.
367 Full particulars of the Above Estate in handbills.
368 Federal street, opposite Jefferson Square.
MODEBIN THREE-STORY INTCK RESIDENCE, MODEBIN THREE-STORY INTCK RESIDENCE, Southeast corner of Filth and Coates streets, has the modern improvements and conveniences. ImMediate possession. Terms—\$5,000 may remain on mortgage.

Sale No. 223 South Eighth Street. HOUSEHOLD FURNITURE, FEATHER BEDS,

CARPERS, &c. CARPERS, &c. This Morning, September 18, at 10 o'clock, at No. 223 South Eighth street, below Walnut, the bouschold and kilchen fur-niture, mattresses, feather beds, stoves, carpets, oil clothe &c.

May be examined at 8 o'clock on the morning of

Sale at Nos. 139 and 141 South Fourth Strest. SUPERIOR FURNITURE, FRENCH-PLATE MIR-RORS, PIANO-FORTES, BEDS AND BEDDING BRUSSELS AND OTHER CARPETS, &c.

On Thursday Morning. On Thursday Morning. At 9 o'clock, at the Auction Store, an assortment o excellent second-hand furniture, elegant piano-fortes fine mirrors, carpets, beds and bedding, &c., from fami-lies declining housekeeping, removed to the store for con-venience of sale,

Also The superior furniture, carpets, &c., from a family de-

ining housekeeping. A holy's fine gold hunting-case lever watch, 13 jewels, A fine gold watch and case.

A fine gold watch. Counter tables, double counting-house desks, office furure, &c.

amure, ac. 2 suits elegant brocatelle and lace window curtains, vith cornices and cords and tassels. A pet monkey, and parrot and cage. A large plate glass show-case.

Sale for account of the United States. WOOL, COTTON, AND LEATHER CUTTINGS. On Saturday Morning, 21st instant, at 10 o'(lock, at the Auction Store, with-

out reserve, 10,100 fbs dark blue kersey cuttings, 6,900 ibs sky blue, 6,750 fbs cotton and wool, 1,774 fbs list, 10,000 fbs cotton, 1,420 fbs linen, 2,002 fbs sole leather, 225 fbs rope, 379 fbs flannel, &c.

M. FITZPATRICK & BROS., AUCTIONEERS, 604 CHESTNUT Street, above Sixth.

DAY SALES Every Monday, Wednesday, and Friday, at 10 o'clock A. M.

PRIVATE SALES.

At private sale, several large consignments of watches and jeweky, books, stationery, silver-plated ware, ent-lery, fancy goods, &c., to which is solicited the attention of city and country merchants and others

Consignments solicited of all kinds of merchandise, either public or private sales.

MOSES NATHANS, AUCTIONEER AND COMMISSION MERCHANT. southeast corner of SIXTH and BACE Streets.

corner of SIXTH and BACE Streets. AT PRIVATE SALE, AT PRIVES TO SUIT THE TIMES. The following articles will be sold for less than half the usual selling price: Thine gold hunting-case, double-case, and Acuble-bot-tom English putent lever watches, of the most approved and best makers; fine gold double-time English patent lever watches; independent seconds lever watches; fine gold hunting-case and open-face secapement lever and lepine watches; horizontal and dupke watches; silver hunting-case, double-case, and double-bottom English patent lever, secapement lever, and lepine watches; of the most approved and best makers; double-case and open-face silver watches; silver quartier and single-case watches; fine gold vest, nech, fob, and gurad chalang; diamond finger-tings and breast-pine; sets of the gold jewelry; gold breast-pins, car-rings, finger-rings, braoo-lets, pencil-cases, pens, and jewelry of every description; guns, pistols, musical instruments, piano-fortes, and ar-ticles generally.

MACHINERY AND IRON.

BEACH and PALMER Streets.

FIFTH AND WASHINGTON STBEETS.

FIFTH AND WASHINGTON STBEETS, PHILADELPHIA. MERRICK & SONS, ENGINEERS AND MACHINISTS, Manufacture High and Low Pressure Steam Engines, for land, river, and marine service. Boliers, Gasometers, Tanks, Iron Boals, &c.; Cast-ings of all kinds, either iron or brass. Iron-Frame Roofs for Gas Works, Wo shops, Bail-road Stations, &c. Betorts and Gas Machinery of the la st and most improved construction.

