## SOUTHERN NEWS. THE BLOCKADE OF NEW ORLEANS. The New Orleans Delta, of the 11th inst., learns through letters received there from Berwick's Bay, that in addition to the steamers Huntsville and South Carolina, now cruising between Atchafalaya and Vermillion, another Lincoln vessel had arrived, and was engaged in staking out the channel of Atchafalaya river. Gen. Twiggs has detached a competent force to go down and look after the matter. AFFAIRS AT NORFOLK.

The Express publishes a letter dated Norfolk, September 9th, as follows : "Rumor has it that to-norrow, the 10th, is the day which the Yankees have appointed to make an attack on our forces in this direction. They have been promising this so long, that most of us are tempted to believe that they don't mean to attack the state of the stat us at all. All of our troops are getting impatient at this delay, and think that the Hessians must have the poce tumpo fever. Captain D. G. Farraguet, of the Lincoln Navy, has deeded his property in this city to another party. Captain F. married in this place, and I believe was born here himself. Whether this transfer will prove valid or not under the retaliatory regime, is yet to be proved. The officers of our tovernment will have to keep a bright look out for the property of traitors who go to fight the battles of the black knight of Illinois, or they'll find themselves tricked of their game."

KENTUCKY. The Louisville Democrat has a remarkable faculty of stating a case in a few words: "It is no longer peace that is to be sought in Kentucky, but sufery. It is too late to ask for peace. The fiat has gone forth, declaring that Kentucky shall be coerced into the Southern Confederate that there was the state of the southern Confederate. racy; that there never was any other intention. The declaration is accompanied by the act of inva-

DESTITUTION IN THE SOUTH. A late letter from Norfolk states that certain A late letter from Norfolk states that certain things cannot be bought for love or money. Among these are boots and shoes, especially for soldiers and women—the price of a common shoe of either sort, whenever there was a pair on sale, being \$10 to \$15. Coffee was nearly as searce, and domestic cotton cloth was nearly out of the market, and hore extraordinary prices. The closing of Hatteras Inlet, through which what few supplies they had were obtained, will materially increase the luxury of these and other articles equally scarce. these and other articles equally scarce.

DISPOSITION OF PRISONERS. "A Planter" of St. Mary, in view of the facts "A Planter of St. Mary, in view of the lacts that the great number of prisoners now held in Richmond are expensive to the Government, and are "eating up the subsistence necessary for our own soldiers," suggests that they be put to some useful employment, and so be made to pay for their keeping. He proposes that they be set to work as laborers on the unfinished portions of the Opelousas, Great Western, and Texas Railroad, lying between Berwick Bay and the Sabine. The idea is ingeni-

THE PRIVATEERS. The privateers have already taken sixty-nine vessels, of all descriptions, the value of which, ex-clusive of cargoes, is not far short of \$1,500,000. REPORTS OF SOUTHERN DESERTERS.

Descritions are very frequent from the rebel army to Fortress Monroe. The principal cause of their descrition, they say, is that they had been impressed into a service they had no sympathy for, and made to fight those whom they were bound to by ties that never could be sundered. From them we learn that the condition of the Secssion forces at Sewell's Point, Norfolk, &c., is most deplorable; that much Point, Acricia, Ac., is most deplorable. that much sickness of a dangerous type abounds; that they are only half fed, causing thereby great indignation throughout the whole army in that region on account of this outrageous and unendurable treatment. They further assert that many of these same rebel troops are patiently awaiting the arrival of our national forces to join them, that they may co-operate in striking a blow against Secession and its admirers, that will be terrible in its effects. All of this may not be wholly believed, yet the daily desertions now occurring certainly speak badly for the cause espoused by the rebels, and attest by living proofs that we are gaining ground.

GEN. WOUL AND THE CONTRABAND NEOROES.

Moior Conner of Gen. Woolls steff errived in ment. They further assert that many of these

liam Hawley, son of old Patrick. Fifteen stand of arms, several horses, and two mules were captured. THE REBEL STEAMSHIP YORKTOWN Is thus described by a correspondent of the New York Tribane:

I have been embled to collect the subjoined par-ticulars respecting the dimensions of the rebel steamer *Vorktown*, recently converted into a for-midable man-of-war at Norfolk by plating her with midable man-of-war at Norfolk by plating her with a wrought-iron plates one-quarter and one-third of an inch in thickness. Length on deck. 250 feet; breadth of beam. 34 feet; depth of hold, 9 feet 6 inches: depth of hold to spar deck, 17 feet; draft of water at load line before plating, 11 feet 6 inches. Her frame is of white oak, chestnut, &c., which is fastened in the securest manner possible with copper and treenails. Her floors were moulded 15 inches, sided 15 inches, and her frames were 30 inches apart at centres. In addition to the above fastening, from strays, diagonality and doubly laid. 42 by ing, iron straps, diagonally and doubly laid, 4½ by inches, ran throughout the hull, making her one of the staunchest of her class of steamers aftoat. She is fitted with vertical-beam engines, with cy-linders 50 inches in diameter, and a stroke of piston of 10 feet. She has two fine boilers, and her water-wheels are 30 feet in diameter, and of cast-iron. Her burden is 1.400 tons. She was built in New York in 1859 by Wm. H. Webb. Her machinery was constructed by the Morgan Iron Works, in the nandant of this intended piratical craft

is Captain Parrish, formerly of the New York and Richmond Steam Navigation Company, and her other officers are men of the same stamp. You will other officers are men of the same stamp. You will observe that a vessel of the dimensions given above, manned by a blood-thirsty crew, would commit much depredation upon our commerce, and destroy millions of property, if once let loose upon the seas. She is represented as being well supplied with heavy guns on her sides, and rified pivots fore and aft. Her guns are well manned, and the experies of the men in perfecting them in their use has been long and severe. She is also well supplied with swords, pikes, cuthasses, pistols, &c.: in fact, her entire equipment is excellent in every respect. She is tolerably well provided with stores and provisions; her machinery works well, and she is now ready for a long cruise to rob and murder. This she will do, if ever she is permitted to escape from

Richmond Steam Navigation Company, and her other effects are more of the small stamp. You will continue the president of the property of the state of

lation
ind 45. Troops
0 24.00
21,00
4,00
19,160
20,54
18,000
20,570
35,00
21.000
00,000
15.00
259,270

Mercury, of September 10, speaking of the rebel army, uses this significant language; "We have no idea that the half million of men that Congress has authorized will ever be raised, or the means for their support ever be required. We find it difficult to put an army of eighty thousand men together in Virginia, and eighty thousand men is enough, and we fear more than enough, for any military use we can put them to."

ILLINOIS TROOPS ORDERED TO WASHINGTON. The Government has directed Gen. Fremont to send six of the Illinois regiments to Washington. These will be taken from the Illinois troops at Cairo and St. Louis, and their places supplied with regiments from thicago, Peoria, and Camp Butler. The regiment at Peoria, and the Douglas Brigade, at Chicago, have been ordered to St. Louis; Col. Hovey's regiment, at Camp Butler, to Centralia; and Col. Carlin's regiment, at the same camp, is to go southward, as soon as it is equipped, which will be in the course of the present week.

ARMY CORRESPONDENCE. General Scott has issued a general order stating that there are irregularities in the correspondence of the army which need prompt correction. It is highly important, he says, that junior officers on nighty important. he says, that junior oncers on duty be not permitted to correspond with the gene-ral-in-chief, or other commander, on current official business, except through immediate commanders. And the same rule applies to correspondence with the President direct, or with him through the Se-cretary of War, unless it be by the special invitation or rangest of the President or request of the President.

The Memphis Appeal says the following seizures have been made (or rather the following arms have been stolen by the rebels) since the inception of the Southern rebellion : Baton Rouge..... 70,000

 

 Alabama Arsenal
 20,000

 Elizabeth. N. C.
 30,000

 Fayetteville, N. C.
 30,000

 Norfolk. 5,000
Norfolk. 7,000 Other places......103.000 The State arms previously purchased by the States, it says, amounted to Alabama.... 
 Georgia
 120,000

 South Carolina
 47,000

Florida..... 17,000 Total.....417,000 "The grand total," says the Charleston Mercury of June 27, "thus amounts to 707,000 stand of arms, besides 200,000 revolvers, which are said to be on hand at various points. The above estimate does six hundred Spades. Six hundred Spades. Six hundred Hatchets—handled. hand at various points. The above estimate does not include the arms owned by the States of Ten-nessee, Arkansas, Texas, Kentucky, Maryland, and Virginia, which would increase the number to about 1,000,000. Besides this, there are thought to be

about 2,000,000 of private arms."

It is very doubtful, however, that the number stolen and the number purchased by the States is near so large as those figures indicate, or that there are in addition 2,000,000 private arms.

PROPOSALS. DROPOSALS for ARMY BAGGAGE QUARTERMASTER GENERAL'S OFFICE, }

WASHINGTON, June 21, 1861. Sals are invited for the furnishing of Army Bag-

QUARTEMBASTER GENERAL'S OPPION, SWASHINGTON, June 21, 1861. 
Proposals are invited for the furnishing of Army Baggage 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 Cincinnati, as preferred by the bidders.

