Life on an Ocean Shoal.

In our issue of the 27th ult. we gave a detailed account of the loss of the American whaling bark Daniel Wood, Richmond master, on the 14th of that month on French Frigate Shoal. After our paper had gone to press on Saturday last, the United States steamer Lackawanna, Captain Reynolds, which had sailed on the 25th to rescue the shipwrecked crew which remained on the shoal, returned to port, having been absent nine days, and having fully succeeded in her errand of mercy. She brought the first officer, Mr. Hall, and twenty-six others, all in good health, having happily been preserved from famine and thirst.

An account of the life of these castaway mariners on a barren shoal, far out at sea, with no natural sources from which to obtain water to allay the thirst excited by a tropical sun, and with but a scant supply of water and provisions obtained from the wreck—

may not prove uninteresting.

When the captain and his boat's crew of seven men embarked on their peritous voyage of four hundred and nity miles to Honolulu, over a tempestuous ocean, the stock of provisions left on the shoal for the subsistence of the remaining twenty-seven souls, consisted of about two hundred and forty gallons of water, some of which was brackish, and water, some of which was brackish, and bread enough to last two weeks if used moderately. The bread, however, had got saturated with salt water, and was in a state of pulp. This constituted all the provisions saved from the wreck, exclusive of that which the Contain took sive of that which the Captain took in his boat. As he disappeared in the shades of night on the afternoon of the 16th, various were the emotions of those who were left be-Would they ever see him again, and would not his boat be upset or swamped in the heavy trade wind sea that rolled between them and Honolulu? Any accident to the Captain might consign them to linger out for a few weeks a miserable existence, evidently to perish in this out-of-the way place, scarcely ever visited by vessels, and indeed studiously avoided by shipping on account of the known dangerous character of navigation in its neighborhood.

Out of the whole number of men on the shoal but five were American born-the chief officer and four others. The remainder were Portuguese and Hawaiians, and on those five depended the contriving and the adoption of measures of proper economy in the use of provisions and the maintenance of discipline. But they proved themselves equal to the task, for Yankees are always ready to meet any emergency. First, all hands were put on a regular allowance to each man of a handful of the soaked bread—which was reduced to a pulp-twice a day, with two half pints of water. Some pieces of white twilled cotton, such as is used for boat sails. had been saved from the wreck, and with these a tent was improvised to shield them from the hot sun.

Here they were tolerably comfortable, for the climate is so mild that thick clothing at night can be dispensed with. Here it may be mentioned that when the ship commenced breaking up, the American portion of the crew were endeavoring, under the direction of the officers, to save something of value for the benefit and preservation of all, while the Portugese, with characteristic regard for their individual interests, were busy in securing each his kit of clothes, so that while and most of the Hawaiians landed with outfits. the Americans had nothing but what

they stood in.

Fortunately the shoal on which they were cast abounds with sea birds, of the kind known among seamen as "Molly-mocks." We are unable to say what name they are are known by among ornithologists, but presume the peculiar cry which they make at times originally furnished sailors with a reason for calling them "Molly-mocks," a name by which they are known from Cape Horn to the Arctic Ocean, for they are to be seen in all latitudes. They visit these low islands and shoals for the purpose of incubation, laying their eggs in countless numbers on the Although thay are essentially sea birds and subsist entirely on fish, yet their eggs, when fresh, are quite as palatable as those of a Shanghai or a Dominique. The men of the Wood used to go out every morning and collect several basfull of them and found them excellent eating, either boiled or roasted. The young birds, too, before they are fledged, are quite fat and tender, and when skinned and hung up a short time eat well. The lagoon abounds in turtle and fish, the former of which were easily caught, and a good deal of diversion was had among the sailors in getting astride of a big fellow, and seizing him by the flippers, amusing themselves with his ineftectual attempts to dive. There was plenty of fish, too, in the lagoon, but they had no fish-hooks, but managed to make one or two out of a piece of wire. They had one cooking utensil, a copper kettle saved from the wreck. and in this they did all their cooking. Their firewood was from the spars of the South Seamen, still lying on the shoal. So it would seem there was no danger of starvation, so long as the turtle and the birds lasted.