Actors and two machinery of the is at the index improved construction. Every description of Plantation Machinery, such as Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, &c. Sole Agents for N. Rillieux's Patent Sigar Boiling Apparatus; Nesmyth's Patent Steam Hammer, and As-

DOINT PLEASANT FOUNDRY,

POINT FLEADAINT EVOLUCIES, No. 651 BEACH Street, Kensington, Philada, WILLIAM H. TIERS informs his friends that, having purchased the entire stock of Patterns at the above Foundry, he is now prepared to receive orders for Bolling, Grist, and Saw-Mill Castings, Son, Chemical, and House Work, Gearing. Castings made from Bever-beratory or Cupola Furnaces, in dry or green sand, or loam. my9-ff

HAIR RESTORATIVE.

THE ONLY PREPARATION

Apparatus; Neanyth's Patent Steam mannaet, and pinwall & Wolsey's Patent Centrifugal Sugar Dra Machine.

JOHN E. COPE.

HARTLEY MERSICE,

Drainin auō-ti

Columbia Parkesburg West Chester

DENN MUTUAL LIFE INSU-

1861. **Saus** 1861.

TO ANY IN THE COUNTRY. THREE THROUGH PASSENGEE TRAINS BETWEEN PHILADELPHIA AND PITTSBURG. Connecting direct at Philadelphia with Through Trains from Boston, New York, and all points East, and in the Union. Depot at Pittsburg with Through Trains to and from all points in the West, Northwest, and Southwest-thus furnicling facilities for transmittion of Passenn thus furnishing facilities for transportation of Passen-gers unsurpassed for speed and comfort by any other

LARGE SALE OF 1,500 CASES BOOTS, SHOES, BROGANS, &c. On Thursday Morning, Sept. 19, at 10 o'clock precisely, will be sold, by ca-talogue, 1,500 cases men's, boys', and youths' calf, kip, and grain boots; calf, and kip brogans, Congress gaiters, Oxford ties, futigue shocs, &c.; women's, misses', and children's calf. kin, east, norscros, and kid, heeled boots

ery Saturday throughout the year, from PIEB

children's calf, kip, goat, morocco, and kid, heeled boots and shoes, gaiters, slippers, buskins, &c. Alao, a large and desirable assortment of first-class city-made goods. To pen for examination, with catalogues, early on the morning of sale.

the morning of sale. SHIPPING.

13 Dixon street.

75

jel4-tf

J. VAUGHAN MERBICK,

SOUTHWARK FOUNDRY,

WEEKLY COMMUNICA-TION BY STEAM BETWEEN NEW YORK AND LIVERPOOL, calling at QUEENS-TOWN, (Ireland,) to land and embark passengers and dematched

The Liverpool, New York, and Philadelphia Steam-ship Company's splendid Clyde-built iron screw steam-ships are intended to sail as follows: ______FROM NEW YORK FOB LIVEBPOOL.

SALES EVERY EVENING, At 7 o'clock, of books, stationery, and fancy goods, watches, jewelry, clocks, silver-plated ware, cutlery, paintings, musical instruments, &c. Also, heiery, dry goods, boots and shoes, and mar-chandise of every description. DAY SALES Every Monday, Wednesday, and Friday, at 10 o'clock

FROM CAIRO.

CAIRO. Sept 12.—The matter which continues to excite the greatest interest is the gunbast battle which occurred yesterday a short distance above

Columbus. The result proves, after a full statement of the facts, to be most satisfactory. During the whole engagement. which lasted several hours, neither of our boats suffered the effect of a single shot. On the other side, however, it was quite different. The rebel gunboat *Lankee* was disabled, and compelled to fix the score of sation.

to fly the scene of action. The number killed on the rebel side is reported to have been quite large. A rebel deserter, now here, states that two hundred, to his knowledge, ere killed. This is, undoubtedly, an exaggera-

ion. In the late engagement there was a fair trial of the guns on both sides, and the proof is conclusive that ours are superior, especially in relation to the distance they can be used with effect. The great-est damage to the enemy was done at a distance of four miles—when nearer the shots generally going

over. No shipments are now being made South by the Cumberland river, which has, up to the present time, afforded an easy channel for the transporta-tion of produce, provisions, etc., which have been shipped in large amounts shipped in large amounts.

GENERAL ANDERSON'S STAFF.