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.

Six-mule (covered) wagons, of the size and description as follows, to wit:

The front wheels to be three feet ten inches high, hubs ten inches in diameter, and fourteen and a quarter inches in diameter, and fourteen and a quarter inches long; fellies two and a half inches wide and two and three-quarter inches deep; cast iron pipe boxes twelve inches long, two and a half inches wide and two and three-quarter inches deep; cast iron pipe boxes twelve inches long by five-eighths of an inch thick, fastened with one screw bolt and nut in each fellie; hubs made of gum, the spokes and fellie of the best white oak, freefrom defects; each wheel to have a sand band and inchpin 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 hind wheels to be made and boxed so that they will measure from the inside 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 axle 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. Axletrees to be made of the best quality refined American iron, two and a half inches smare at the shoulder, tapering down to one and a half inche in each axletree; washers and linchpins fo

axletree; washers and linchpins for each axletree; size of linchpins one inch wide, three-eighths of an inch thick, with a hole in each end; a wooden stock four and three-quarter inches wide and four inches deep fustened substantially to the axletree with clips on the ends and with two bolts, six inches from the middle, and fastened to the hounds and bolster, (the bolster to be four feet five inches long, five inches wide, and three and a half deep,) with four half-inch bolts.

The tongue to be ten feet eight inches long, four inches wide and three inches thick at front end of the hounds The congue to be ten seet eight mones long, rour inches wide and three inches thick at front end of the hounds, and two and a quarter inches wide by two and three-quarter inches deep at the front end, and so arranged as to lift up, the front end of it to hang within two feet of the ground when the wagon is standing at rest on a level surface. attest by living proofs that we are gaining ground.

GEN. WOOL AND THE CONTRABAND NEGROES.

Major Cannon, of Gen. Wool's staff, arrived in Washington on Thursday night with despatches. Gen. Wool wants to know what to do with the negroes, upward of 2,000 of whom are now at Fortress Monroe. The President's orderamending General Frémont's proclamation sets the whole question affoat again as regards negroes not directly employed in rebel service, who may seek protection within our lines. Gen. Wool is ordered to send to Washington all whom he can spare—the men to be put on the entrenchments, and the women in the camp kitchens, to be paid for their services. Hesides 2,000 at the fort, there are ten or fifteen on each of our men-of-war, which 'sail from Hampton Roads, who get SS a month and found.

ROUT OF PENELS IN CABELL COUNTY, WESTERN VIRGOL. Zeigler's regiment, stationed at Ceredo, Wayne county, attacked 250 rebels, who were drilling on the turnpike, S miles east of Barboursville, in Cabell county. The rebels fled at the first fire, leaving several killed and wounded. Eight prisoners were taken among them William Hensley, their ringleader, John Lawson and William Hensley, their ringleader, John Lawson and William Hensley, their ringleader, John Lawson and William Hensley, son of old Patrick. Fifteen stand of four and three-quarter inches in front, and four and three-quarter inches in front, the tongue, and four and three-quarter inches in front, and the first fire, leaving several killed and wounded. Sight prisoners were taken among them William Hensley, their ringleader, John Lawson and William Hensley, their ringleader, John Lawson and William Hensley, son of old Patrick. Fifteen stand of the congue, and four and three-quarter inches in front, the county is the front that width to be six feet two Inches of the surface. The front hounds to be six feet two Inches of the surface thick, and four inches do of the hounds one foot eight inches to elam, the front thick, fastened on top of the hounds one to clamp the fr bolster one and a half inch wide, one-marter of an inch thick, with a bolt in each end to fasten it to the hounds; the opening between the jaws of the hounds, to receive the tongue, and four and three-quarter inches in front, and four and a half inches at the back part of the jaws. The hind hounds four feet two inches long, two and three quarter inches thick, and three inches wide; jaws one foot long where they clasp the coupling pole; the bolster four feet fire inches long, and five inches wide, by three inches deep, with steady iron two and a half inches wide, by one-half inch thick, turned up two and a half inches and fastened on each end with three rivets; the bolster stocks and hounds to be secured with four half-inch screw bolts, and one half-inch screw bolt through the coupling pole.

The coupling pole nine feet eight inches long, three inches deep, and four and a half inches wide at front end, and two and three-quarter inches wide at back end; distance from the centre of king bolt hole to the centre of the back axletree six feet one inch, and from the centre of the keak axletree six feet one inch, and from the centre of king bolt hole to a centre of king bolt one and a quarter inches diameter, of best refined iron, drawn down to seven-eighths of an inch where it passes through the iron axletree; iron plate six inches long, three inches wide, and one-eighth of an inch thick on the doubletree and inches wide, and one-quarter of an inch on the sliding har, fastened at each end by a screw bolt through the hounds; front bolster to have plates above and below elven inches long, three and a half inches wide, and three-eighths of an inch thick, corners drawn out and turned down on the sides of the bolster, with a nail in each corner, and four countersunk nails on top; two bands on the hind hounds, two and two and a half inches wide, and one quarter of an inch thick. Doubletree three feet ten incles long, singetere two feet eight inches long, all well made of hickory, with an inon ring and clip at each

and one quarter of an inch tinck. Doubletree three feet ten inches long, singletree two feet eight inches long, all well made of hickory, with an iron ring and clip at each end, the centre clip to be well secured; lead bar and stretcher to be three feet two inches long, two and a quarter inches wide, and one and a quarter inch thick. Lead bars, stretchers, and singletrees for six-mule team; the two singletrees for the lead mules to have hooks in the middle rairs with oner rings to attach them to the

nine test eight inches wide, made in the best manner, with four hemp cords on each side, and one through each cad to close it at both ends; two rings on each end of the body, to close and secure the ends of the cover; a staple in the lower rail, near the second stud from each end, to fasten the side cords. The outside of the hody and feed trough to have two good coats of white lead, colored to a blue tint, the inside of them to have two coats of venetian red paint; the running gear and wheels to have two good coats of venetian red darkened of a chocolate color, the hub and fellies to be well pitched, instead of painted, if required.

A tar-pot, an extra king bolt, and two extra single-trees to be furnished with each wagon, the king bolt and singletrees similar in all respects to those belonging to it.

Each side of the body of the wagon to be marked U. S., and numbered as directed; all other parts to be lettered U. S.; the cover, feed box, botts, linchpins, turpot, and harness bearers for each wagon to be put up in a strong box, (coopered,) and the contents marked thereon. thereon.

It is to be distinctly understood that the wagons are to be so constructed that the several purts 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 seasoned, and the work in all its parts faithfully executed in the best workmanlike manner. 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 Quartermaster's Department, and delivered as herein agreed, they shall be paid for.

M. C. MEIGS,

Quartermaster General U. S.

FRONT St.

PROPOSALS. ARMY SUPPLIES.

QCARTERMASTER-GENERAL'S OFFICE, }
HARMSBERG, Sept. 14, 1861. }
Sealed Proposals will be received at this office until 2 o'clock P. M., on Monday, the 23d day of September, 1801, for the tollowing Army Supplies, deliverable at the State Military Store, Harrisburg, in quantities as required. Said proposals to be publicly opened at the time and place named, and the successful bidders to be aunounced as soon thereafter as convenient: the right being reserved by the State to increase or diminish the number and quantity of said articles: and quantity of said articles: Ten Hospital Tents, with flies, poles, pins, &c., complete. Sixteen hundred and fifty Common Tents, poles, pins, &c., complete. Two bundred and fifty Wall Tents, with flies, poles, pins, &c., complete. One hundred Drums, with sticks, slings, carriages, cases, Ac., complete.
Two hundred (200) Drum Heads—batter.
Two hundred (200) Drum Heads—snare.
One hundred (200) I firs.
Ten thousand three-pint Canteens, covered and strapped,

Ten thousand Haversacks, army standard. Ten thousand Haversacks, enameled cloth. Ten thousand Knupsacks, straps, etc., complete, army Ten thousand Knapsacks, straps, etc., complete, enamet-ed cloth,

Six hundred Hatchets—handled.
Six hundred Axes—handled.
Six hundred Picks—handled.
Ten thousand Tin Plates.
Ten thousand Tin Plates.
Ten thousand Tin Cups.
Three thousand Tin Cups.
Three thousand Camp Kettles.
Ten thousand Great Coats, infantry.
Ten thousand Great Coats, for mounted men.
Ten thousand Blouses, woollen lined.
Ten thousand Blouses, woollen lined.
Ten thousand ark-blue Frock Coats.
One thousand yards sky-blue Tape, for chevre

me thousand yards sky-blue Tape, for chevrous. 'wo thousand Cavalry Jackets. 'wo thousand Stable Frocks. Ten thousand pairs Trowsers, footmen, dark-blue ker Two thousand dark-blue reinforced Trowsers, for mounted men. wenty thousand white Domet Flannel Shirts. senty thousand pairs Drawers, venty thousand pairs Stockings

Twenty thousand pairs Stockings.
Two thousand pairs Roadry Boots.
Ten thousand pairs Bootes.
Ten thousand sets Infantry Accoutrements.
Ten thousand sets Infantry Accoutrements.
Tweive thousand Boolde Numbers.
Twelve thousand Boolde Numbers.
Twelve thousand Letters, A to K inclusive.
One hundred and thirty Sergeants' Sashes.
Ten thousand Blankets, seven feet by five feet six inches, wool gray, letters P. V. in centre four inches long, weighing five pounds.
Two thousand Curry Combs. Two thousand Horse Brushes we thousand sets of Horse Equipments, each set cor

Two thousand sets of Horse Equipments, each set consisting of Saddle complete, with Saddle-Bags, Girths, Cruppers, Stirrups, and Straps, Sweat Leather and Carbine Socket, Bridle with Curb Bit and Curb Halter, Watering Bridle and Sirsingle.

