

The Union losses in the late fierce battle at Port Republic are particularly reported. A glance at the painfully long list of names will show with what desperate courage our brave heroes contested the ground, against a force more than five times their number, led by Jackson in person, to whom, as he well knew, defeat would be utter destruction. We had not more than 3,500 men in the fight—parts only of seven regiments, with a squad of cavalry; that of this small force nearly one quarter are killed and wounded, is eloquent testimony to their courage and valor. The 7th Indiana reached Port Republic with only about 300 men; they return 211 killed, wounded and missing. This gallant regiment held the right wing for four hours against a vastly superior force.

Late accounts from Gen. Halleck's army state that Gen. Buell, with 60,000 men, embracing two divisions of his original corps, and all of Gen. Pope's forces, are in close pursuit of the rebels under Gen. Polk. Gen. W. T. Sherman's division is on the Memphis and Charleston Railroad, repairing the bridges and the track between Corinth and Grand Junction. Gen. Wood's division, of Buell's corps, is repairing the bridge over Bear Creek, 26 miles east of Corinth, on the Memphis and Charleston Railroad. Gen. Thomas has 6,000 men in Corinth, who are giving that town and surrounding country a thorough renovation. Gens. McClernand and Wallace are at Purdy, with 2,000 men. The Railroad from Corinth to Jackson, Tenn., is being rapidly put in order, as also that from Jackson down to Grand Junction; so that in any emergency before the completion of the bridges between Corinth and Grand Junction, troops may be forwarded without delay. Communication by railroad with Columbus, Ky., is expected to be opened in a few days.

Saturday's dispatches from the army before Richmond report active and mysterious movements on the part of the Rebels, but for what purpose was not apparent. Large bodies were moving from Richmond toward the late battle-field; our pickets at Old Church were driven in, and early in the morning an artillery fire was begun upon Gen. Sumner's front. The Rebels seemed to be feeling for a weak spot, preparatory to making another general attack. No dispatches were received on Sunday at Washington from McClellan's army; the Fortress Monroe telegraph line was out of order.

Norfolk is getting into better feeling; Union sentiments begin to find expression, and trade is reviving. An expedition to Deep Creek, 15 miles from Norfolk, on Friday, discovered a rebel post-office that kept regular communication with Richmond. It was, of course, broken up. It is thought there are no Rebel forces east of the Blackwater River, which is nearly 40 miles by rail from Norfolk.

All is quiet at Memphis. Two steamers laden with sugar, cotton, and molasses, had left for St. Louis. Many citizens were leaving for the North. It is said there that, after the evacuation of Corinth, Gen. Hindman had gone back to Arkansas with all the troops from that State.

The Battle of Cross Keys, on Sunday, between the forces of Jackson and Fremont, was a complete victory for the latter. It was closed by the coming on of night, and during the darkness the Rebels pursued their retreat. On Monday morning Fremont advanced in line of battle, but the enemy were missing, having left all their dead and many of their wounded on the field. Five hundred dead bodies were found, and their wounded were in every house along the road toward Port Republic. Ambulances, wagons, arms, and clothing strewn the field. The 6th Louisiana lost all but thirty men. On Monday morning Jackson crossed the South Branch of the Shenandoah at Port Republic, burning the bridge (for the possession of which he had the fight with General Shields,) and hastened on toward the Blue Ridge. He will have no rest until he has put that natural barrier between his army and the avenging forces of the Pathfinder. It is not impossible, even if he succeeds in crossing the mountains, that he will find McDowell in his path, as it is comparatively easy to send up forces from Fredericksburg by way of Gordonsville. In any event, Jackson has had about as lively a time since he left Winchester as the most enterprising rebel could desire. It cannot be denied that he has worked with tremendous energy, and fought bravely. General Fremont's official dispatch speaks in high terms of the conduct of officers and men in the battle of Cross Keys. He rates his killed at 125, and his wounded at about 500. His advance was just on the heels of Jackson's rear guard at Port Republic, so close that some of the Rebel officers left their horses as they ran across the bridge, which they had just fired.