GENERAL ANDERSON'S STAFF. The following gentlemen compose the staff of General Robert Anderson: Major R. Murray, sur-geon; Captain H. C. Symonds, commissary; Capt. O. D. Grune, assistant adjutant general; Captain F. E. Prime, engineer; C. B. Throckmorton, lieu-tenant. aid: Captain Hancock, quartermaster. They have all reported at headquarters, in Louis-ville, with the exception of Captain Hancock, the cuartermaster, who has not arrived. quartermaster, who has not arrived.

THE WESTERN VIRGINIA UNIONISTS.

The following is an extract from a letter written by a soldier in Western Virginia: "We captured a messenger from the rebel Gen. Lee the other day, and found upon his person an order from the General to one of his subordinates order from the General to one of his subordinates stationed near us 'to be sure and take no prisoners from any of the Virginia regiments of the Lincoln army, but shoot them down like dogs, as they are traitors to their State and her institutions.' So you see what the Second Virginia has to expect should they be so unfortunate as to be whipped. But such things only beget a determination in the men never to be concurred."

never to be conquered." THE ARMY.

Lieutenant Colonel Atwood, of the Sixth Wiscon-

Lieutenant Colonel Atwood, of the Sixth Wiscon-sin Volunteers, was honorably discharged from ser-vice on Monday, in consequence of physical ina-bility to endure the fatigues of camp life. Mr. Wm. F. Borrows, of New York city, who acted so gallantly as a volunteer aid in the affair at Lewinsville, has been appointed aid-de-camp to Brigadier General Wm. F. Smith. The following colonels have been appointed to take command of the Kentucky volunteer infantry and cavalry regiments: Thos. J. Bramlette, First Infantry; S. S. Fry, Second Infantry; S. T. Gowan, Third Infantry; Frank Welford, First Cavalry. Lawrence Williams, late captain and aid to Gen. McClellan, and just promoted to a major of cavalry, has been detached from the General's staff, and ordered to join the Sixth regular cavalry. He has been a valuable officer to General McClellan, and was with him in his Western Virginia campaign. A REIGN OF ORDER.

A REIGN OF ORDER.

The St. Louis Democrat has an editorial on the above subject, in which it says: At no time in her history was St. Louis more tranquil than she is under Frémont's martial sway, and the rule of Provost Marshal McKinstry. Deand the rule of Provost Marshal McKinstry. De-cision, determined energy, conjoined with cantion and kindness, have characterized the administra-tion of affairs. The Union feeling is very much more prevalent everywhere, and the demonstra-tions of rampant Sccessionism have become un-known. At the military pageant on Thursday, to welcome home the warriors of Wilson's Creek, the thronging multitude appeared to be unanimously for the Union. The dissemination of useful docu-ments, and the potential preparations of Greererl Fremont, have combined to introduce new light into many minds that otherwise would never have been reached by a single patriotic reflection. Trea-son is getting to be viewed and despised as the eriminal and infumous thing it is, and men whose deficiency of sense or of moral principle alone made them blatant Secessionists, are becoming converted out of a cuddan elaym for their score time.

out of a sudden alarm for their reputations!

FROM JEFFERSON CITY, MO. JEFFERSON CITY, September 12 .- Messengers just JEFFERSON OIL JORCHUGE 12. - Increasing arsund arrived this morning announce the startling intelli-gence that, on Monday morning, Price, Rains, and Claib Jackson had arrived at Warrensburg, only Claib Jackson had arrived at Warrensburg, only thirty-five miles from Lexington Seven companies of Marshal's Cavalry, under Lieutenant Colonel Day, had reached there the night before, and, find-ing all quiet, encamped. Towards morning their pickets were fired upon by Price's advanced guard. One killed and one taken prisoner. Colonel Day, mmediately retreated, burning the bridges. The soldiers who brought the news belonged to Captain Einsminger's company attached to the command, and had in some way got cut off from their friends. Price advanced by the road from Clinton, and Rains came in from the direction of Fort Scott. All this tallies precisely with other reports which have been coming in the last two days. Their united force is estimated at 15.000, and they were moving rapidly upon Lexicgon. Their advance with accillery, however, will be greatly impeded by the burning of the bridges. as the streams are said to be swollen. Y the recent rains.