Two thousand Lariat Ropes and Picket Pins.

Two thousand Nose Bags.

Two thousand Spurs and Straps.

Two thousand Cavalry Horse Blankets.

It is desirable that all the above articles be of domestic manufacture, and when any of them are furnished by the United States, the same must conform in all respects to the sended standard pattern in the United States Quartermaster's Office and Military Store, Philadelphia.

Ten per cent, of the amount of each delivery to be retermaster's Office and Military Store, Philadelphia.

Ten per cent, of the amount of each delivery to be retained as a forfeiture until the contract is completed. Contractors to state in their proposals the time when the goods can be delivered, and the speedy delivery of such articles as are needed will be considered in awarding the outract. Successful bidders to give bonds, with two approved securities, the names of the sureties to accompany each proposal.

Every proposal to be ondersed: Proposal for Army Supplies. August 2d, 1861.

All supplies contracted for under these proposals to be delivered at the Military Store House, in the city of Harrislung, unless otherwise directed, free of all charge for freight, boxing, or drayage, unless freight to place of dereight, boxing, or drayage, unless freight to place of de-ivery is greater than to Harrisburg, in which case the difference will be allowed. All packages so delivered to be marked on the outside with number and description of articles therein, and name of party furnishing same, to gother with an invoice of contents, enclosed, ombracing n addition to above, notice of what special supply it is a art. R. C. HALE

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Q. M. Gen. P. M.

PROPOSALS FOR REVENUE T VESSELS.— TREASURY DEPARTMENT, TREASURY DEPARTMENT,
Washington, September 3, 1861.

The Department will receive proposals, accompanied by models, plans, and specifications, until 12 o clock MONDAY, 50th September, 1861, for the complete construction and equipment of TWO STEAM SCREW REVENUE VESSELS, of 750 tons each, and of THREE STEAM SCREW REVENUE VESSELS, of 600 tons each, United States measurement.

Proposals will only be considered from successful steamship builders actually engaged in that business, and the name of the marine stemm-engine establishment at which the strain machinery is to be made must be stated and will have due weight.

The load draft of water of the vessels of 750 tons must not exceed ten (10) feet, and they will be armed with one rifted pivot gain of 8,000 fbs. weight, two 32-pounder howilzer on the top gallant forecastle. The complement for each vessel to be 120 persons, carrying provisions for sixty days, and 2,800 gallons of water in tanks; to be furnished with a condenser for distilling potable to be furnished with a condenser for distilling potable The vessels to be schooner rigged, with flying gaff top-

water.

The vessels to be schooner rigged, with flying gaff topsails, square sail, and yard to set flying.

The load draft of water of the vessels of 600 tons must not exceed 8% feet, and they will be armed, each, with one rifled pivot-gun of 6,500 ibs, weight, two 32-pounders of 42 cut, and one light navy 24-pounder howitzer on the top-gallant forecastle.

The complement for each vessel will be ninety-five persons, carrying provisions for sixty days, and 2,000 gallons of water in tanks, and to be furnished with a condenser for distilling potable water.

The vessels to be schooner rigged, with flying gaff topsails, square sail, and yard to set flying.

The preposal must be for the hull, spare, rigging, sails, and canyas work, mast coats, awnings, hananocks, and bags, boats, anchors, and cables, tanks, casks, binnacles, bells, furniture for cabins and mess rooms, cooking appuratus and utensils complete, steum machinery, spare work, coal bunkers filled with Buck Mountain coal, with all the equipments and outfits of every kind, and in all respects ready to receive her officers, men, provisions, and armament, and at once proceed to sea.

The armaments, provisions, nautical instruments, and charts only will be previded by the Government.

It is desirable to have the highest attainable speed, which must be stated in the offer, together with the length of time it can be maintained and the quantity of coal that can be carried in the bunkers for that speed, which should not be less than for ten days of twenty-four hours cach.

The specifications must describe fully the material to

which shound not be resolved.

The specifications must describe fully the material to be used; the manner and size of fastening; the detail of the size, finish, and arrangement of the machinery, and of the various equipments and outlits included in the prothe various equipments and outfits included in the proposal.

The plans must be working drawings from which the vessel and machinery can be built, showing the allottenent of space for accommodations, steam rooms, magazines, shell rooms, disposition of coal, and convenient stowage must be provided.

It is to be understood that in the contract a guarantee will be inserted of the fulfilment of the condition of draft of water, speed, fuel, satisfactory working of the machinery, and other points required, with a forfeiture in case of failure.

The bidders must state the least time from the signing the contract or accurator of the proposal within which

The bidders must state the least time from the signing the centract or acceptance of the proposal within which they will agree to complete the vessels ready for sea, and deliver them at any ports they may name. The total amount for which they will engage to do all that is required in the foregoing advertisement, and to be embraced in their specifications and plans, must be stated, and the bids must be accompanied by the guarantee required by law that, if awarded, they will execute the contract.

Payments will be made at four different intervals as the work progresses, retaining one-fifth (1-5) of the whole amount for ninety (90) days after the delivery of the vessel, to repair any defects that may be discovered within that time on trial at sea. the vessel, to repair any detects that may be discovered within that time on trial at sea.

The Department reserves the right to accept the proposals made in conformity with the conditions prescribed which it may consider most to the interests of the Government, and to combine the greatest number of advantages, and to reject any or all of them at its option.

A competent person will be appointed by the Department to superintend the construction and equipment of each of the vessels. The specifications, plans, and models of parties not obtaining contracts may be withdrawn by them.

S. P. CHASE,
sc10-tuthsa10t Secretary of the Treasury.

MEDICINAL. ELIXIR PROPYLAMINE, The New Remedy for BHEUMATISM.

During the past year we have introduced to the notice of the medical profession of this country the Pure Crystalized Chloride of Propylamine, as a BEMEDY FOR RHEUMATISM; and having received from many sources, both from physicians of the highest standing and from patients, the
MOST FLATTERING TESTIMONIALS

of its real value in the treatment of this painful and ob-atinate disease, we are induced to present it to the public in a form READY FOR IMMEDIATE USE, which we hope will commend itself to those who are suffering with this afflicting complaint, and to the medical practitioner who may feel disposed to test the powers of this valuable ELIXIR PROPYLAMINE, in the form above spoker has recently been extensively experimented with in

the PENNSYLVANIA HOSPITAL,
and with MARKED SUCCESS, (as will appear from the
published accounts in the medical journals).

It is carefully put up ready for immediate use,
with full directions, and can be obtained from all the
druggists at 75 cents per bottle, and at wholesale of
BULLOCK & CRENSHAW,
Druggists and Manufacturing Chemists,
ma 24-1y
Philadelphia. MRS. JAMES BETTS' CELEBRA-TED SUPPORTERS FOR LADIES, and the only Supporters under eminent medical patronage. Ladies and physicians are respectfully requested to call only on Mrs. Betts, at her residence, 1039 WALNUT Street, Philadelphia, (to avoid counterfeits.) Thirty thousand invalids have been advised by their physicians to use her

appliances. Those only are genuine bearing the United States copyright, labels on the box, and signatures, an also on the Supporters, with testimonials. oc16-tuths LEGAL.

T ETTERS TESTAMENTARY to the Estate of JOHN DUDLEY, deceased, having been granted to the undersigned, all persons indebted to said Estate will please to make payment, and all persons having claims will present them for settlement to WILLIAM BURNS

Executors, or to their Attorney, EDWARD C. QUINN, Esq., sc7-s6t\* 611 WALNUT Street, Philadelphia. IN THE COURT OF COMMON N THE COURT OF COMMON
PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of ELIZABETH GRIFFIN, a Lunatic.
The Auditor appointed by the Court to audit, adjust, and settle the account of JOHN II, CURTIS, Junior, Committee of the person and estate of the said Lunatic, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purposes of his appointment, on MONDAY, the 30th day of September, 1861, at 4 c'clock P. M., at his office, No. 116 South SIXTH Street, below Chestunt, in the city of Philadelphia.