PENNSYLVANIA QUOTA OF THE DIRECT TAX.—On Saturday morning last, the State Treasurer paid to the Assistant Treasurer of the U. S. \$350,000, the final installment of Pennsylvania's quota of the direct tax imposed by the act of Congress of July last, the whole amount paid being nearly \$2,000,000. This promptness saves 15 per cent authorized to be deducted.

PRIZES CAPTURED.

Our Navy is having a good time of it in capturing prizes. It is stated that one hundred and seventy prizes have been taken. In consequence of the delay of the Government officers in New York and other cities in condemning the rebel vessels and cargoes captured, it is impossible to state now the value of the prizes, hence no estimate can be made of the enormous amount of prize money to be distributed among the sailors in the naval service.

Some idea, however, may be formed of the total by the single case of the Circassian, which arrived at New York a few days ago. This vessel and cargo is valued at \$1,500,000. The sailors who captured her will, when she is condemned, receive about \$1,300 each.

It is said there are some fifteen vessels equally valuable now on the ocean trying to run the blockade.

About twenty thousand first class Enfield rifles have recently been captured by our navy, together with the vessels containing them, while in the act of attempting to run the blockade. It is said that English speculators in arms have shipped about twenty thousand Enfield rifles to Nassau, where they dispose of them to rebel agents, who reship them with the expectation of running the blockade.

The steamships Bavaria and China, from Liverpool to St. John's, N. F., bring as a week later news from Europe. The China, a new Cunard steamer, made the passage from Queenstown to Cape Race in five days and seventeen hours. The Admiralty has granted to the Atlantic Telegraph Company the services of the ships and crews necessary for revising and extending the former surveys of the route along which the cable is intended to be submerged. Further negotiations are in progress, the result of which will undoubtedly lead to facilities for raising the additional capital necessary to complete this noble enterprise. The Steamer Porpoise is to prepare to take soundings, and will be ready in about ten days. English news is unimportant. The House of Commons, on the 31 inst., divided on the motion against the Government for a reduction of the expenditures, and the motion was negatived by 365 majority. A vessel with a cargo of salt had sailed from Liverpool for New Orleans. The Monitor publishes an Imperial decision reducing the French army in Rome to a single division, consisting of three divisional brigades, under the command of Gen. Montebello. Accounts from the manufacturing districts of France are favorable, and the silk and other crops most satisfactory. Garibaldi had an explanation at Turin with the King's Aid-de-Camp. It is reported that all differences between the Government and Garibaldi had been arranged, and he proceeded to Belgrade. The Turks have beaten the Montenegrins over the frontiers. Four villages were burned, and 700 Montenegrins killed. The Montenegrins had been repulsed several times, and were flying to the mountains. Cotton at Liverpool had advanced one-fourth pence. Breadstuffs generally dull and steady. Provisions heavy, with a declining tendency. American Stocks were declining. Consols ninety-two and one-eighth.

STONEWALL JACKSON'S ESCAPE.—Mrs. Leggett, wife of Lieut. A. Leggett of the Eighth N. Y. Cavalry, was left in Winchester, Va., during the late Rebel occupation of that place, her husband having retreated at short notice with his regiment. She has since returned to Rochester, after having enjoyed several days' intercourse with the rebel chiefs, and she says Jackson's force cannot have fallen below 40,000 men. It was all day passing through Winchester on its retreat, when it had every reason for economizing time. It was this army that Gen. Fremont, with less than 25,000 men, fought at Cross Keys, holding his ground firmly, though the rebels were very strongly posted; it was this army which Gen. Fremont advanced next morning in battle array, but it had stolen away during the night. "Stonewall" Jackson is one of the best officers in the Rebel service; we do not say he was beaten at Cross Keys, but he certainly won no victory, and he would have been caught between Fremont and Shields next day, but for the mistake of Col. Carroll in not burning the Port Republic bridge. That mistake has probably cost the Union cause 1,000 men—Shields' advance being crushed by the whole weight of Jackson's army and pushed back down the river, while "Stonewall" made his escape over the Blue Ridge. He rushed down the Valley very rapidly, but he has been run out of it at full speed. His great strength and intimate knowledge of the country have saved him from capture or destruction.