But the subject of the supply of water for drinking purposes was the one which most engaged their thoughts. Should help fuil to come before many days their already scanty stock would, even with the strictest economy; be entirely exhausted, and then, like the case of Coleridge's "Ancient Mariner," there

would be "Water, water, everywhere, And not a drop to drink

But Yankee intelligence and energy here came into play. The second day after the Captain left, they set to work to make an apparatus to distill fresh water out of salt. To do this they had a deck pot, two gun-barrels and a short piece of lead pipe. Fitting a wooden cover to the deck pot, the beut end of a gun-barrel was inserted in the top, and, joined to the other gun-barrel, was led through a cask of cold water, as a condenser, and the lead pipe, connected with the last gun-barrel, carried the precious drops of now fresh water to a bucket. The still was a perfect success, and on one day, they got, by measurement in a two and a half gallon bucket, no less than thirty-eight gallons of perfectly sweet fresh water. Here was a perennial spring. What a relief it must have been to those men, espe-What cially the more ignorant and incredulous of

them, as the first few drops of the pearly fluid trickled into the bucket, to hear the officers pronounce it to be fresh water! cooper, Mr. Vincent, and a young Yankee seaman named J. M. Bayley, were the artizans who planned and executed the still. Bayley was in Farragut's flag-ship, the Hart-ford, during the late war, and there during the blockade at Mobile, saw the same process of distilling fresh water from salt, on one of the sand islands, used by the fleet, and this mode he successfully assisted in repeating at French Frigate Shoals.

Thus, by perseverance and skill—the only tools they had was a saw, a hammer and a chisel—they had made themselves safe from any fear of perishing from thirst, so long as the firewood lasted, and that was ample for months to come, there being yet two lowermasts of the South Seaman high up on the sand-bank. And so, with minds compara-tively at ease, they waited patiently for the wished-for cry of "Sail ho," for which they

were constantly on the watch. At length, on Sunday afternoon, the 28th at about 5 o'clock, the welcome sound was heard from the lookout, and a steamer was seen in the offing, approaching the reef. A

Hawaiian pronounced it to be the Kilauea, but as she drew nearer, her three masts were made out, and Uncle Sam's boys recognized with joy the stars and stripes—"old glory" flying from her peak. Mr. Hall, the first officer, immediately launched and manned his boat and proceeded alongside the Lackawanna, where he was most kindly received by Captain Reynolds and his officers. After consultation, it was decided to embark the shipwrecked men early the next morning, and Mr. Hall returned on shore to make the nccessary preparations, arriving at the sand bank at two o'clock. We may perhaps imagine the alacrity with which the order to "strike your tent and pull away," was obeyed by men who, having escaped the perils of reef and breakers. had been living for fourteen days on a low barren sand bank, of but a few yards in extent, with nothing but an illimitable waste of waters on every hand to bound the horizon. They were welcomed on board with every demonstration of sympathy and kindness, and they speak in the highest terms of the generous treatment they experienced at the hands of the captain, officers and crew of the Lackawanna. The embarkation was finished by 9 o'clock on Monday, the 29th, the four boats saved from the wreck having been hoisted on board, and the ship started on her return to this port which, as before stated, she reached at 10 o'clock on Saturday, the 4th instant.

CITY BULLETIN.

Another Improvement on Chestrut Street. -Mr. William E. Harpur, the well-known chronometer and watch-maker, has within a day or two removed from his old quarters over Bailey & two removed from its old quarters over Balley & Co.'s jewelry store, Chestnut street, below Minth, to a new building which he has creeted for his own use at No. 407 Chestnut street, nearly opposite the Custom House. The new building is four stories in height. The front is of a chaste description of drab stone, and of a tasteful design of architecture. The show and salesroom on the first floor is elegantly fitted up, the floor, counter, &c., being of pure Italian marble, and the showcases and other wood work being neatly carved and painted in pure China gloss. In the rear of the store, and divided from it by a tasteful screen. is an apartment which is devoted to the adjustment of chronometers, the repairing of watches

Mr. Harpur has filled his shelves and show-cases with a tempting display of wares in his line. assortment of watches embraces the best of both foreign and American manufacture; and pre-em inent among them are the famous Chronometer watches, which have made the name of Harpur famous as the maker of time-pieces that fully equal in performance to the best foreign works. He has also a fine assortment of jewelry pertaining to watches, such as chains and guards, for both ladies and gentle men, keys, &c., &c. Fancy clocks and silver-ware generally will also be found upon his