JAMES B. DOYLE, JAMES B. DOYLE se19,21,20 25,27 Auditor. TN THE ORPHANS' COURT FOR

THE CITY AND COUNTY OF PHILADEL. Estate of SAMUEL A. SPARKS, Deceased. Estate of SAMUEL A. SPARKS, Deceased.
Notice is hereby given that an appraisement of the
personal estate elected to be retained by the widow of
suid decedent, under the acts of April 14, 1851, and April
8, 1850, has been filed in the said Court, and that the
same will be allowed on the FOURTH DAY OF OCTOBER NEXT, unless exceptions are filed thereto.

EDWARD WALN,
Attorney for Putitioner Attorney for Petitioner.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADEL-HIA.
Estate of Minors of JOHN DIAMOND, deceased.
Account of Anna H. Diamond, guardian of Mary, Helen V., and Theresa Diamond.

Account of Anna H. Diamond, guardian of Helen V. and Theresa Diamond.

The Auditor appointed by the Court to audit, settle. The Another appointed by the Court to andit, settle, and adjust the above accounts, and report distribution of the net balance in the hands of the guardian, will meet the parties interested, for the purposes of his appointment, on MONDAY, September 30th, 1861, 4 P. M., at his office, 512 WALNUT Street, Philadelphia.

WILLIAM EDNET WILLIAM ERNST,

TORTOISE SHELL—For sale by always on hand and for sale at Union Wharf, 1461
BEACH Street, Kensington. T. THOMAS,
BUI-11 217 WALNUT Street, Philadelphia JAURETCHE & CARSTAIRS. 202 and 204 South

MEDICINAL. INSURANCE COMPANY OF THE "THEY GO RIGHT TO STATE OF PENNSYLVANIA—OFFICE Nos. 4 and 5 EXCHANGE BUILDINGS, North side of WAL-NUT Street, between DOGK and THIBD Streets, Phila-THE SPOT."

INCORPORATED in 1794—CHARTER PERPETUAL. PROPERTIES OF THE COMPANY, FEBRUARY INSTANT RELIEF! 1, 1861, \$507,094.61.
MARINE, FIRE, AND INLAND TRANSPORTA. PURIFY YOUR BREATH!

Toks.
Samuel Grant, Jr.,
Tobias Wagner,
Thomas B. Wattson,
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Charles S. Lewis,
George C. Carson, Charles Macalester, William S. Smith, John B. Budd, William R. White, George H. Stuart, George C. Carson,
Edward C. Knight.
HENRY D. SHEBBERD, President.
WILLIAM HARPER, SCCTCTARY. 1929-W A NTHRACITE INSURANCE COMPANY. — Authorized Capital \$400,000 — CHARTER PERPETUAL.

Office No. 311 WALNUT Street, between Third and Fourth Streets, Philadelphia.

This Company will insure against loss or damage by
Fire, on Buildings, Furniture, and Merchandise gene-

TION INSURANCE.

DIRECTORS.

INSURANCE COMPANIES.

rally.
Also, Marine Insurances on Vessels, Cargoes, and
Freights. Inland Insurance to all parts of the Union.
DIRECTORS. DIRECTORS.

Joseph Maxfield,
John Ketcham,
John R. Blakiston,
Wm. F. Dean,
J. E. Baum.
JACOB ESHER, President.
WM. F. DEAN, Vice President. Jacob Esher, W. M. SMITH, Secretary.

THE RELIANCE TUAL INSURANCE COMPANY, OFFICE No. 305 WALNUT STREET,
Insures against LOSS OR DAMAGE BY FIRE, on

Ground rent, first-class.
Collateral loans, well secured.
City of Philadelphia 6 per cent loan..... 

 City of Philadclphia 6 per cent loan
 30,000 00

 Allegheny County 6 per ceut. Pa. RB. loan
 10,000 00

 Commercial Bank stock
 5,135 01

 Mechanics' Bank stock
 2,812 50

 Pennsylvania Ralironal Co.'s stock
 4,000 00

 The Reliance Mutual Insurance Co.'s stock
 25,350 00

 The County Fire Insurance Co.'s stock.....
The Deleware M. S. Insurance Co.'s stock... nion Mutual Insurance Co.'s scrip...... Bills receivable..... Book accounts, accrued interest, &c......

\$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. djusted and paid.
DIRECTORS. Samuel Bispham, Robert Steen, William Musser, Benj. W. Tingley, Marshall Hill, Clem Tingley, William R. Thompson, Frederick Brown, William Stevenson,

William Stevenson,
John R. Worrell,
E. L. Carson,
Robert Toland,
G. D. Rosengarten,
Charles S. Wood,
James S. Woodward,
CLEM TINGLEY, President.

B. M. HINCHMAN, Secretary,
February 16, 1861.

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA. (FIRE INSURANCE EXCLUSIVELY.) COMPANY'S BUILDING, S. W. CORNER FOURTH AND WALNUT STREETS.

DIRECTORS.

F. Ratchford Starr, F. Ratchford Starr,
William McKee,
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John M. Atwood,
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Henry Wharton,
F. RATCHFORD STARR, President
URARLES W. COXE, Secretary. DENN MUTUAL LIFE INSU-

PENN BRUTUAL LIFE INSURANCE COMDANY,
No. 921 CHESTNUT Street, Philadelphia.
CHARTER PERPETUAL.
ALL THE PEOFITS DIVIDED AMONG THE INSURED.
Insure Lives for short terms or for the whole term of life;
grant Annuties and Endowments; purchase Life Interests in Real Estate, and make all contracts depending
on the contingencies of life.
They act as Executors, Administrators, Assignees,
Trustees, and Guardians.
ASSETS OF THE COMPANY, January 1 1861 

\$1,071,138 02 DANIEL L. MILLER, President. SAMUEL E. STOKES, Vice President. DELAWARE MUTUAL SAFETY INSURANCE COMPANY, PHILADELPHIA.
Incorporated by the Legislature of Pennsylvania, 1836.
Office, S. E. corner of THIRD and WALNUT Streets,
PHILADELPHIA.

MARINE INSURANCE, On Vessels, Cargo. To all Parts of the World. INLAND INSURANCES Bivers, Canals, Lakes, and Land Carriages, to all parts of the Union. FIRE INSURANCES On Merchandise generally. On Stores, Dwelling Houses, &c., &c.

8,900 00 5,000 100 shares North Pennsylvania Railroad Company.

1,200 20 shares Philadelphia Ice Boat and
Steam Tug Company.

250 5 shares Philadelphia and Havre-de-

1,200 00 Grace Steam Towboat Company .. 800 00 250 2 shares Philadelphia Exchange 125 00 1,000 2 shares Continental Hotel Co.... 

29,108 5 \$904,907 5 DIRECTORS.
Samuel E. Stokes,
J. F. Peniston,
ling,
Henry Sloan,
Edward Darlington, William Martin,
Edmund A. Souder,
Theophilus Paulding,
John R. Penrose,
John C. Davis,
James Traquair,
William Eyre, Jr.,
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William C. Ludwis,
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Hugh Graig,
Charles Kellly, H. Jones Brooke, Spencer McIlvaine, Thomas C. Hand, Bobert Burton, Jacob P. Jones, James B. McFarland, Joseph H. Seal,
Dr. R. Mr. Huston,
George C. Lieper,
Hugh Graig,
Charles Kellly,
WILLIAM MARTIN, President.
THOS. C. HAND, Vice President.
no17-tf

MIRE INSURANCE EXCLUSIVE-LY.—The PENNSYLVANIA FIRE INSUBANCE COMPANY. Incorporated 1825. CHARTER PERPETUAL. No.510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for thirty-six years, continues to insure against Loss or Damage by Fire, on public or private Buildings, either permanently or for a limited time. Also, on Furniture, stocks of Goods, or Merchandise generally, on libera

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 DIRECTORS. Jonathan Patterson, Quintin Campbell, Alexander Benson, William Montelius, Thomas Robins, Daniel Smith, Jr., John Devereux,

Isaac Hazlehurst,
JONATHAN PATTERSON, President.
WILLIAM G. CROWELL, Secretary. FIRE INSURANCE.

PIRE INSURANCE.

MECHANICS' INSURANCE COMPANY OF
PHILADELPHIA. No. 138 North SIXTH Street, below
Race, Insure Buildings, Goods, and Merchandise generally, from Loss or Dannage by Fire. The Company guaranty to adjust all Losses promptly, and thereby hope to
merit the patronage of the public.

DIBECTORS.

William Morgan,
Francis Cooper,
George L. Dougherty,
James Martin,
John Bromley,
Thomas J. Hemphill,
Charles Clare,
Michael Cahill.

FRANCIS COOPER, President.
BERNARD RAFFERTY, Secretary.

A MERICAN FIRE INSURANCE COMPANY. Incorporated 1810. CHARTER PERPETUAL. No. 310 WALNUT Street, above Third, Having a large paid-up Capital Stock and Surplus, in Having a large paid-up Capital Stock and Surplus, in yested in sound and available Securities, continues to neure on Dwellings, Stores, Furniture, Merchandise, Ves Insure on Dwellings, Stores, Furniture, Merchandise, Vossels in port and their Cargoss, and other Personal Property. All Losses liberally and promptly adjusted.

DIBECTORS.