ILLINOIS REFUSES TO RECOGNIZE TREASURY NOTES AS LEGAL TENDER.—The Supreme Court of Illinois has decided a case brought before it by the State Treasurer as to the force of the act of Congress making Treasury notes a legal tender. The court has decided that the State law requiring gold and silver in the payment of debts to the State is as obligatory as every act and that the act of Congress does not impair its force. Therefore the State taxes must be paid in gold and silver. The act of Congress does not, in the view of the Supreme Court, overrule the law of the State.

THE REBEL GENERAL BEN HUGER IN TROUBLE.—The C. S. A. War Department accuses Major General Benjamin Huger of arrogating powers to himself which do not belong to him, and of misconstruing and violating orders concerning the exchange of prisoners. Huger is said to have stood in the way of the prompt release of Colonels Corcoran, Wilcox and Bowman. He has been ordered to take the field for active service, and is now in command of what is called a division of rebel troops at Port Walthall Junction, on the line of the Richmond and Petersburg railroad, between those two cities.

THE WAR FOR THE UNION. ANOTHER GREAT BATTLE

Gen. Shields' Advance Attacked by Jackson.

SEVERE LOSS ON BOTH SIDES.

THE BATTLE OF CROSS KEYS.

The Rebels Driven from their Position.

WASHINGTON, Wednesday, June 11.

Advices received at the War Department state that Jackson's army attacked General Shields' advance on Monday morning near Port Republic. The conflict is said to have been maintained for four hours by about two thousand of our men against the main body of Gen. Jackson's army. The enemy's force became so overwhelming in numbers that our advance was compelled to fall back, which it did in good order until it met the main body of Gen. Shields' command near Conrad's store. As soon as this was effected the enemy in turn retired. The fighting is said to have been very severe, and the loss heavy on both sides. No further particulars have reached the Department.

A private letter states that Gen. Shields had previously succeeded in destroying a large quantity of supplies belonging to the rebels, found at Milford and at Conrad's store. The damage of the recent rains, including the carrying away of bridges over the south branch of the Shenandoah River, materialy interfered with the Commissariat arrangements and the movements of troops.

LURAY, Tuesday, June 10, via WASHINGTON, Wednesday, June 11. Col. Carroll, commanding the Fourth Brigade, consisting of the Eighty-Fourth Pennsylvania, Eleventh Pennsylvania, the Seventh Indiana, and First Virginia, altogether about one thousand six hundred strong, reached Port Republic on Sunday, reconnoitered, found the enemy in town, and had a skirmish. He concluded to hold the bridge, and ordered it not to be burned, and put guns in position commanding it. At 6 A. M., Monday, he was opened on by some twenty heavy guns placed in position during the night. Our forces tried to reach the bridge, repeatedly, to destroy it, but were met by storms of bullets and had to retire. A large cavalry force crossed and attacked our troops, while their infantry followed, our men opposing them at every step, often driving them back with heavy loss; but the numbers, after Gen. Tyler's Brigade arrived, were so much inferior to the enemy—their being at least five to one—that it was impossible to hold our position, and we were compelled to fall back, our boys fighting every foot of the way. After falling back some three or four miles, a body of cavalry was sent to attack us, but they were received in such manner as to compel them to retire, when the engagement ended, having lasted five hours. Our loss in killed and wounded is not known; but it is large, as is also that of the enemy. We lost a large number of prisoners.

Col. Carroll's horse fell, injuring the Colonel badly. Capt. Reily, of Gen. Shields' Staff, was badly injured in the head. He received praise from all who saw him fighting. Col. Buckley, of the Twenty-Ninth Ohio, was badly wounded. His men charged three times to get his body, but it was carried off by the enemy.

Gen. Ashby, of cavalry notoriety, was positively killed during the fight at the bridge over Middle River. Capt. Keogh charged with a body of cavalry, and held the bridge some time during a perfect storm of grape.