An important branch of the business of Mr. Harpur is the manufacture, repairing and adjusting of ships' chronometers, and to accomplish this the utmost nicety is necessary. To secure this result he has placed upon the summit of his new building an exquisitely beautiful transit instrument for the purpose of ascertaining the rates of ships' chronometers, astronomical clocks and the time for the best class of watches. The instrument is four feet in length, with an object glass of great magnifying power. The transit is supplied with three lenses, and is furnished at the ends with Graham's "double circles." It is also supplied with a riding level 26 inches long, with stay screwer, &c. The whole is supported upon two solid marble columns, so placed as to avoid any ordinary vibration. By means of this in-'strument and by some processes which we are perfectly to comprehend, Mr. Harpur is enabled to secure the time to the tentth part of a second, either by solar or stellar observations. To have the exact time for the common purposes of life is generally esteemed a very good thing, but in observations at sea it becomes a matter of the utmost importance. How well Mr. Harpur has succeeded in accomplishing this point, and in the consequent adjustment of his chronometers, is proved by their high popularity and general use. Mr. Harpur's many business friends will be glad to find him so conveniently located and so handsomely fixed as he is in his new establishment.

EXPLOSION OF A STILL.-Last night about leven o'clock an explosion occurred at the distillery of Owen Cavenaugh on Warnock street below Jefferson. Two workmen were engaged in running the whisky for the still into barrels. Edward McShay, one of the men, thought that the whisky did not flow fast enough, and got a candle to see if anything was wrong. The light was taken too close to the still, and the explosion followed. McShay was very badly burned, and was taken to St. Joseph's Hospital, where he and was taken to St. Joseph's Hospital, where he lies in a critical condition—not expected to recover. The other man, John Dorsey, was severely injured. He was taken to his home on Prospect street, below Jefferson. The explosion made a loud report, which caused the Humane Fire Company and Ringgold Hose Company to go to the scene. Their services were not required, however, as the building was but little damaged. Some of the adherents of the fire companies got into a row, and a young man who was with the lumane was struck on the head with a fire-horn, and seriously injured.

LARGE, TEMPERANCE MEETING .- A large temperance meeting was held on Sunday evening at the North Baptist Church, in Eighth street, below Jefferson, Twentieth Ward, for the purpose of hearing addresses and devising plans by which the present Sunday law can be enforced. Rev. Dr. Cole presided, and introduced Rev. Mr. Clopp, of the German Reformed Church, who opened the meeting with prayer. During the eventing spirited addresses were made by Thos. M. Coleman, Esq., Dr. Coates, Rev. Dr. Hoffman and others. It was contended that the police force of others. It was contended that the police force of the city are responsible for the opening of taverns on Sundays, and that citizens have a right to look to them for the enforce-ment of the provisions of the law. The law-abiding citizens were urged to see that the law, in the future is respected. The addresses invited the attention of all present, and at their conclusion considerable, super of money were conclusion considerable sums of money were subscribed to enable the Philadelphia temperance organization to carry out its plans for a better observance of the day.

FATAL RAILROAD ACCIDENT,-An unknown white man who was riding on one of the Adams' Express cars last night, fell off at Twenty-third express cars tast night, tell off at Twenty-third and Market streets, and was run over. He was killed. His body was removed to the Sixth District Police Station, and Coroner Daniels was notified to hold an inquest. The deceased was about 40 years of age, was 5 feet 10 inches in height, and had brown curly hair, and by his dress is supposed to have been an inmate of the Almshouse.

SUNDAY LIQUOR SELLING .- Dennis Considine, the proprietor of a tavern at Second and Walnut streets, was before Recorder Eneu last evening, upon the charge of selling liquor on Sunday. It will be remembered that Nicholas Blunden was stabbed in his house on Sunday evening last. The accused was held in \$1,000 ball to answer at

Policeman Cur.-John Dietz was arrested last night by Policeman Allen at Cadwalader and Thompson streets, for drunkenness and disorderly conduct. He turned upon Officer Allen, attacked him with a knife, and cut him in the back. This morning Dietz was taken before Ald. Shoemaker and was committed to prison.

AGAIN IN TROUBLE .- William Harrington, who was arrested several days ago for committing a violent assault and battery upon a man, was taken into custody last night for fighting in Current alley. Ald. Swift held Harrington in \$400

BEAT HIS SISTEE. - Joseph Jackaway was arrested yesterday, and taken before Alderman Senox, upon the charge of having violently assaulted his sister, at her residence, on Vienna street, near Thompson, last week. He was held in \$1,000 bail for trial.