Thomas R. Maris,
John Welsh,
Samuel C. Morton,
Patrick Brady,
John M. Lowis,

Land M. Lowis,

Link Brady,
John M. Lowis,

Land Morris,

Samuel C. mortal Patrick Brady, John T. Liewis, THOMAS R. MARIS, President Sacretary. 1622-f EXCHANGE INSURANCE COM-PANY-Office, No. 409 WALNUT Street. Fire Insurance on Houses, and Merchandiae generally, on favorable terms, either Limited or Perpetual. DIBECTORS. Jeremiah Bonsall,
John Q. Ginnodo,
Edward D. Roberts,
Samuel D. Smedley,
Reuben C. Hale,
JEREMIAH BONSALL, President, Jeremiah Bonsall, John Q. Ginnodo, Edward D. Roberts, Samuel D. Smedley, JOHN Q. GINNODO, Vice President

RICHARD COE, Secretary. CLARET WINE—In casks and cases, of the brands of St. Julien, Margaux, Hout-Brien Paxillac. For sale by JAURETCHE & CARSTAIRS No. 208 South FRONT Street BEST QUALITY ROOFING SLATE

STOP YOUR COUGH! STRENGTHEN YOUR VOICE

SPALDING'S THROAT CONFECTIONS

GOOD FOR CLERGYMEN, GOOD FOR LECTURERS, GOOD FOR PUBLIC SPEAKERS. GOOD FOR SINGERS, GOOD FOR CONSUMPTIVES.

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GENTLEMEN CARRY SPALDING'S THROAT CONFECTIONS LADIES ARE DELIGHTED WITH SPALDING'S THROAT CONFECTIONS. CHILDREN CRY FOR SPALDING'S THROAT CONFECTIONS.

They relieve a Cough instantly. They clear the Throat. They give strength and volume to the Voice. They impart a delicious aroma to the Breath. They are delightful to the Taste. They are made of simple herbs, and eannot harm any one.

I advise every one who has a Cough, or a Husky Voice, or Bad Breath, or any difficulty of the Throat, to get a package of my Throat Confections. They will relieve you instantly, and you will agree with me that "they go right to the spot." You will find them very useful and pleasant while travelling or attending public meetings, for stilling your cough or allaying your thirst. If you try one package I am safe in saying that you will ever afterwards consider them indispensable. You will find them at the Druggists and Dealers in Medicines.

PRICE TWENTY-FIVE CENTS. My Signature is on each package. All others are

counterfeit. A package will be sent by mail, prepaid, on receipt Thirty Cents. Address

HENRY C. SPALDING. No. 48 CEDAR STREET, NEW YORK.

CEPHALIC PILLS

CURE SICK HEADACHE.

CURE NERVOUS HEADACHE.

CURES ALL KINDS OF

HEADACHE!

By the use of these Pills the Periodical attacks of Nervous 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 fail in removing the Nausea and Headsche to which females are so subject.

They set gently on the bowels, removeing Costiveness For Literary Men, Studentz, Delicate Females, and all persons of sedentary habits, they are valuable as a Lazitive, improving the appetite, giving tone and viger to the digretive organs, and restoring the natural elasti-The CEPHALE PILLS are the result of long investigation and carefully conducted experiments, having been

in use many years, during which time they have pre-yented 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 stomach. 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 disagreeable staste renders it easy to administer them to BEWARE OF COUNTERFEITS!

The genuine have flive signatures of Henry C. 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.

From the Examiner, Norfolk, Va. From the Examiner, Norfolk, Va. They have been tested in more than a thousand cases

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. From the Advertiser, Providence, R. I.
The Cephalic Pills are said to be a remarkably effective 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, Il.
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 Orleans, Lo.
Try them! you that are afflicted, and we are sure that
your testimony can be added to the already numerous
list that has received benefits that no other medicine can From the St. Louis Democrat. mense demand for the article (Cephalic Pills) is rapidly increasing.

From the Gazette, Davenport, Ionoc

Mr. Spalding would not connect his name with an ar-ticle he did not know to possess real merit.

From the Advertiser, Providence, R. I. e testimony in their favor is strong, from the mos ctable quarters. From the Daily News, Newport, R. 1. Cephalic Pills are taking the place of all kinds. From the Commercial Bulletin, Boston, Mass. From the Commercial Cincinnati.

A Single bottle of SPALDING'S PREPARED GLUE will save ton times their cost annually.

Suffering humanity can now be relieved.

SPALDING'S PREPARED GLUE! SPALDING'S PREPARED GLUE! SPALDING'S PREPARED GLUE!

SAVE THE PIECES! DISPATOH ECONOMY! BO" A STITCH IN TIME SAVES NINE." TO As accidents will happen, even in well-regulated families, it is very desirable to have some cheap and convenient way for repairing Furniture, Toys, Crockery, &c.

SPALDING'S PREPARED GLUE meets all such emergencies, and no household can afford to do without it. It is always ready, and up to the sticking "USEFUL IN EVERY HOUSE." N. B.—A Brush accompanies each bottle. Price, 25 tents. Address, HENRY C. SPALDING,

fe15-tf

CAUTION. As certain unprincipled persons are attempting to palm off on the unsuspecting public, imitations of my PRE-PARED GLUE, I would caution all persons to examine before purchasing, and see that the full name, WOAD-500 lbs. for sale by SPALDING'S PREPARED GLUE

No. 48 CEDAR STREET, NEW YORK.

is on the outside Wrapper; all others are swindling

Counterfeits.

RAILROAD LINES. FALL AND WIN-TER ARRANGEMENT.— PHILADELPHIA, GERMANTOWN, and NORRIS. TOWN BALLHAAD. On and after Man. TOWN BAILHOAD.
On and after Monday, September 23, 1861.
FOR GERMANTOWN.
Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and 11; P. M.
Leave Germantown, 8, 7, 7½, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 103; P. M.
ON SUNDAYS.

ON SUNDAYS.
Leave Philadelphia, 9.05 A. M., 2, 7, and 10½ P. M.
Leave Germantown, 8.10 A. M., 1, 6, and 9½ P. M.
CHESTNUT HILL RAILBOAD.
Leave Philadelphia, 6, 8, 10, 12 A. M., 2, 4, 6, and 9
P. M. P. M.
Leave Chestnut Hill, 7.10, 7.40, 9.40, 11.40 A. M., l.40, 3.40, 5.40, and 7.40 P. M.
ON SUNDAYS.
Leave Philadelphia, 9.05 A. M., 2 and 7 P. M.
Leave Chestnut Hill, 7.50 A. M., 12.40, 5.40, and 8.10 P. M. P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia, 0½, 9, 11 A. M., 1½, 3,05, 4½,
6.05, and 8.05 P. M.

Leave Norristown, 7, 8, 9, 11 A. M., 1½, 4½, and 6
P. M.

Leave Manayunk, 7%, 8%, 9%, 11% A. M., 2, 5, and 6% P. M. ON SUNDAYS.

Leave Philadelphia, 9 A. M., 3 and 7 P. M.

Leave Manayunk, 7 x A. M., 5 x and 8 P. M.

H. K. SMITH, General Superintendent

Be20-tf Depot NINTH and GREEN Streets.

PHILADELPHIA

AND READING RAILROAD

PASSENGER TRAINS FOR POTTSVILLE, READING, and HARRISBURG, on and after May 20, 1861.

ING, and HARRISBURG, on and after May 20, 1861.

Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances
on Thirteenth and on Callowhill streets,) at 8 A. Mi, connecting at Harrisburg with the PENNSYLVANIA
RAILROAD I P. M. train, running to Pittsburg; the
CUMBERLAND VALLEY 1.05 P. M. train running to
Chambersburg, Carlislo, &c.; and the NORTHEBN
CENTRAL BAILROAD I P. M. train running to Sunbury, &c. AFTERNOON LINES.

Leave New Depot, corner of BROAD and CALLOW-HILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowhill sts.,) for POTTSVILLE and HARRISBURG, at 3.15 P. M., DAILY, connecting at Harrisburg with the Northern Central Railroad, for Sunbury, Williamsport, Elmira, &c.; for BEAD-ING only, at 5 P. M., DAILY, (Sundays excepted.) DISTANCES VIA PHILADELPHIA AND BEADING RAILROAD. FROM PHILADELPHIA, Miles

Abanon 88 | Iarrisburg 112 | Jauphin 124 | Illersburg 142 | Treverton Junction 158 | Areverron Junction Sunbury Northumberland... Lewisburg..... 
 Lewisburg

 Milton
 183

 Muncy
 197

 Wilkamsport
 209

 Jersey Shore
 223

 Lock Haven
 235

 Ralston
 238
 Sunbury and Eric R. R.

Williamsport and Elmira Railroad. The 8 A. M. and 3.15 P. M. trains connect daily at Port Ulinton, (Sundays excepted,) with the CATAWISSA, WILLIAMSPORT, and ERIE RAILROAD, making ections with lines to Niagara Falls, Canad the West and Southwest.
DEPOT IN PHILADELPHIA: Corner of BROAD and CALLOWHILL Streets.