Gov. BUCKINGHAM, of Connecticut, has is-

<text>

one aged three and the other eight years, daugh-ters of Mr. Sanders, of Lee, Massachusetts, were drowned in that town on Thursday. The youngest fell into Laurel lake, and the other attempted to S., and numbered as directed; all other parts to be let-tered U.S.; the cover, feed box, bolts, linchpins, tar-pot, and harness bearers for each wagon to he put up in a strong box, (coopered,) and the contents marked thereon. rescue her, when they both went down.

AN UCLY CUSTOMER .- An old man, upwards of sixty years of age, was recently put under bonds in St. Louis, for committing a deadly assault upon a female neighbor, she having accidentally struck him with a peach stone which she three out of a window window.

JOHN F. PHELPS, editor of the Mayville, bolls r. FIELPS, cultor of the Mayville, Chautauqua county, Sentinel, has sued Bennett, of the Herald, for libel. The alleged libel consists in papers in New York, and included the Mayville Sentinel therein. THE New Hampshire Gazette, printed at Portrmouth, after one hundred years of existence, has gone by the board. Its itle has been purchased by the owners of the Chronicle, of the same place, by the owners of the Chronicle, of the same place, by the owners of the Chronicle, of the same place, by the owners of the Chronicle, of the same place, by the owners of the Chronicle, of the same place, by the owners of the Chronicle, of the same place, by the owners of the Chronicle, of the same place, by the owners of the Chronicle, of the same place, by the owners of the Chronicle, of the same place, by the owners of the Chronicle, of the same place, by the owners of the Chronicle, of the same place, by the owners of the Chronicle, of the same place, by the owners of the Chronic control the chronic control the same place, by the owners of the Chronic control the chronic cont

THE accomplished "Lounger" says of the last theatrical sensation: "Mr. Clarke is a come-dian of the best and purest school, and by far the finest artist that has been seen upon these boards

SEALED PROPOSALS are invited till the 20th day of September, 1861, for supplying the Army of the Potomac with POTATOES. About 40,000 bushels will be required, in lots of about 8,000 bushels per week. The Potatoes to be of the first quality and equal in quality to the following kinds. Mercers (blue,) Mercers (blue,) Pink Eye,

Pennsylvania, North Pennsylvania Bail-roads, and County 6 per cent. bonds..... 105,802 50 Bank, insurance, railroad, eanal stocks, dc. 97,647 49 Cash on hand, agents' balances, dc., dc..... 83,206 14

\$1,071,138 02 DANIEL L. MILLEB, President. SAMUEL E. STOKES, Vice President. JOHN W. HORNOR, Secretary.

DELAWARE MUTUAL SAFETY. INSUBANCE COMPANY, PHILADELPHIA. Incorporated by the Legislature of Pennsylvania, 1835. Office, S. E. corner of THIRD and WALNUT Streets PHILADELPHIA.

MARINE INSURANCE.

On Vessels, Cargo, To all Parts of the World. Freight,

INLAND INSUBANCES

INLAND INSUMANCES On Goods by Bivers, Canals, Lakes, and Land Carriages, to all parts of the Union. FIRE INSURANCES On Merchandise generally. On Stores, Dwelling Houses, &c., &c.

ASSETS OF THE COMPANY, November 1, 1860. \$100,000 United States five per cent. Loan....\$100,000 00 117,000 United States six per cent. Treasury Notes, (with accrued interest).....\$10,463 34 100,000 Pennsylvania State five per cent.

5,000 100 shares Pennsylvania Bailroad Company
5,000 100 shares North Pennsylvania Bailroad road Company
1,200 30 shares Philadelphia Ice Boat and Steam Tug Company
250 5 shares Philadelphia and Havre-de-Grace Steam Towboat Company.
250 2 shares Philadelphia Exchange Company.
1,000 2 shares Continental Hotel Co.... 8,900 00 900 00 1,200 00

800 00

125 00 500 00

____ 29.108 51 VIBECTOBS.
VIBECTOBS.
J. F. Peniston,
Henry Sloan,
Edward Darlington,
Henry Sloan,
Edward Darlington,
Henry Sloan,
Edward Darlington,
Beneer McIlvalue,
Thomas C. Hand,
Bobert Burton,
James B. McFarland,
Janes B. McFarland,
Janes B. McFarland,
Thorgan, "
A. B. Berger, "
WILLIAM MARTIN, President.
THOS. O. HAND, Vice President.
THOS. O. HAND, Vice President. \$904.907 5 DI William Martin, Edmund A. Souder, Theophilus Paulding, John R. Penrose, John C. Davis, James Traquair, William Eyre, Jr., James C. Hand, William C. Lndwig, Joseph H. Seal, Dr. B. M. Huston, George C. Lieper, Hugh Craig, Charles Kolly, WI

HENRY LYLBURN, Secretary.