ACCIDENT .- Mary McDowell, aged 30 years, residing at the corner of Carpenter and Clymer streets, fell down stairs yesterday and was seriously injured about the head and body. She was admitted to the Ponnsylvania Hospital.

Ball, this evening, will be the great feature of the island. Immense preparations have been made for it. Mr. Hassler has the entire entertainmen in his charge. It will be a great affair.

PRESS CLUB. The regular stated meeting of the Press Club of Philadelphia will be held tomorrow afternoon, at 4 o'clock, at the rooms, No. 515 Chestnut street.

CITY NOTICES.

All Sewing Machines have more or less merit; but the most meritorious of them all is the latest invention-the Double Lock-stitch, Buttonhole and Over seaming Sewing Machine, manufactured in Philadel phia. Reception, exhibition and salesrooms, southwest corner of Eleventh and Chestnut streets. It certainly takes down all, Yankee-made machines. MACKINAW SUNDOWNS!

MACKINAW SUNPOWNS!

A large variety: Oakfords', Continental Hotel. A word to the wise is sufficient. If you are hungry and want an Excellent Dinner for a very moderate sum, just step into Morse's Dining Rooms,

PURE FRUIT SYRUPS for Soda Water; also bottled for domestic uses. Hance, Griffith & Co., N. W. corner of Marshall and Callowhill streets.

MOTHS AND FRECKLES .- The only reliable remedy for brown discolorations called Morn and FRECKLES, IS PERRY'S MOTH AND FRECKLE LOTION. Prepared by Dr. B. C. PERRY, Dermatologist, 49 Bond street, New York. Sold by all druggists.

GENTS' WHITE HATS! GENTS' WHITE HATS!

Continental Hotel. COOLER THAN A CUCUMBER. - The present style of summer is, in fact, only equalled in coolness by the beautiful styles of Summer Clothing sold at Chas. Stokes & Co.'s First-class Ready-made Clothing House, under the Continental.

JONES' HOTEL, 235 Dock Street, below Third, revived by W. P. Larkin on the European plan. Meals from 6 A. M. to 12 P. M. Good lodgings for guests. House open all night.

CHILDREN'S HATS,

Missis' Hats, Beautiful styles, Oakfords', Continental Hotel.

OAKFORDS',

DEAFNESS, BLINDNESS AND CATARRH. J. Isaacs, M. D., Professor of the Eye and Ear, treats all diseases appertaining to the above members with the utmost success. Testimonials from the most reliable sources in the city can be seen at his office, No. 519 Pine street. The medical faculty are invited to ac company their patients, as he has no secrets in his practice. Artificial eyes inserted. No charge made for examination.

ROCKHILL & WILSON, Clothing, Clothing, Clothing, 603 and 605 Chestnut street.

White Linen Duck Pants. White Linen Duck Pauts.

White Linen Duck Vests. White Linen Duck Vests. Genoese Linen Dusters.

Genoese Linen Dusters. Boys' Linen Garibaldis.

Boys' Linen Garibaldis. A great variety of white and colored linen clothing. Summer Clothing of all descriptions. Alpaca Coats. ROCKHILL & WILSON, Clothing House. 503 and 605 Chestnut street.

FINANCIAL and COMMERCIAL Sales at the Philadelphia Stock Exchange.

Sales at the Philadelphia Stock Exchange.

PIBBET BOARD.

PIBET BOARD.

**PIBBET PHILADELPHIA, Tuesday, July 23-

The money market continues to be characterized by

nusual ease, owing to the excessive duliness in all branches of trade and the consequent accumulation of capital in all the seaboard cities. The movements of the crops, however, cannot fail to cause an increased demand and the absorption of much of the floating supply. At the Stock Board this morning the business was fair. Government Loans closed at 110%@1104 for the Coupon 6's, '81; 1113, @112 for the Five-twen ties, '62; 109%@109% for the '64's: 109%@109% for the '65's; 10214@102% for the Ten-forties; 107%@108 for the February, and 107%@107% for the June and July Seven-thirties. State Loans were in better demand, with large sales of the Coupon 5's at 97%, and the third series of the new issues at 102%. City Loans were steady, with sales of the old at 95%, and the new at 99%. Reading Railroad sold at 53%@53%-an advance of M; Pennsylvania Railroad at 53-an advance of 34, and Philadelphia and Eric Railroad at 28-no change. 130 was bid for Camden and Amboy Railroad; 35% for North Pennsylvania Railroad; 55% for Lehigh Valley Railroad; 281/2 for Catawissa Railroad Preferred, and 43% for Northern Central Railroad. Canal stocks were held with more confidence. Lenigh Navigation sold at 44. 5714 was bid for Delaware Division; 30 for Schuylkill Navigation Preferred; 55 for Morris Canal Preferred, and 17 for Susquehanna. The "corner" in Refined Petroleum and a speculative movement in Crude Oil, by which prices been forced up 5 to 10 cents per gallon, has caused more demand for the shares of a few of the productive companies. Ocean sold at 317: McClintock at 16, and McElhenny at 16. Passenger Railway shares were neglected. The Delaware and Raritan Canal, and Camden and Amboy Railroad and Transportation Companies have declared a dividend of Five per cent, free of U.S. Tax,

pavable August 1st. Smith, Randolph & Co., Bankers, 15 South Third street, quote at 11 o'clock, as follows: Gold, 1992; United States 1881 Bonds, 1103;@1103; United States 5-20's, 1862, 111%@111%; 5-20's, 1864, 109%@109%; 5-20's, 1865, 109%@109%; 5-20's, July, 1865, 108%@ 108%; 5-208, July, 1867, 108%@108%; United States 10-40's, 10234@10251; United States 7-30's, 1st series. 1081, @1081; 7-30's, 2d series, 107%@108; 3d series,

1077, @108; Compounds, December, 1864, 117.

Messrs. De Haven Brother, No. 40 South Third street, make the following quotations of the rates of exchange to-day, at 1 P.M: American Gold 13934@140, Silver-Quarters and halves, 1321/@134; Compound Interest Notes—June, 1864, 19.40; July, 1864, 19.40; August, 1864, 1874; Oct., 1864, 1774; Dec. 1864, 17; May, 1865, 1636; August, 1865, 1536; September,

1865: 15: October, 1865, 14%. Jay Cooke & Co. quote Government securities, &c., to-day, as follows: United States 6's, 1831, 110% @110%; Old 5-20 Bonds, 111% @111%; New 5-20 Bonds, 1864 1691 @10914; 5-20 Bonds, 1865, 1091/ @1091/; 5-20 Bonds July, 1965,105% @108%; 5-20 Bonds,1867, 108%@ 108%; 10-40 Bonds, 102@102%; 78-10 August, 108 @1081/: 7 3-10, June, 1071/@108; 7 8-10, July, 1071/ @108; Gold (at 12 o'clock), 139 % @140 4.

The weekly averages of the Associated Local and National Banks in the Glearing-house of New York, for the week ending Saturday last, July 20, compare as follows with the corresponding week last year; to which we add the specie and currency balances in the New York office of the United States Treasury at these dates respectively. lates, respectively: Increase in Louns......\$1,667,246

| Increase in Special Tenders. | 1,563,889 | Increase in Deposits. | 79,121 |
| Decrease in Circulation | July 20, 1967. | July, 18, 1867. |
| National Capital | \$73,457,700 | 9,062,500 | \$82,520,200 247,913,009 12,715,400 72,475,709 Total Capital..... ...\$82,920,200 33,653,869 130,581,603

Philadelphia Markets, Tuesday, July 23 .- There is very little demand for Flour, and the market for low grades is dull and drooping. The sales are confined to small for the supply of the home consumers, at \$8@8 25 \$ barrel for superfine: \$8 75@\$9 50, for extras; \$10@12 50 for Northwestern extra family; \$11@15 for Popps. and Ohio do. do., and \$13@15 for fancy lots, according to quality. Alot of Ohio, made from New wheat, was offered at the latter quotation without finding buyers. Rye Flour

CAPE MAY-CONGRESS HALL. The Children's | and Corn Meal are very quiet; small sales of the former at \$8 50@\$9; prices of the latter are nominal.

The receipts of new wheat has materially increased. but the market is dull, at the decline noted yester day. 4,500 bushels fair and prime Jersey and Delaware at \$2 40@2 50 \$\forall bushel: Rye is in better demand, and 1,800 bushels Pennsylvania and Western sold, part to arrive, at \$1 60@1 65. Corn is scarce and in good request; sales of yellow at \$1 15. 2,000 bushels of Western yellow at \$1 13. 14, and some Western mixed. at \$1 11. Oats are firmer, and 5,000 bushels Pennsylvania sold at \$8@90c., mostly at the latter figure. Whiskey-No further sales have been reported.

Whiskey—No further sales have been reported.

IMPORTATIONS
Reported for the Philadelphia Evening Bulletin.
LIVERPOOL—Bark Jonathan Chase, Chase—18
pkgs machinery 4 do mdse 266 steel rails 47 casks goda
ash 200 kegs bi carb soda Brown, Shiploy & Co; 50 tes
blebg powder Powers & Weightman; 75 cks soda ash
Yarnall & Trimble; 161 do 72 drums caustic soda C W
Churchman & Son; 12 pkgs ethw Burgess & Goddard;
29 do Asbury & Yeung; 13 bales rags Jessup&Moore;
S50 kxs tin plates N Trotter & Co; 149 pkgs steel W
Swift; 1465 bdls iron 214 bars do C D Robbins; 53 pkgs
sundries Naylor & Co; 4 do mdse I S Williams; 2 do
do Stanbridge, Barr & Co; 3 do do Bulloch & Crenshaw; 20 crates ethw 2000 sacks fine salt 74 tons scrapiron 30 cks sulphate of copper 80 bbls soda crystals 44
casks soda ash 22 slabs spelter 71 do tin 29 boxes tin
plates 5 cks zinc 30 sacks mdse 4 bales sacks order,
PONCE PR.—Brig O C Clary, Bryant—373 khds
sugar 73 bbls do John Mason & Co.

REMEDIOS—Brig Harry Virden, Collins—352 hhds
41 tes 1 bbl sugar 261 hhds molasses Thos Wattson &
Sons.
WINDSOR, NS.—Brig, Romaine, Card—475 tons

Sons,
WINDSOR, NS.—Brig Romaine, Card—475 tons
plaster 5 bbls shad C C Van Horn.
SWAN 18LAND—Schr B S Scribner, Burgess—480
tons guano Merchant & Co.
ST. JOHN, NB.—Schr Ella, Hontgomery—97,110
spruce pickets 325,5000 laths T P Galvin & Co.
NEW BERN—Schr Ellen Holgate, Golding—38,000
feet itooring boards 187,0000 cypress shingles Norcross
& Sheets.

MARINE BULLETIN.

PORT OF PHILADELPHIA-JULY 24. See Marine Bulletin on Sixth Page.

ARRIVED THIS DAY.

Steamer F Franklin, Pearson, 13 hours from Baltimore, with mase to A Groves, Jr.

Bark Jonathan Chase, Chase, 49 days from Liverpool, with mase to John R Penrose.

Brig Romain (Br), Card, 14 days from Windsor, NS. with plaster to C C Van Horn.

Brig Harry Virden, Collins, 14 days from Remedios, with sugar and molasses to Thos Wattson & Sons.

Brig O C Clary, Bryant, 14 days from Ponce, PR. with sugar to John Mason & Co. Left brigs Rising Sun, for New Haven next day, and John Chrystal, for Guavama, to load for Phidelphiala.

Schr B C Scribner, Burgess, 18 days from Swan Island, with guano to Merchant & Co.

Schr LA May, Baker, 8 days from Portland.

Schr H G Fay, Prescott, from Calais via Wilmington, Del. in ballast to captain.

Schr Ellen Holgate, Golding, 7 days from Newbern, with lumber and shingles to Lathbury, Wirkersham & Cos.

Schr Jas Martin, Baker, from Boston. Schr Jos Martin, Baker, from Boston.
Schr Jonathan May, May, from Boston.
BELOW.
Bark Roanoke, from Porto Cabello via Curacoa, and brig Hertha, from Rotterdam, at anchor off the Lazaretto.

CLEARED THIS DAY. Schr Jonathan May, May, Boston, Caldwell, Gordon

& Co. Schr Henry G Fay, Prescott, Boston, Penn Gas Coal Co. Schr Jas Martin, Baker, Boston, Rommel & Hunter. Schr II W Morse, Crowell, Gloucester, do

Correspondence of the Philadelphia Exchange.
LEWES, Dr., July 21—9 PM.
The barks Roanoke, from Porto Cabello, and Loch
Lomend, from New York, passed up to-day. There is
a bark off the Capes, coming in, supposed to be the
Jonathan Chase, from Liverpool. Ship Tonawanda,
from Philadelphia for St John, NB. went to sea at S
o'clock last evening. Wind WNW.

Yours, &c. JOSEPH-LAFETRA.

MEMORANDA.
Schr Maggie McNeal, Snow, cleared at Boston yesterday for this port.
Schr Wm Hone, sailed from New London 20th inst. for this port.
Schr Sarah Bruen, Merson, cleared at Wilmington, NC. 20th inst. for this port, with shingles and juniper bolts.

Schr Richard Law, York, hence at Stonington 19th

instant.
Schrs Sarah Clark, Grifting, and Ocean Wave, Buker,
hence at Fall River 20th inst.
Schr Express, Smith, cleared at Boston 20th instant Schr Express, Smith, Coasey, and Flora King, Coop, for this port.

Schrs Mary Mellins, Veasey, and Flora King, Coop, hence at Portsmouth 16th inst.

Schrs American Eagle, Shaw, and Evergreen, Belloste, hence at Fall River 19th inst.

Schr Monteveu, Conklin, hence at Fall River 20th instant.

instant.
Schrs JW Fish, Wiley, and Eben Herbert, Browning, sailed from Fall River 19th inst. for this port.
Schrs Golden Eagle, Howes, and M H Read, Benson, hence at New Bedford 19th inst.
Schr Willow Harp, Davis, hence at New Bedford Schr Whiow Harp, Bavis, hence at New Bedford 20th inst. Schr S S Godfrey, Godfrey, sailed from Marblehead 17th inst. for this port.

EXCURSIONS.

FARE TO WILMINGTON, 15 CTS. CHESTER OR HOOK, 10 CTS. On and after MONDAY, July 8th, the steamer Ariel will leave Chestnut Street Will leave Steamer Ariel will leave Chestnut Street turning—leave 8 Wilmington at 6.46 A. M., and 12.45 P. M. Fare to Wilmington, 15 cts.; Excursion Tickets, 25 cts. Fare to Chester or Hook, 10 cts.

FOR CAPE MAY.—THE SPLENDID new Steamer SUE, Captain C. Taggart, will take the Felton's place on the Cape May route. The SUE was built to rum on the Chaspeake Bay; is handsonely furnished; has fine state-room accommodations, and is fitted up with everything necessary for the safety and comfort of passengers.

The SUE will leave Chestnut street wharf on TUESDAYS, THURSDAYS, and SATURDAYS, at 9 A. M., returning on alternate days at 8 A. M.

Fare to Cape Miy, \$2 50, including carriage hire.

Servants... 1 75, "" "

G. H. HUDDELL.

Children.... 1 25, G. H. HUDDELL.
N. B.—Mann's Express Company have arranged to a
tend to baggage, will check baggage through to hote
cottages, &c.; also sell tickets at their office, 105 Sout
Fifth street. 1932-6t

THE COOLEST SPOT IN THE VI clulty of the city is Gloucester Point. Boats leave foot of South street, daily, every three-quarters of an hour. Fare 10 cents. my30-3m4p ALWAYS A REFRESHING BREEZE at Gloucester Point. Boats leave foot of South street, daily, every three-quarters of an hour. Fare 10 cents.

NEW PUBLICATIONS.

ORYHLLE COLLEGE. BY MRS. HENRY WOOD, author of "East Lynne," "Verner's Pride," "Oswald Cray," "Earls Heirs," "The Channings," etc. Oryille College is printed from the author's manuscript and advanced proof sheets, purchased by us direct from Mrs. Henry Wood, and is issued here by, us simultaneously with the publication of the work in Europe, Price 50 ets. THE REBEL CHIEF. By Gustave Aimard, author of

"Prairie Flower." An entire new work. Complete in one large octavo volume. Price Seventy-five Cents.

PETERSONS GREEN CLOTH EDITION OF DICKENS.

LITTLE DORRITT. With Thirty-eight Illustrations. From Original Designs by H. K. Browne. Price \$1 25 in green morocco cloth: or, \$1 00 in green paper cover, sewed. ewed. here are now published of Petersons' Green Cloth Edi-

iere are now published of Petersons Green Cloth I ion of Dickerns, six volumes, viz.
TILE DORRITT, with 38 Illustrations.
IEAT EXPECTATIONS, with 27 Illustrations.
LEAK HOUSE, with 37 Illustrations.
ALE OF TWO CITES, with 48 Illustrations.
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