W. H. Mollhenney, Secretary.

my-20tf

THE PENNSYLVANIA CENTRAL RAILROAD, 250 MILES DOUBLE TRACK.

**1861.** THE CAPACITY OF THE ROAD IS NOW EQUAL TO ANY IN THE COUNTRY.
THREE THROUGH PASSENGER 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 furnishing facilities for transportation of Passengers unsurpassed for speed and comfort by any other route. route.

Express and Fast Lines run through to Pittsburg, without change of Cars or Conductors. All Through Passenger Trains provided with Loughridge's Patent Brake—speed under perfect control of the engineer, thus adding much to the safety of travellers.

Smoking Cars are attached to each Train; Woodruff's Sleeping Cars to Express and Fast Trains. The EXPRESS RUNS DAILY: Mail and Fast Lines Sundays excepted.

days excepted,
Mail Train leaves Philadelphia at 7.38 A. M.
Fast Line "" 11.20 A. M.
Express train leaves " 10.15 P. M.
WAY TRAINS LEAVE AS FOLLOWS: Harrisburg Accommodation, via Columbia, 2.30 P. M.
Columbia 4.00 P. M.
Parkesburg 4 at 5.40 P. M.
West Chester 6 No. 1, at 8.15 A. M. West Chester Passengers will take the West Chester

Passengers for Sunbury, Williamsport, Elmira, Buffalo, Niagara Falls, 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 Company 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 Mississippi or Ohio other route.

For further information apply at the Passenger Station, Southeast corner of Eleventh and Market streets.

The completion of the Western connections of the Pennsylvania Railroad to Chicago, make this the DIRECT LINE BETWEEN THE EAST AND THE GREAT WEST.

The connection of tracks by the Railroad Bridge at Pittsburg, avoiding all drayage or ferriage of Freight together with the saving of time, are advantages readily appreciated by Shippers of Freight, and the Travelling Public.

Nos. I and 2 Harrisburg accommodation and Columbi

Public.

Merchants and Shippers entrusting the transportation of their Freight to this Company, can rely with confidence on its speedy transit.

THE RATES OF FREIGHT to and from any point in the West by the Pennsylvania Railroad are at all times as favorable as are charged by other Railroad Companies.

\*\*The Reparticular to mark packages "via Pennsylvania Railroad." in Railroad."

For Freight Contracts or Shipping Directions, apply to, or address either of the following Agents of the Com-

to, or address either of the following Agents of the Company:

D. A. Stewart, Pittaburg.:

H. S. Pierce & Co., Zanesville, O.; J. J. Johnson, Ripley, O.; R. McNeely, Mayxvilla, Ky.; Ormshy & Gropper, Portsmouth, O.; Paddock & Co., Jeffersonville, Indiana; H. W. Brown & Co., Cincinnati, O.; Athern & Hibbert, Cincinnati, O; R. C. Meldrum, Madison, Ind; Jos. E. Moore, Louisville, Ky.; P. G. O'Riley & Co., Evansville, Ind.; N. W. Graham & Co., Cairo, Ill.; R. F. Saus, Shaler & Glass, St. Louis, Mo.; John H. Harris, Nashville, Tenn.; Harris & Hunt, Memphis, Tenn.; Clarke & Co., Chicago, Ill.; W. H. H. Koonts, Alton, Ill.; or to Freight Agents of Bailroads at different points in the West.

S. B. KINGSTON, Jr., Philadelphia.

MAGRAW & KOONS, 80 North street, Baltimore.

LEECH & CO., LAstor House, or 1 S. William st., N. Y.

MAGRAW & ROUNS, So North Street, Battmore.
LEECH & CO., 1 Astor House, or I S. William st., N. Y.
LEECH & CO., No. 77 State street, Boston.
H. H. HOUSTON, Gen'l Treight Agent, Phila.
L. L. HOUPT, Gen'l Ticket Agent, Phila.
E. LEWIS, Gen'l Sup't, Altoona, Pa. ja3-ly 1861.

ARRANGEMENT OF NEW YORK LINES.
THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD CO.'S LINES FROM PHILADELPHIA TO NEW YORK AND WAY PLACES.
FROM WALNUT-STREET WHARF AND KENSINGTON DEPOT.
WILL LEAVE AS FOLLOWS—VIZ: commodation. \$2 25
At 6 A. M., via Camden and Jersey City, (N. J. Accommodation). 225
At 9% A. M., via Kensington and JerseyCity, Morning Meil press 3 00
At 4½ P. M., via Kensington and Jersey City, Evening Express. 3 00
At 4½ P. M., via Kensington and Jersey City, 2d

ton, Florence, Bordentown, &c., at 12%, 1, 2%, 4%, and 5 P. M.

Steamboat Trenton, for Bordentown and intermediate places, at 2½ P. M., from Walnut-street wharf.

Fro New York and Way Lines leaving Kensington Depot, take the cars, on Fifth street, above Walnut, half an hour before departure. The cars run into the depot, and on arrival of each train run from the depot. Fifty Pounds of Baggage, only, allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond \$100, except by special contract. and will not be hard copy by special contract.

WM. H. GATZMER, Agent.

NORTH PENNSYL-FOB BETHLEHEM, DOYLESTOWN, MAUGH CHUNK, HAZLETON, EASTON, ECKLEY, WILKESBARRE, &c. THREE THROUGH TRAINS. THREE THROUGH TRAINS.
On and after MONDAY, MAY 13, 1860, Passenger Trains will leave FRONT and WILLOW Streets, Philadelphia, daily, (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 New Jersey Central for New York. At 5.15 P. M., for Bethlehem, Allentown, Mauch At 5.15 P. M., for Bethlenem, Anchova, Magaca Chunk, &c.
At 9 A. M. and 4 P. M., for Doylestown.
At 10.30 A. M. and 6.45 P. M., for Fort Washington,
The 6.40 A. M. Express Train makes close connection
with the Lehigh Valley Railroad at Bethlehem, being
the shortest and most desirable route to Wilkesbarre,
and to all points in the Lehigh coal region.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 5.40 A. M., 9.18 A. M., and 5.33
D. M.

P. M.
Leave Daylastown at 7:25 A. M. and 4.15 P. M.
Leave Fort Washington at 6:30 A. M. and 2:30 P. M.
ON SUNDAYS — Philadelphia for Bethlehem at 8 

THILADELPHIA
AND READING RAILROAD
OO., (Office 227 South Fourth street.)
FRILADELPHIA, April 27, 1881.
SEASON TICKETS.
On and after May 1, 1861, senson tickets will be issued by this company for the periods of three, six, nine, and twelve months, not transferable.
Season school-tickets may also be had at 33 per cent. discount.
These tickets will be sold by the Treasurer at No. 27
South FOURTH Street, where any further information can be obtained.
S. BRADFORD,
Treasurer.

WETHERILL & BROTHER, 47 and 49 North SECOND Street.

SALES BY AUCTION. FURNESS, BRINLEY, & CO., No. 429 MARKET STREET. SALE OF IMPORTED AND DOMESTIC DRY

On Tuesday Morning,
September 24, at 10 o'clock, by catalogue, for cash—
400 packages and lots of fancy and staple imported and can dry goods smerican dry goods.
Bamples and catalogues early on morning of sale. C. MACKEY, AUCTIONEER. C. MACKET, AUCHTOANISTIC.

To Honoskeepers and Others.

PUBLIC SALE OF THE STOCK OF HOUSEKEEPING WAIRS OF E. S. FARSON & CO., at their
Store, southwast corner of DOCK and SECOND Sts.
On Wednesday Morning.

September 25, at 10 o'clock, comprising fine silverplated, Britannia, papanned block tin, and from wares,
ivory-handle table cullery, and numerous other articles
of housekeeping. of housekeeping.

The attention of housekeepers and those about furnish-

Fundance dealers and keepers of house-furnishing stores will find this sale deserving their attention. THILIP FORD & CO., AUCTION-P. M.

ON SUNDAYS.

Leave Philadelphia, 9 A. M., 3 P. M.

Leave Norristown, 7 & A. M., 5 P. M.

FOR MANAYUNK.

Leave Philadelphia, 6%, 9, 11 A. M., 1%, 3.05, 4%, 6,06, and 8.05 P. M.

The Manayunk of Thursday, the 28th.

For In consequence of Thursday, next being a National Fas Day, we will sell on Wednesday, 25th inst., instead of Thursday, the 28th.

LARGE SALE OF 1.200 CASES BOOTS, SHOES, BROGANS, AND GUM SHOES.

On Weshesslay Morning,
Sept. 25, at 10 o'clock precisely, will be sold, by catalogue, 1,200 cases men's, hoys', and youths' calf, kip, and grain hoots; calf, and kip brogans, Congress galters, Oxford ties, gum shoes, &c.; women's, misses', and children's calf, kip, goat, morneca, and kid, heeled boots and shoes, gaiters, slippers, buskins, &c. Also, a large and desirable assortment of first-class city-made goods.