FIRE INSURANCE EXCLUSIVE-LY.—The PENNSYLVANIA FIRE INSURANCE COMPANY. Incorporated 1825. CHARTER PER-PETUAL. NO. 510 WALNUT Street, opposite Independ-nee Suma No. 510 WALNUT Street, opposite Independ-

Ence Square. This Company, favorably known to the community for thirty-six years, continues to insure against Loss or Da-mage by Fire, on public or private Buildings, either per-manently or for a limited time. Also, on Furniture, stocks of Goods, or Merchandise generally, on liberal terms. Their Capital, together with a large Surplus Fund, is invested in the most careful monner, which enables them to offer to the insured an undoubted security in the case

of loss. DIRECTORS. Jonathan Patterson, Quintin Campbell, Alexander Benson, William Montelius, Thomas Robins, Daniel Smith, Jr., John Devereux, Thomas Smith. Each side of the body of the wagon to be marked U.

William Holtenas, Isaac Hazlehurst, JONATHAN PATTERSON, President, William G. CROWELL, Secretary. ap4

THRE INSURANCE. MECHANICS' INSURANCE COMPANY OF PHILADELPHIA, No. 138 North SIXTH Street, below Bace, Insure Buildings, Goods, and Merchandise gene-rally, from Loss or Damage by Fire. The Company gua-ranty to adjust all Losses promptly, and thereby hope to merit the patronage of the public.

The set work may be inspected and approved by said officer or space by an officer or agent of the best workmanilike manner.	in a strong box, (coopered,) and the contents marked	WILLIAN G. CROWELL, Secretary. ap
and accepted by an officer or agent of the Quartermas- ter's Department, and delivered as herein agreed, they Bernard Rafferty, John Cassady,	thereon. It is to be distinctly understood that the wagons are to be so constructed that the several parts of any one wagon will agree and exactly fit those of any other, so as to require no numbering or arranging for putting together, and all the material used for their construction to be of the best quality; all the wood thoroughly sea- goned, and the work in all its parts faithfully executed in the best workmanlike manner. The work may be inspected from time to time as it progresses by an officer or agent of the Quartermaster's Department, and none of it shall be painted until it shall have been inspected and approved by said officer or agent authorized to inspect it. When finished, painted, and accepted by an officer or agent of the Quartermas- ter's Department, and delivered as herein agreed, they shall be paid for. M. C. MEIGS,	FIRE INSURANCE. MECHANICS' INSURANCE COMPANY PHILADELPHIA, No. 138 North SIXTH Street, bel Bacc, Insure Buildings, Goods, and Merchandise ger rally, from Loss or Damage by Fire. The Company or rally, from Loss or Damage by Fire. The Company or merit the patronage of the public. William Morgan, Francis Cooper, George L. Dougherty, James Martin, James Duross, Matthew McAleer, Bernard Rafferty, Thonnas J. Hemphill,

A MERICAN FIRE INSURANCE COMPANY. Incorporated 1810. CHARTER PERPETUAL. No. 310 WALNUT Street, above Third, Philadelphia.

Having a large paid-up Capital Stock and Surplus, in-

By the use of these Pills the Periodical attacks of Nerous or Seck Headache may be prevented; and if take at the commencement of an attack immediate relief from pain and sickness will be obtained.

They seldom fall in removing the Nausca and Headache to which females are so subject.

They act gently on the bowels, removeing Costiveness For Literary Men, Students, Delicate Females, and All persons of sedentary habits, they are valuable as a Laxitive, improving the appetite, giving tone and viger to the digestive organs, and restoring the natural clasti-

city and strength of the whole system. The CEPHALE PILLS are the result of long investi-gation and carefully conducted experiments, having been in use many years, during which time they have prevented and relieved a vast amount of pain and suffering from Headache, whether originating in the *nervous* sys-

tem or from a deranged state of the siomach. They are entirely vegetable in their composition, and may be taken at all times with perfect safety without making any change of diet, and the absence of any dis-

agreeable staste renders it easy to administer them to children. **BEWARE OF COUNTERFEITS!**