This was one of the most hotly contested engagements of the whole war, as indicated by the loss compared with the numbers engaged. The men fought like demons.

FRONT ROYAL, June 15, 1862. The results of the battle of Port Republic, on Monday last, between a portion of Shields' division and Jackson's army are now ascertained, as near as can be. The names already given are known to be among the killed and wounded, although many classes among the missing are no doubt badly injured; but our troops, being compelled to retire before a foe so superior in numbers and in all other respects, except bravery, many were necessarily left on the field, whose names could not be ascertained. Of the large numbers classed as missing, many will, doubtless, find their way back to their regiments.

The force engaged was mostly composed of Western men, who did their duty nobly, as is evidenced by their fighting a toe more than five times their number for five hours, and then retreating in order, excepting one or two regiments which were completely surrounded and compelled to take to the mountains, many of whom made their way back to the division. The Seventh Indiana regiment did noble duty, holding their position on the right for four hours against a vastly superior force. Colonel Gavin repeatedly charging and driving the enemy like sheep. They left Fredericksburg eight hundred strong, and arrived at Port Republic with only three hundred, the remainder being left along the route, sick and disabled, and after the fight they mustered about one hundred and forty, losing more than half their force.

The Twenty-Ninth and Sixty-Sixth Ohio regiments also lost heavily, as may be seen by the list of casualties. The three batteries of artillery—Clark's, Robinson's and Huntington's—are entitled to great praise for the gallant part they took in the action.

Had the First and Second brigades been enabled to reach the scene of action, an entirely different result would undoubtedly have ensued.

After Monday's fight, it is understood, Jackson took the road toward Skanardville, passing through the gap of the Blue Ridge Mountains, in a line for Gordonsville, at which point is railroad communication with Richmond.

THE BATTLE OF CROSS KEYS.

(Dispatch to the Cincinnati Gazette.)

PORT REPUBLIC, Va., June 9, 1862.

We have had stirring times in this department. Jackson took his train over the river here on Friday and returned and gave us battle yesterday, five miles from this place, on the Harrisonburg road.

The battle for two hours raged fiercely. Schenck had the right, Milroy the centre and the Blenker division the left. Schenck was not assisted except by skirmishers.

ing fighting. Milroy was in the hottest of the fight and drove the enemy back from point to point. The first brigade of the Blenker division, under Gen. Stahel, fought well and held the enemy back for some two hours, suffering a great loss from a destructive fire from the enemy. The left wing finally gave way, and our whole line was ordered back half a mile to a more favorable position. The enemy did not advance, but commenced a retreat, as we learn here, previous to our falling back, and by ten o'clock this morning their whole army had crossed the river and set fire to the bridge. We pursued, but not in time to save the bridge. Surgeon Cantwell, of the Eighty-Second Ohio, was wounded, not dangerously. Capt. Chas. Worth was mortally wounded.

The Seventy-Third Ohio lost four killed and three wounded; the Third Virginia, four killed and thirteen wounded; the Fifth Virginia, three killed and seventeen wounded; the Twenty-Fifth Ohio, six killed and sixty-eight wounded; the Sixtieth Ohio, four killed and eleven wounded. Stahel's brigade lost, in killed, wounded and missing, four hundred and five privates and twenty-two officers. Several Colonels and Captains were wounded and one Captain killed in the Blenker division. Bohlen's brigade lost ten killed and seven wounded. Our total loss will be from one hundred to one hundred and fifty killed, and from four hundred to five hundred killed and wounded.

The enemy's loss was very heavy. Four hundred of their dead, by actual count, were found unburied on one field. From the numbers of their dead scattered in other parts of the battle ground, it is believed that there are two hundred more of their dead on the field—making their loss in killed six hundred, besides officers, who were carried away. Gen. Stewart was killed, Gen. Elsie wounded, Colonel Houghton mortally wounded, and Gen. Jackson wounded in the wrist.

Col. S. S. Carroll, of Ohio, with two regiments of Shields' division, reached the opposite side of the river from here yesterday morning, and attempted to hold the bridge, but was driven back by Jackson. He opened with his artillery this morning on the bridge, as the rebel army were crossing, but was driven back by the superior force of Jackson, and retreated down the river.

The Floods in the Coal Region.

The coal business has never received so serious a blow since it assumed the present proportions in trade, as by the recent flood in Pennsylvania. The more striking particulars of this disaster are known to our readers. The rain began as early as a week ago last Sunday in some sections, but the flood occurred on Tuesday and Wednesday, the waters of the Lehigh, Schuylkill and other rivers rising to a height totally unprecedented, and carrying away bridges, dwellings, boats, locks, and even groves of trees, with a great loss of human life. The last and most important item is yet very uncertain. It is estimated that two hundred boatmen were drowned on the Lehigh, with many women and children. From the vast mass of debris, consisting of timber, trees, broken dwellings, fragments of bridges, boats, and what not, swept down the river and collected in the grove of the Female School at Bethlehem, Pa., no less than thirteen bodies have been taken out up to the present time.

Our present purpose, however, is not so much with this sad record as to state, more accurately than has been hitherto done, the damage to the coal interests, and the extent to which that trade will probably be interrupted. The first to be mentioned, and the farthest South, is the Cumberland bituminous region. Two avenues bring the coal from these mines to market through Virginia and Maryland—the Chesapeake and Ohio Canal, from Cumberland to Georgetown, and the Baltimore and Ohio Railroad, from Cumberland to Baltimore. The business here has been much interrupted by military movements; the lines having been, at intervals, in the hands of the rebels. In consequence of this, the supply of bituminous and semi-bituminous coal had already been greatly diminished. But the Harper's Ferry bridge, which had been saved from the destructive hands of the rebels by great efforts, yielded to the flood, and the transportation of coal is still further delayed. On the whole, however, though considerable damage is done to the mines and to the canal and railroads, the prospect is that the canal will be in running order in about ten or twelve days, and the road, within three or four weeks.

Coming north, and entering the Anthracite coal fields of Pennsylvania, we find that every avenue, with scarcely a single or unimportant exception, is at least temporarily closed. The principal outlets are the Schuylkill Canal, the Reading Railroad, the Lehigh Canal, the Lackawanna and Western Railroad, and the Delaware and Hudson Canal. The Schuylkill Canal will be repaired within three weeks, and the Reading Road is scarcely damaged, but will be delayed by the repairs necessary on the lateral roads, which are its feeders. Of lateral roads, the Mine Hill and Mill Creek are the principal, and they will not be ready under two weeks. The Lackawanna Road will need between one and two weeks, and the Delaware and Hudson Canal from four to six weeks.

The principal damage on the former is at Port Jervis, the Lackawanna Aqueduct, and the Rock Lock. The latter is entirely swept away. The Lehigh Canal is the great sufferer.—This Company's work is an improvement of the Lehigh River, over which by their charter they have exclusive control. The Lehigh is fed from the mountains, and is liable to freshets of the most rapid and violent character.—Two great floods—ones in 1841, and the other in 1850—had induced the Company to build their locks, embankments, and bridges in the most substantial manner, and it was hoped that they might defy the elements. But the present freshet has surpassed in violence any before known, and has fairly cleaned out the canal, locks, bridges, and all, particularly above Mauch Chunk. There is little hope that it will be ready for use in its whole length this season. Indeed, it is believed that the upper part toward White Haven, will not be reconstructed, but a railroad built instead.—The sole reliance for Lehigh coal now remaining is the Lehigh Valley Railroad from Mauch Chunk, near which place the most important mines are situated, to Easton. This road will not be ready to transport coal in less than three weeks, though the Beaver Meadow (a lateral road, joining the Lehigh Valley at Mauch Chunk, and upon which its business mainly depends) will be much longer delayed.

The proportions of coal carried by the Lehigh Canal and Railroad were as follows last year: The Canal, 994,705 tons; the Railroad, 743,672 tons. This coal is thought to have no adequate substitute for furnace and foundry purposes, and the cessation of shipments by the canal will, of course, tend to ad-

vance the price enormously. The total production of the Pennsylvania anthracite fields last year was 7,775,000 tons. The deficit this year cannot fall much short of 800,000 tons. It is impossible, of course, to estimate, even with proximate accuracy, the amount of the damage. The loss of boats, although very great, is perhaps the least item. A large quantity of coal, in transit on the Lehigh, probably 10,000 tons, was lost. The damage along the line, irrespective of that to the canal, is very great. The canal itself must be almost reconstructed; and it is probable that the large surplus which this remarkably prudent company had accumulated (about one million two hundred thousand dollars) will have to be entirely expended in repairing its losses. It is almost childish to express an opinion; but when the damage on all the lines is considered, both of public and private property, it can scarcely be reckoned at less than \$5,000,000. Among other losses, may be mentioned the total destruction of the town of Weissport, in which three hundred houses were swept away—a disaster wholly unexampled in this country; and yet only one of the many items of this cumulative calamity.—N. York Tribune.

Incidents of the War.

A correspondent writing from Memphis, describing the great naval engagement, gives the following incidents, which shows some of the horrors of war:— "While all this was going on, our gunboats were getting up speed—head down the river. The Benton, being on the left of our line of gunboats, became the antagonist of the Gen. Lovell, on the right of the second line of rebel boats. Capt. Phelps, one of the most efficient artillerymen in the service, ran his eyes along the sights of one of the fifty pound rifled guns at the Benton's bow, waited until the Lovell swung into the position which would give him a raking shot, and pulled the lanyard.—The shot struck just below the water line and ripped up the planks. The water poured in with a rush, and in three minutes the vessel was lying in seventy-five feet of water.

A ship going down in an instant with all on board, is a terrible scene—one calculated to appall the stoutest heart. The current of the river at Memphis sets close to the Tennessee side and rushes by like a strong man in a race. The plumes give from seventy-five to one hundred feet of water. The Lovell being in the middle of the current took the girdling, whirling waters through her stern sides.—Down, down—she settled like a lump of lead. Her crew became terror-stricken.—They rushed hither and thither, bereft of reason. One poor fellow with his left arm torn by a cannon shot, with unexpressed horror to those on shore and to those on the gunboats, and now looking up to heaven to the Great Father of us all, for help! Unavailing help! A moment later, and the boat with a lurch gave way beneath his feet, and drew him down in the eddying whirlpool.

A wail of agony went up from the water and from the land. Fifty human beings were buffeted the current, grasping at sticks and straws and pieces of the boat, and such movable things as floated by them. "Help! help! help!" was the cry which rose upon the air, and reached the ears of thousands, amid the intervals of the still roaring thunder of the cannonade! There was no help from them on shore. No pen can describe the agony of that moment to thousands. There were their friends, defeated, crushed, humiliating, drowning, and they powerless to help. No wonder that tears were shed on shore. No wonder that women wept! They had been invited to a different entertainment—to the annihilation of the "birling Yankees." They had been promised an exhibition of chivalry and prowess which should redeem all the ground lost in the war. Aside from the pain and agony of the hour, prompted by human sympathy, was the bitterness of humiliation—terrible to behold by those who have ridden rough shod over all who did not choose to accept secession.

No sooner was the cry for help heard than by a natural impulse, there was a rush made by the men of the Benton to render assistance. The yawl was launched in a moment, and so eager was the crew to save the drowning that it was swamped in the rush, and two of the noble hearted men were barely saved from watery graves. Other boats put off from the fleet and several were saved when nearly exhausted. Some by their own efforts reached the shore and crawled up the bank, in re dead than alive, and were kindly cared for by the crews of the Monarch and Queen of the West.

Brave, noble hearted men are the sailors of the Western fleet! All their power to crush, theirs all effort to save—to crush an enemy, to save when crushed! How glorious such conduct when contrasted with that which the poor struggling sailors of the Cumberland received at Hampton Roads from those on board the Merrimack. There rifle shots, here help! Bright, amid all the distress, all the horrors, all the infamy of this rebellion will shine forever, like the stars of heaven, these acts of humanity.

EXPLOIT OF A NAVAL OFFICER.—Commander James M. Watson, of the United States Navy, arrived in this city yesterday. A singular exploit of this officer has never yet been made public. The mail steamer Northern Light, which left Aspinwall 23d of May last for New York, when about the latitude of Wilmington North Carolina, fell in with the schooner Azores H. Ward, of 60 to 80 tons burden. She showed no colors, and answered to the steamer's hail, "from Wilmington, North Carolina." Here was a vessel which evidently had run the blockade.

With a glass the cotton on her deck was plainly visible. But the steamer was not a man of war. What was to be done? Fortunately, among the passengers was Commander James M. Watson of the United States Navy, a native of the State of Virginia, on his return from service on the Pacific coast; one of those naval officers, who, though born on Southern soil, have not forgotten that the United States is their country. He told the Captain of the steamer to furnish him a boat and crew and he would take the responsibility, as a naval officer, of boarding and taking the prize.

A boat was lowered, manned by three or four men named Commander Watson took his seat, and they were soon alongside of the schooner. "Who are you?" "Seveths!" "Come aboard and bring your flag," was the conversation. The rebel master obeyed, descended into the boat with his m/m, and he was Uncle Sam's prisoner. A prize crew was then put aboard, a hawser got out, and the schooner was towed into New York harbor, and proved to have run the blockade laden with eighteen bales of cotton, one hundred and eighty barrels of turpentine and some tobacco.—Philadelphia Press.

A CURIOUS MACHINE.—Among the other curious instruments, exhibited in the Philosophical Instrument Department in the London Great Exhibition, is a machine, exhibited by Mr. Peters, for microscopic writing. With this machine of Mr. Peters, it is stated that the words "Matthew Marshall, Bank of England," can be written in the two and a half millionth of an inch in length; and it is actually said that calculations made on this data show that the whole Bible can be written twenty-two times in the space of a square inch. The words to be written microscopically are written in pencil, in ordinary characters, on a sheet of paper at the bottom of the instrument. But the pencil with which this is done communicates by a series of levers and gimbals with another minute pencil and table at the top, by means of which the ordinary writing of the pencil and the microscopic writing both move in unison, though the motion of the latter is so graduated that a stroke of a quarter of an inch at the bottom is only a stroke of a millionth of an inch at the top, the shape and character of both marks being nevertheless precisely alike in outline. As a matter of course, the microscopic writing at the top is only visible under powerful magnifiers, and the object of the machine is to mark bank notes with certain minute signatures for the prevention of forgery.—Exchange.

SKETCH OF MEMPHIS AND VICINITY.—Memphis, the surrender of which has been reported as a flourishing city and port of entry of Shelby county, Tennessee. It is beautifully situated on the Mississippi river, just below the mouth of Wolf river, and on the fourth Chickasaw Bluff, four hundred and twenty five miles below St. Louis, and two hundred and nine miles west by southwest of Nashville. It is the most populous and important town on the river between St. Louis and New Orleans, and occupies the only eligible site for a commercial depot from the mouth of the Ohio to Vicksburg, a distance of 640 miles. The bluff on which it is situated is elevated about thirty feet above the highest floods, and its bases is washed by the river for a distance of three miles, while a bed of sandstone projects into the stream, and forms a convenient landing. The appearance of Memphis from the river is remarkably fine. An esplanade, several hundred feet wide extends along the bluff in front of the town, and is bordered with blocks of large warehouses. It contains upwards of ten churches, one academy, a medical office, several banks, one academy, a telegraph office. There is also a naval depot at this place, which was established by the United States Government. The river is deep enough to float the largest ship of war from this point to its mouth. The building of steamboats was formerly carried on here to a large extent, and many manufactories of cotton, iron and ropes were in operation. Several papers were published in Memphis a short time ago, some of which have recently removed to Granada, Mississippi.

New Advertisements.

PRESERVE YOUR FRUITS IN HALL'S Air-Tight Jars, the most simple, convenient and economical article of the kind in use; a large stock of these justly celebrated Jars, at much less than the usual price. — FOX'S.