For Open for examination, with catalogues, early on the morning of sale. LARGE SALE OF 1,200 CASES ROOTS, SHOES, NT F. PANCOAST, AUCTIONEER, Successor to B. Scott, Jr., 431 CHESTNUT St. SALE OF AMERICAN AND IMPORTED DRY
GOODS, EMBROIDERIES MILLINERY GOODS,
TRIMMINGS, &c., by catalogue.
On Wednesday Morning,
September 25, commencing at 10 o'clock precisely.
Embracing a general assortment of goods suited to
present retail sales.

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

AT PRIVATE SALE,

AT PRIVATE SALE,

AT PRICES TO SUIT THE TIMES.

The following articles will be sold for less man half the usual selling price:

Yine gold hunting-case, double-case, and double-bottom English patent 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 escapement lever and lepine watches; independent seconds lever watches; fine gold hunting-case and open-face escapement lever and lepine watches; horizontal and duplex watches; fine most approved and best makers; double-case and open-face silver watches; silver quartier and single-case watches; fine gold vest, neck, fob, and guard chains; diamond finger-rings and breast-pins; sets of fine gold jewelry; gold breast-pins, ear-rings, finger-rings, brace-lets, pencil-cases, pens, and lewelry of every description; guns, pistols, musical instruments, plano-fortes, and articles generally.

MONEY TO LOAN.

Money advanced liberally, for any length of time agreed upon, on gold and silver plate, diamonds, watches, jewelry, fowling-pleces, musical instruments, dry goods, clothing, groceries, hardware, cutiery, furniture, bedding, fancy articles, and on all articles of value.

CONSIGNMENTS AND OUT-DOOR SALES SOLI-

CONSIGNMENTS AND OUT-DOOR SALES SOLI-CITED,
Liberal cash advances made on all articles consigned
for sale. Personal attention given to all out-door sales.

SHIPPING. WEEKLY COMMUNICATION BY STEAM BETWEEN NEW
YORK AND LIVERPOOL, calling at QUEENSTOWN, (Ireland.) to land and embark passengers and
darantahus WEEKLY COMMUNICA-TOWN (Ifenant) to take the control of the control o

And every Saturday throughout the year, from PIER No. 44 N. R. No. 44 N. R.

RATES OF PASSAGE

THROUGH FROM PHILADELPHIA.

Cabin, to Queenstown, or Liverpool. \$75

Do. to London, via Liverpool. \$80

Steerage to Queenstown, or Liverpool. \$30

Do. to London. \$35 Passengers forwarded to Havre, Paris, Hamburg, Bremen, and Antwerp at through rates. Certificates of passage issued from Liverpool to New York

111 Walnut street, Philadelphia. In Liverpool, to WM. INMAN, Tower Buildings. Tower Building In Glasgow, to WM. INMAN, ap3.ff 13 Dixon street. THE BRITISH AND NORTH

AMERICAN BOYAL MAIL STEAM.

The ships from Boston call at Halifax and Cork Harbor.

PERSIA, Capt. Judkins.
ARABIA, Capt. J. Stone.
ASIA, Capt. E. G. Lott.
AUSTRALASIAN,
Capt. E. G. Lott.
AUSTRALASIAN,
Capt. E. G. Lott.
AUSTRALASIAN,
Capt. E. G. Lott.
AMERICA, Capt. Moodle.
SCOTIA, (now building.)

These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow.
CANADA, Moodie, leaves Boston, Wednesday, Sept. 4.
ASIA, Lott,
N. York, Wednesday, Sept. 11.
AFRICA, Shannon,
N. York, Wednesday, Sept. 12.
EUROPA, Anderson,
Boston, Wednesday, Oct. 25.
EUROPA, Anderson,
N. York, Wednesday, Oct. 26.
NIAGARA, Moodie,
N. York, Wednesday, Oct. 16.
ASIA, Lott,
N. York, Wednesday, Oct. 27.
Berths not secured until paid for.
An experienced Surgeon on board.
The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Proious Stones, or Metals, unless bills of lading are sligned therefor, and the value thereof therein expressed.
For freight or passage, apply to
mh4-tf

ANTIBOAD LYNES

RAILROAD LINES. SPRING AR-PHIA, WILMINGTON, AND BALTIMORE BAIL-BOAD. BOAD.
On and after MONDAY, AUGUST 19, 1861,
PASSENGER TRAINS LEAVE PHILADELPHIA:
For Baltimore at 8.16 A. M., 11.35 A. M., (Express), 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 Dover at 8.15 A. M. and 4.15 P. M.
For Salisbury at 8.15 A. M.
TRAINS FOR PHILADELPHIA:
Leave Baltimore at 8.30 A. M. (Express), 10.15 A. M.,
and 4.45 P. M. Leave Wilmington at 6.50 and 11.33 A. M., 1.50 and 8

P. M.
Leave Salisbury at 1.40 P. M.
Leave Militord at 4 P. M.
Leave Militord 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 10.15 A. M.
Beave Baltimore for Salisbury and intermediate stations at 4.45 A. M. at 4.45 A. M.

TRAINS FOR BALTIMORE:

Leave Chester at 8.46 A. M., 12.05 and 11.20 P. M.

Leave Wilmington at 9.35 A. M., 12.36 P. M., and 12 A. M.

FREIGHT TRAIN, with Passenger Car attached,
Will run as follows:
Leave Philadelphia for Perryville and intermediate
places at 5.30 P. M.
Leave Wilmington for Perryville and intermediate
places at 7.15 P. M.
Leave Wilmington for Philadelphia and intermediate
places at 5 P. M. Leave Wilnington for Philadelphia and intermediate places at 5 P. M.
Leave Havre-de-Grace for Baltimore and intermediate guations at 6.15 A. M.
Leave Baltimore for atations at 6.15 A. M.
Leave Baltimore for Havre-de-Grace and intermediate stations at 6 P. M.
ON SUNDAYS ONLY:
At 10.50 from Philadelphia to Baltimore,
At 4.25 from Baltimore to Philadelphia.
S. M. FELTON, President.

ELMIRA ROUTE.—
PHILADELPHIA AND ELMI-

barre, Pittson, Scranton, and all stations on the LACK-AWANNA AND BLOOMSBURG RAILROAD. barre, Pittson, Scranton, and all stations on the LAOK-AWANNA AND BLOOMSBURG RAILROAD.

The above trains make direct connections at Elmira with the trains of the New York and Erie, Cauandaigus and Niegara Falls, and Buifalo, New York and Erie, and New York Central Railroads, from all points North and West, and the Canadas.

Baggage checked to Elmira, Buffalo, and Suspension Bridge, and all intermediate points.

Tickets can be procured at the Philadelphia and Elmira Railroad Line's Ticket Office, northwest corner of SIXTH and CHESTNUT Streets, and at the Passenger Depot, corner THIRTEENTH AND CALLOWHILL.

THROUGH EXPRESS FREIGHT TRAIN.

Leave the Philadelphia and Reading Depot, Broad and Callowhill streets daily, (Sundays excepted), for all points West and North, at 6 P. M.

Freights must be delivered before 3 P. M. to insure their going the same day.

For further information apply at Freight Depot, THIRTEENTH and CALLOWHILL, or to G. T. LEONARD, Agent, Northwest corner SIXTH and CHESTNUT Streets, ap19-tf.

ap19-tf.

WEST CHESTER
AND PHILADELPHIA BAIL-ROAD.

VIA MEDIA.

FALL ARRANGEMENT.

On and after MONDAY, Sept. 2d, 1861, the trains will leave PHILADELPHIA, from the Depot, N. E. corner of EIGHTEENTH and MARKET Streets, at 8 and 10.30 A. M., and 2, 4.30, and 7 P. M., and will leave the second of MULTIPLY STREET. 10.30 A. M., and 2, 4.30, and 7 P. M., and will leave the corner of THIRTY-FIRST and MARKET Streets, (West Philadelphia,) at 17 minutes after the starting time from Eighteenth and Market Streets.

ON SUNDAYS. ON SUNDAYS.

Leave PHILADELPHIA at 8 A. M. and 2 P. M.

Trains leaving Philadelphia at 8 A. M. and 4.30 P. M.
connect at Pennetton with Trains on the Philadelphia
and Baltimore Central Bailroad for Concord, Kennett,
Oxford, &c.

Be2-tf General Superintendent.

WEST CHESTER
RAILROAD TRAINS VIA PENNSYLVANIA RAILROAD, leave depot, corner ELEVENTH and MARKET Streets, at 8.15 A. M., 12 noon, VENTH and MARKE. 2.30 P. M., and 4 P. M. On Sunday, leave Philadelphia at 7.30 A. M., and jy30-tf On Sunday, leave I'm West Chester at 4 P. M.

EXPRESS COMPANIES. THE ADAMS EXPRESS
COMPANY, Office 320 CHESTNUT
Street, forwards Parcels, Packages, Merchandise, Bank
Notes, and Specie, either by its own lines or in connection
with other Express Companies, to all the principal Towns with other Express Companies, and Cities of the United States ie15

SALES BY AUCTION. THOMAS & SONS, M. Nos. 139 and 141 South FOURTH Stree (Formerly Nos. 67 and 69.)