The genuine have five signatures of Henry O. Spalding on each Box. Sold by Druggists and all other Dealers in Medicines A Box will be sent by mail prepaid on receipt of the

PRICE, 25 CENTS. All orders should be addressed

HENRY C. SPALDING,

48 CEDAR STREET, NEW YORK.

1861. ARRANGEMENT OF NEW YORK LINES. THE CAMDEN AND AMBOY AND PHILA-DELPHIA AND TRENTON RAILROAD CO.'S LINES FROM PHILADELPHIA TO NEW YORK AND WAY PLACES. FROM WALKUT-STRETT WHARF AND KENSINGTON DEPOT. WILL LEAVE AS FOLLOWS-VIZ: From the Examiner, Norfolk, Va.

Cephalic Pills accomplish the object for which they were made, viz : Cure of headache in all its forms. From the Examiner, Norfolk, Va.

They have been tested in more than a thousand cases with entire success.

From the Democrat, St. Cloud, Minn. If you are, or have been troubled with the headache, send for a box, [Cephalic Pills,] so that you may have them in case of an attack. Accommodation). 2 25 At 9% A. M., via Kensington and Jersey City, Morn-ing Mail.

From the Advertiser, Providence, R. I. The Cephalic Pills are said to be a remarkably effec-tive remedy for the headache, and one of the very best for that very frequent complaint which has ever been dis-

From the Western R. R. Gazette, Chicago, Ri. We heartily endorse Mr. Spalding, and his unrivalled Cephalic Pills.

From the Kanawha Valley Star, Kanawha, Va. We are sure that persons suffering with the headache, who try them, will stick to them.

From the Southern Path Finder, New Orleant, La. Try them I you that are afflicted, and we are sure that your testimony can be added to the siready numerous ist that has received benefits that no other medicine can

From the St. Louis Democrat. The immense demand for the article (Cephallo Pills) s rapidly increasing.

From the Gazette, Davenport, Iowa. Mr. Spalding would not connect his name with an ar-icle he did not know to possess real merit.

From the Advertiser, Providence, E. I. The testimony in their favor is strong, from the mos espectable quarters.

From the Daily News, Newport, R. 1. Cephalic Pills are taking the place of all kinds.

From the Commercial Bulletin, Boston, Mass. Said to be very efficacious for the headache. From the Commercial Cincinnati. ng humanity can now be relieved.

> A Single hottle of SPALDING'S PREPARED GLUE will save ten times their cost annually.

and will not be liable for any amount beyond \$100, ex-cept by special contract. WM. H. GATZMER, Agent. NORTH PENNSYL-VANIA RAILROAD. FOB BETHLEHEM, DOYLESTOWN, MA U O H OHUNK, HAZLETON, EASTON, EOKLEY, WILKESBARRE, &c. THIRFE THROUGH TRAINS. On and after MONDAY, MAY 13, 1860, Passenger Trains will leave FRONT and WILLOW Streets, Phila-delphis, delity, (Sundays excepted,) as follows: **SPALDING'S PREPARED GLUE !** Trains will feare FRUNT and WILLOW Streets, Phila-delphia, delly, (Sundays excepted.) as follows: At 6.40 A. M., (Express,) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Wilkesbarre, &c. At 2.45 P. M., (Express,) for Bethlehem, Easton, &c. This train reaches Easton at 6 P. M., and makes a close connection with the Now Jersey Central for New York. At 5.15 P. M., for Bethlehem, Allentown, Mauch Chunk, &c. SPALDING'S PREPARED GLUE ! SPALDING'S PREPARED GLUE !

West Chester Passengers will take the West Chester Nos. 1 and 2 Harrisburg accommodation and Columbia Bremen, and Antwerp at through rates. Certificates of passage issued from Liverpool to New Trains. Passengers for Sunbury, Williamsport, Elmira, Buf-falo, Niagara Falla, and intermediate points, leaving Philadelphia at 7.30 A. M. and 2.30 P. M., go directly

through. Tickets Westward may be obtained at the office of the Compary in Philadelphia, New York, Boston, or Balti-more; and Tickets Eastward at any of the important Bailroad offices in the West; also on board any of the regular line of Steamers on the Miss

vers. Fare always as low, and time as quick, as by any The completion of the Western connections of the Penergy and a state of the Western connections of the Penergy and a state of the Western connections of the Penergy and a state of the Western The EAST AND THE DIBECT LINE BETWEEN THE EAST AND THE In Glasgow, to WM. INMAN, ap3-tf

1861.

FARE.

At 5 A. M., via Camden and Amboy, C. and A. Ac-

THE BRITISH AND NORTH AMERICAN BOYAL MAIL STEAM-SHIPS. FROM NEW YORK TO LIVERPOOL. GREAT WEST. The connection of tracks by the Bailroad Bridge at

Pittaburg, avoiding all drayage or ferriage of Freight to-gether with the saving of time, are advantages readily sppreciated by Shippers of Freight, and the Travelling Public. Chief Cabin Pass Second Cabin Passage..... FROM BOSTON TO LIVERPOOL. Public. Merchants and Shippers entrusting the transportation of their Freight to this Company, can rely with confi-

of their Breight to and source, dence on its speedy transit. THE RATES OF FREICHT to and from any point JOT. PERSIA, Capt. J. Stone. ARABIA, Capt. J. Stone. ASIA, Capt. E. G. Lott. AUETBALASIAN, NIAGARA, Capt. Moodie. In the West by the Pennsylvania Railroad are dd all times as favorable as are charged by other Railroad Companies. **W**² Be particular t• mark packages "via Pennsylva-nia Bailroad." For Freight Contracts or Shipping Directions, apply to, or address either of the following Agents of the Com-pany:

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EUROPA, Anderson, "Boston, Wednesday, Aug. 21.
PERSIA, Judkins, "N. York, Wednesday, Aug. 22.
CANADA, Macodie, "Boston, Wednesday, Sept. 4.
ASIA, Lott, "N. York, Wednesday, Sept. 11.
ARABIA, Stone, "Boston, Wednesday, Sept. 18.
AFRICA, Shannon, "N.York, Wednesday, Sept. 25.
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RAILROAD LINES.

SPRING AR-BANGEMENT.-PEILADEL-

PILA WILMINGTON, AND BALTIMORE BAIL-BOAD. On and after MONDAY, AUGUST 19, 1861, PASSENGER TRAINS LEAVE PHILADELPHIA: For Baltimore at 8.15 A. M., 11.35 A. M., (Express), and 10.50 P. M. For Chester at 8.15 A. M. 11.95 A. M. 4.55

For Chester at 8.15 A. M., 11.35 A. M., 4.15 and 10.50 For Wilmington at 8,15 A. M., 11.35 A. M., 4.15 and

10.50 P. M. For New Castle at 8.15 A. M. and 4.15 P. M. For New Castle at 8.15 A. M. and 4.15 P. M. For Dover at 8.15 A. M. For Salisbury at 8.15 A. M. TRAINS FOR PHILADELPHIA: Leave Baltimore at 8.30 A. M. (Express), 10.15 A. M., Leave Wilmington at 6.50 and 11.33 A. M., 1.50 and 8 P. M. Leave Solithere at 8.4 A.

. M. Leave Salisbury at 1.40 P. M. Leave Milford at 4 P. M. Leave Dover at 9.05 A. M. and 5.20 P. M. Leave New Castle at 11 A. M. and 7.20 P. M. Leave Chester at 7.40 A. M., 12.15, 2.25, and 8.40 P. M. Leave Baltimore for Dover and intermediate stations at 0.15 A. M.

10.15 A. M. Beave Baltimore for Salisbury and intermediate stations at 4.45 A. M. TRAINS FOR BALTIMORE:

Leave Chester at 8.45 A. M., 12.05 and 11.20 P. M. Leave Wilmington at 9.35 A. M., 12.35 P. M., and 12

A. M. FREIGHT TRAIN, with Passenger Oar attached, will run as follows: Leave Philadelphia for Perryville and intermediate places at 5.30 P. M. Leave Wilmington for Perryville and intermediate

Leave Wilmington for Perryville and intermediate places at 7.15 P. M. Leave Wilmington for Perryville and intermediate

Leave Wilmington for Philadelphia and intermediate aces at 5 P. M.

Leave Baltimore for Havre-de-Grace and intermediate stations at 5 P. M. ON SUNDAYS ONLY: At 10.50 from Philadelphia to Baltimore At 4.45 from Baltimore

At 10.50 from Philadelphia to Baltimore. At 4.45 from Baltimore to Philadelphia. S. M. FELTON, President.

ELMIRA ROUTE.

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