ADMINISTRATOR'S NOTICE.—Notice is hereby given, that all persons indebted to the estate of Peter Gardner, late of Towanda, Pa., are hereby requested to make payment without delay, and all persons having demands against said estate will present them duly authenticated for settlement. JOHN McMAHON, Administrator. June 17, 1862.

War of the Rebellion, 1861.

J. D. GOODENUGH hereby announces to all persons interested, that he has just received from the city of Washington, a package of Blank Forms, for obtaining the Bounty Money, Arrears of Pay, Half-Pay, Pensions, and all arrangements or sums of money due for services, or by reason of the death of any soldier of the present war. For the more speedy prosecution of said claims, he has associated himself with a reliable attorney at the city of Washington. He flatters himself that from his long experience in procuring Land Warrants, Pensions, &c., that he can give at least as good satisfaction as those who have had less experience, and on as reasonable terms. Towanda, June 14, 1862.

GARDNER & HEMMING'S

AMERICAN CIRCUS!

THE NEATEST AND MOST COMPLETELY EQUIPPED EQUESTRIAN ESTABLISHMENT

In the world. Comprising a better collection of beautiful trained horses, and a large number of talented performers than any country extant. The Managers are happy in announcing to the public that they are able to cater for their amusement this season of '62, in a superior manner. The wagons have been newly painted and decorated so as to present a neat and elegant appearance. The business is all new; the Bandwagon is a triumph of art; the Dresses are of the most costly description, manufactured from designs imported from Paris during the past winter—and in fact the whole paraphernalia is of such a description as to at once give general satisfaction to all. Among the principle features of this establishment is the ENGLISH SLEEPER CHAIRS.

introduced this season for the first time in any traveling establishment. This season the most exciting and interesting description and best seen to be appreciated. Another great feature is the

ZUYAVE HALL.

This scene illustrates with striking vividness scenes in the present war; first the march and then the halt, giving a correct idea of a night in

McCLELLAN'S CAMP,

concluding with the Grand Charge.

THE HORSES & PONIES are the best trained in the profession, foremost among which is the great

TALKING HORSE, WASHINGTON.

DAN GARDNER, THE PEOPLE'S CLOWN, who will appear at each performance and entertain the entertainment with his inexhaustible wit.

The performance comprises the Stars of both Hemispheres, forming a bright constellation of Artistic talent. Look at the names: Dan Gardner, Geo. Derious, Mons M'roste, W. King, The Great Unknown, C. Bicker, L. Lion, Miss Eliza Gardner, Little Minnie, R. Hemmings, John Foster, Signor Packer, R. King, W. Hill, Y. Green, R. Ball, Madame Camille, Young Dan, and a host of well selected amateurs. Don't forget those.

THREE GREAT CLOWNS.

Dan Gardner, John Foster, and Young Dan. On the morning of the Exhibition the Company will enter town in

GRAND PROCESSION, headed by Peter Britner's Brass Band, seated in their Bijou Band Carriage, drawn by a pair of splendid horses, followed by all the carriages, horses, porters, luggage vans &c., &c.

TWO PERFORMANCES, EACH DAY.

Afternoon and Evening. Doors open at 2 and 7, performance to commence half an hour later. Admission, 25 cents.

Will exhibit in LeRoyville, on Saturday, June 28, and at Towanda, Monday, June 30.

W. H. GARDNER, Agent.

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New Furniture and Chair.

I HAVE JUST RECEIVED A LARGE and extensive assortment of Sofas, Mahogany Chairs, Mahogany and Walnut Rockers, Boston Rockers, Fine-seat, Wood and Bush-bottom, Hair-Cane-seat and one back Rockers, Looking-Glasses, Cord and Tassels, lecture Frames, &c., &c.

Cheaper than the Cheapest.

Please call and satisfy yourselves. Towanda, June 26, 1862.

TIMOTHY SEED—120 BUSHELS OF

the Timothy Seed, for sale by R. S. MERRICK, March 24, 1862.