STOCKS AND REAL ESTATE-TUESDAY NEXT. Pampidet catalogues now ready, containing full descrip-tions of all the property to be sold on Tuesday next, 24th inst., with a list of real estate at private sale. PUBLIO SALES REAL ESTATE AND STOCKS.

AT THE EXCHANGE, EVERY TUESDAY, at 13 o'clock noon, during the business season. In July and August, only occasional sales.

REAL ESTATE AT PRIVATE SALE.

We have a large amount of real estate at private sale, including every description of city and country property. Printed lists may be had at the Auction Store.

STOCKS, PEW, &c.
On Tuesday,
September 24, at 12 o'clock noon, will be sold at public
sale, at the Philadelphia Exchange—
3,250 shares Robenian Mining Company of Michigan,
for non-payment of assessments. for non-payment of assessments.

\$2,000 Phent's Insurance Campany Sarje.
PEW—ST. MARK'S CHURCH.
Alse, Pew No. 49, middle niele, St. Mark's Episcopal
Church, Locust street. It cost \$500, and is one of the
nost desirable pews in the church.
I share in the Mercantile Library Company.
For account of whom it may concern—
120 shares City Passenger Railroad Company of Cinimpati. innati. 120 sheres Passenger Railroad Company of Cincinnati. \$840 Delaware Mutual Insurance Company Scrip.

SALE OF REAL ESTATE-24TH SEPTEMBER, At the Exchange, Descriptions proparing.

EXECUTORS' SALE—EST ATE OF CHARLES ALLEN, deceased.

Our sale 24th inst, will include the following—
No. 1.—VALUABLE BRICK STORE AND DWELLLING, No. 304 South Second street. Handsome new
front, modern improvements, &c.
No. 2.—THREE-STORY BRICK DWELLING, with
back buildings and modern improvements, No. 523 Pine
street. street.
No. 3.—FOUR STORY BBICK DWELLING, No.
213 Union street, with four-story brick dwellings in the rear, forming a court.

No. 4.—VALUABLE COUNTRY SEAT, with three 

Sale for account of the United States.

WOOL, COTTON, AND LEATHER CUTTINGS.
This Morning.

21st instant, at 10 o'clook, at the Auction Store, without reserve, 10,100 his dark blue kersey cuttings, 8,900 his sky blue, 6,756 his cotton, 14,20 his linen, 2,002 his sole leather, 2,256 ths rope, 379 this flannel, &c. Sale southeast corner of Eleventh and Green Streets,
SUPERIOR FURNITURE, ROSEWOOD PIANO,
TAPESTRY CARPETS, &c.
On Wednesday Morning.
September 25, at 10 o'clock, at the southeast corner of
Eleventh and Green streets, the superior furniture, rosewood piano, oval mirror, tapestry carpets, mantel clock,
&c., of a gentleman going to Europe.

My May be examined at 8 o'clock on the morning of
the sale, with catalogues

Sale at Nos. 139 and 141 South Fourth Street.
SULENIOR FURNITURE, FRENCH-PLATE MIRRORS, PIANO-FORTES, BEDS AND BEDDING
BRUSSELS AND OTHER CARPETS, &c.
On Thursday Morning.
At 9 o'clock, at the Anction Store, an assortment of
excellent second-hand furniture, elegant piano-fortes,
fine mirrors, carpets, beds and bedding, &c., from families declining housekeeping, removed to the store for convenience of sale.

Sale No. 1841 Chestnut Street Sale No. 1841 Chestuat Street.

SUPERIOR FURNITHEE. PIANO, MIRRORS,
VELVET CARPLTS, &c.
On Friday Morning,
September 27, at 10 o'clock, at No. 1811 Chestnut street,
by catalogue, the entire parlor, diming-room, and chamber furniture of a gentleman declining housekeeping
Also, the kitchen furniture.

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

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

SALES EVERY EVENING, At 7 o'clock, of books, stationery, and fancy goods, watches, jewelry, clocks, silver-plated ware, cuttery, paintings, musical instruments, &c.

Also, hosiery, dry goods, hoots and shoes, and marchandise of every description.

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

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

Consignments solicited of all kinds of merchandise, for

Consignments source on an annual consignments solves arios.

\*\*Consignments solves arios.

\*\*Consignments on consignments.

\*\*Out-door sales promptly attended to. Certificates of passage issued from Liverpool to New York.

Storm LETY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER, MAKERS, BLACK.

SMITHS, and FOUNDERS, baving, for many years, been in successful operation, and been oxclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boats, Water Tanks, Propellers, &c., &c., 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, Fine, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings, of all sizes and kinds; Iron and Brass Custings, of all descriptions, Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and Specifications for all work done at their establishment, free of charge, and work guarantied.

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, &c., &c., &c., Lor raising heavy or light weights.

JOHN P. LEVY, jel4-tf BEACH and PALMER Streets.

JOHN P. LEVY, BEACH and PALMER Streets. jel4-tf J. YAUGHAN MERRICK, COUTHWARK FOUNDRY.

FIFTH AND WASHINGTON STREETS, PIFTH 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, &c.; Castings of all kinds, either iron or brass.
Iron-Frame Roofs for Gas Works, Wo shops, Railroad Stations, &c.
Retorts and Gas Machinery of the last and most
improved construction. mproved 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 Sugar Bolling Apparatus; Nesmyth's Patent Steam Hammer, and Aspinwall & Wolsey's Patent Centrifugal Sugar Draining Machine. DOINT PLEASANT FOUNDRY,

No. 951 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 Kolling, Grist, and Saw-Mill Castings, Soap, Chemical, and House Work, Gearing. Castings made from Reverberatory or Cupola Furnaces, in dry or green sand, or loam. S. M. N. HEATON'S LEHIGH AND LOCUST MOUNTAIN COAL WHARF, 923 North Delaware avenue, above Poplar street.

All Coal particularly selected and prepared for family use. Housekeepers desiring to lay in their winter supply will be furnished with a good and clean article at very reduced prices for cash.

Dealers and Manufacturers supplied at wholesale prices.

au20-tuth&2m\*

NOTICE—Bondholders of the Pitts-burg, Fort Wayne, and Chicago Railroad Company.—Holders of bonds of the Ohio and Pennsylvania Railroad Company, of the Fort Wayne and Chicago Railroad Company, of the Fort Wayne and Chicago Railroad Company, who have subscribed the agreement of reorganization, are required, without delay, to deposit their bonds with John Ferguson, Trustee, 35 Pine street, New York city, in conformity to said agreement.

Holders of any of the above bonds who have not subscribed the said agreement are notified to do so without scribed the said agreement are notified to do so without scribed the stud agreement are notined to do so without further delay.

The sale of the said Railroad will take place on the 24th of October, 1861, and all persons omitting to subscribe the agreement for reorganization, or omitting to deposit their bonds in season for the use of the purchasing agents at the sale, will be liable to be excluded from participating in the purchase.

ting in the purchase.

The parties holding these honds in Philadelphia or vicinity can deposit them with J. Edgar Thomson, at the office of the Pennsylvania Railroad Company.

New York, Sept. 12, 1861. J. F. D. LANIER.

Chairman of Purchasing Committee.

JOHN D. FERGUSON, Secretary. self-12t DHILADELPHIA TERRA-COTTA

WORKS.
Office and Warerooms, 1010 CHESTNUT Street.
Ornamental Chimney Tops.
Garden Vascs and Statuary.
Encaustic Flooring Tile.
Architectural Ornaments.
Ventilating and Smoke Flues.
Ridge Tile and Sanitary Ware.
Steam-pressed Drain Pipe.
Water Pipe, warranted to stand pressure,
cheap and durable.
The Trade supplied, on Liberal Terms.
Illustrated Catalogues sent by mail, on

8. A. HARRISON, 1010 CHESTNUT Street. CCOTCH WHISKY .- 20 Puncheons Stewart's Paisley Malt Whisky, in bond, for sale JAURETCHE & CARSTAIRS, 12 202 and 204 South FRONT Street. TALLOW.—THE HIGHEST PRICE paid for Country Tallow and Soap Grease, by GREADY & KEEPE, Nos. 425 and 427 South FOURTH Street, Philadelphia.

BOOK AND JOB PRINTING. "THE PRESS"

BOOK AND JOB PRINTING

ESTABLISHMENT. No. 417 CHESTNUT STREET.

The attention of the Business Community is respectfully invited to the New Book and Job Printing Office of THE PRESS, which has been fitted up with New Material, in the most Complete Manner, and is now prepared to execute, in a satisfactory

PHILADELPHIA.

MERCHANTS, MANUFACTURERS, MECHANIOS, LAWYERS, AUCTIONEERS, PUBLIC OFFICERS, BANKS, RAIL-ROAD AND INSURANCE

CKINS.—A small invoice of Hides, Sheep and Goat Skins, just received from the West Indies, for sale by JAURETCHE & CARSTAIRS, 202 South FRONT Street. Will be supplied with any description of Printing required, at Short Notice and on the most Reasonable Terms.

Style, every variety of Printing: