THE PRESS,
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TRI-WEEKLY PRESS,
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WEEKLY PRESS.
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☞ Postmasters are requested to act as Agents for THE WEEKLY PRESS.

Shipping.

OCEAN STEAMERS FOR SALE—FOR SALE—The well known Steamships WASHINGTON and HERMANN, heretofore employed in the United States Mail service between New York, Southampton and Bremen.

These ships were built with great care, of the best materials in every department, under the inspection of an officer in the United States Navy. They are about 2,400 tons burthen, the dimensions of the WASHINGTON being 220 feet length, 39 feet beam, and 31 feet depth of hold, and of the HERMANN 250, 40, and 31 feet.

Each vessel is fitted with two marine side-lever engines, cylinders of 72 inches, and 10 feet stroke; boilers, &c., all in complete order, and is furnished, with coal bunkers capable of stowing 1000 tons of coal, leaving freight room for about 550 tons measurement. There are good passenger accommodations for 300 persons in each ship.

These ships will be sold with all the furniture, tackel, standing and running gear, anchors, chains and cables, cabin furniture, bedding, table service, glassware, crockery, mirrors, &c.

If not previously disposed of at private sale, they will be offered at public auction at the Merchants' Exchange, in the City of New York, on the first day of October next, and there and then sold to the highest bidder, without reserve.

For further particulars, apply at the office of the Ocean Steam Navigation Co., 11 South WILLIAM street, NEW YORK. aug5-2w

STEAM BETWEEN NEW YORK AND GLASGOW.—EDINBURG, 2,500 tons, WILLIAM CUMMING, Commander; NEW YORK, 2,150 tons, ROBERT CRAIG, Commander; GLASGOW, 1,952 tons, JOHN DUNCAN, Commander. The Glasgow and New York Steamship Company intend sailing these new and powerful steamers from New York to Glasgow direct, as follows:

FROM NEW YORK.
New York, Saturday, June 20, 12 noon.
Edinburg, Saturday, July 11, 12 noon.
Glasgow, Wednesday, Aug. 5, 12 noon.
New York, Saturday, Aug. 22, 12 noon.
Edinburg, Saturday, Sept. 5, 12 noon.

FROM GLASGOW.
Edinburg, June 17.
Glasgow, July 8.
New York, July 22.
Edinburg, Aug. 8.
Glasgow, Sept. 5.

RATES OF PASSAGE.
First class, $75; third class, found with cooked provisions, $30. An experienced surgeon attached to each steamer. For freight or passage apply to JOHN MCKIM, No. 17 BROADWAY. New York city bills or gold only received for passage. au 10-1m

FOR ENGLAND AND FRANCE, 1857.—New York and Havre Steamship Company.—The United States Mail Steamships ARAGO, 2,300 tons, David Lines, commander, and FULTON, 2,000 tons, James A. Wotton, commander, will leave New York, Havre and Southampton, for the years 1857 and '58, on the following days:

LEAVE NEW YORK. 1857.		LEAVE NEW YORK. 1858.	
Fulton, Saturday, Aug. 22	Arago, Saturday, Jan. 9		
Arago, do. Sept. 19	Fulton, do. Feb. 6		
Fulton, do. Oct. 17	Arago, do. March 6		
Arago, do. Nov. 14	Fulton, do. April 3		
Fulton, do. Dec. 12	Arago, do. May 1		
	Fulton, do. May 29		

LEAVE HAVRE. 1857.		LEAVE SOUTHAMPTON. 1857.	
Arago, Tuesday, Aug. 25	Arago, Wednesday, Aug. 26		
Fulton, do. Sept. 22	Fulton, do. Sept. 23		
Arago, do. Oct. 20	Arago, do. Oct. 21		
Fulton, do. Nov. 17	Fulton, do. Nov. 18		
Arago, do. Dec. 15	Arago, do. Dec. 16		
1858.	1858.		
Fulton, do. Jan. 12	Fulton, do. Jan. 13		
Arago, do. Feb. 9	Arago, do. Feb. 10		
Fulton, do. March 9	Fulton, do. Mar. 10		
Arago, do. April 6	Arago, do. April 7		
Fulton, do. May 4	Fulton, do. May 5		
Arago, do. June 1	Arago, do. June 2		
Fulton, do. June 29	Fulton, do. June 30		

PRICE OF PASSAGE.
From New York to Southampton or Havre—First Cabin, $120; Second Cabin, $75.
From Havre or Southampton to New York—First Cabin, 600 francs; Second Cabin, 500 francs.
For freight or passage, apply to
MORTIMER LIVINGSTON, Agent, 7 Broadway.
WILLIAM HEELIN, " Havre.
CROSKEY & CO., " Southton.
AMERICAN EUROPEAN EXPRESS AND EXCHANGE CO., " Paris. aug6

SAVANNAH AND CHARLESTON SHIPS. FREIGHTS REDUCED.—The well known first class side wheel Steamships KEYSTONE STATE and STATE OF GEORGIA, now form a Weekly Line for the South and Southwest, one of the ships sailing EVERY SATURDAY, at 10 o'clock, A. M.

FOR SAVANNAH, GA.
THE STEAMSHIP KEYSTONE STATE.
CHARLES F. MAYNARD, Commander.
Will receive freight on THURSDAY, August 27th, and sail on SATURDAY, August 29th, at 10 o'clock, A. M.

FOR CHARLESTON, S. C.
THE STEAMSHIP STATE OF GEORGIA.
JOHN J. GARVIN, Commander.
Will receive freight on THURSDAY, August 13th, and sail for Charleston, S. C., on SATURDAY, August 15th, at 10 o'clock, A. M.

At both Charleston and Savannah these ships connect with steamers for Florida and Havana, and with railroads, &c., for all places in the South and Southwest.

Cabin Passage in either steamship $20
Steerage 8
No freight received on Saturday morning.
No bills of lading signed after the ship has sailed.
For freight or passage apply to
JAS. A. ROBERTSON, No. 21 North Wharves.
Agents at Charleston, T. S. & F. G. Budd.
Agent at Savannah, O. A. Grelner.
FOR FLORIDA, from Savannah, steamers ST. MARYS and ST. JOHNS, every Tuesday and Saturday.
FOR FLORIDA, from Charleston, steamer CAROLINA, every Tuesday.
FOR HAVANA, from Charleston, steamer ISABEL, on the 4th and 19th of every month. aug1

THE NEW YORK AND LIVERPOOL UNITED STATES MAIL STEAMERS.—The Ships composing this Line are:
The ATLANTIC, Capt. Oliver Eldridge.
The BALTIC, Capt. Joseph Comstock.
The ADRIATIC, Capt. James West.
These ships have been built by contract, expressly for Government service, every care has been taken in their construction, as also in their engines, to ensure strength and speed, and their accommodations for passengers are unequalled for elegance and comfort.

Price of passage from New York to Liverpool, in first cabin, $100; in second do., $75; from Liverpool to New York, $80 and 70 guineas. No berths secured unless paid for. Drawings of the ships have improved water-tight bulk heads.

PROPOSED DATES OF SAILING.

FROM NEW YORK. 1857.	FROM LIVERPOOL. 1857.
Saturday, June 20	Wednesday, June 24
Saturday, July 4	Wednesday, July 8
Saturday, July 18	Wednesday, July 22
Saturday, Aug. 1	Wednesday, Aug. 5
Saturday, Aug. 15	Wednesday, Aug. 19
Saturday, Sept. 12	Wednesday, Sept. 2
Saturday, Sept. 26	Wednesday, Sept. 30
Saturday, Oct. 10	Wednesday, Oct. 14
Saturday, Oct. 24	Wednesday, Oct. 28
Saturday, Nov. 7	Wednesday, Nov. 11
Saturday, Nov. 21	Wednesday, Nov. 25
Saturday, Dec. 5	Wednesday, Dec. 9
	Wednesday, Dec. 22

For freight or passage, apply to
EDWARD K. COLLINS, No. 56 Wall street, N. Y.
BROWN, SHIPLEY & CO., Liverpool.
STEPHEN ROBERTS & CO., 27 Austin Friars, London.
R. C. WAINWRIGHT & CO., Paris.
The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, or precious stones or metals, unless bills of lading are signed therefor, and the value thereof stated therein, and a premium paid or agreed for.

FOR LIVERPOOL—SATURDAY, 15th August.—The ship PHILADELPHIA, Capt. Chas. F. Poole, will sail as above.
Cabin Passage $80
Second Cabin 50
Steerage 30
Second Cabin and Steerage Passengers furnished with provisions, according to the American Passenger Act.
THOS. RICHARDSON & CO.
au1

Drugs and Chemicals.

FREDERICK BROWN,—CHEMIST AND DRUGGIST, north-east corner FIFTH and CHESTNUT Streets, Philadelphia, sole Manufacturer of BROWN'S ESSENCE OF JAMAICA GINGER, which is recognized and prescribed by the Medical faculty, and has become the Standard FAMILY MEDICINE of The United States.

The Essence is a preparation of unusual excellence. During the Summer months, no family or traveller should be without it. In relaxation of the bowels, in nausea, and particularly in sea sickness, it is an active and safe as well as a pleasant and efficient remedy.

CAUTION.—Persons meeting an article that can be rolled upon, prepared solely from pure JAMAICA GINGER, should be particular to ask for "BROWN'S Essence of Jamaica Ginger," which is warranted to be what it is represented, and is prepared only by FREDERICK BROWN, and for sale at his Drug and Chemical Store, north-east corner of FIFTH and CHESTNUT Streets, Philadelphia; and by all the respectable Druggists and Apothecaries in the U. States. aul-3m

HANDEL & HAYDN DRUG STORE, EIGHTH and GREEN streets, Philadelphia, D. L. STACKHOUSE, Proprietor. Always on hand the choicest articles of DRUGS, MEDICINES, PERFUMERY, CIGARS, &c.

Stackhouse's Patent Silver Soda Water Fountain keeps the water at 32 deg.; his Syrups and Creams are acknowledged by all as being the richest in the city. aul-1m

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CRITTENDEN'S PHILADELPHIA COMMERCIAL COLLEGE, S. E. Corner of SEVENTH and CHESTNUT Streets, Second and Third Stories.
BOOK-KEEPING, PENMANSHIP, every style.
COMMERCIAL LAWS AND FORMS.
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Each Student has individual instruction from competent and attentive Teachers, under the immediate supervision of the Principal.

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Visit or call and see Specimens and get a Catalogue of Terms, &c. aul-1m

Commission Merchants.

HANDY & BRENNER—COMMISSION MERCHANTS and Dealers in Foreign and American HARDWARE and CUTLERY, Nos. 93, 95 and 97 North FIFTH Street, East side, above Commerce street, Philadelphia. aul-4t

CHARLES TETE, COMMISSION MERCHANT and Importer of HAVANA SEGARS, No. 138 Walnut street, second story. aul-1y

CARD.—THE SUBSCRIBERS RESPECTFULLY inform their friends and the trade generally that they have made arrangements for one of their Runners leaving monthly for the French and German markets.

From their experience in the business, the permanent residence of one of the firm, and an efficient assistant, they feel confident that they can offer inducements to purchasers of Silk Goods, Shawls, Embroideries, &c., not to be surpassed by any of the Philadelphia houses.

Orders from merchants will receive the same prompt attention as if they were personally present.

HAVEN & CO., Importers,
No. 1 Arch Street, and No. 510 Broadway.

GUSTAVUS A. AMERICAN RANUNCULUS, or Persian Sanicle, the most beautiful flower of the garden, 25 per ounce, and 12½ per ounce. Also, a fine collection of other choice Flower Seeds, for sale by the ounce, pound, or bushel, by the proprietor, GUSTAVUS A. HAVEN, No. 1 Arch Street.

The Press.

VOL. I—NO. 15. PHILADELPHIA, TUESDAY, AUGUST 18, 1857. TWO CENTS.

Strangers' Guide in Philadelphia.

For the benefit of strangers and others who may desire to visit any of our public institutions, we publish the annexed list.

PUBLIC PLACES OF AMUSEMENT.
Academy of Music, (Operatic,) corner of Broad and Locust streets.
Arch-Street Theatre, Arch, above 6th street.
Parkinson's Garden, Chestnut, above Tenth.
National Theatre and Circus, Walnut, above Eighth.
Sandford's Opera House, (Ethiopian,) Eleventh, below Market.
Walnut Street Theatre, northeast corner Ninth and Walnut.
Thomas's Varieties, Fifth and Chestnut.
Thomas's Opera House, Arch, below Seventh.

ARTS AND SCIENCES.
Academy of Natural Sciences, corner of Broad and George streets.
Academy of Fine Arts, Chestnut, above Tenth.
Artists' Fund Hall, Chestnut, above Tenth.
Franklin Institute, No. 9 South Seventh street.

BENEVOLENT INSTITUTIONS.
Almshouse, west side of Schuylkill, opposite South street.
Almshouse (Friends'), Walnut street, above Third
Association for the Employment of Poor Women, No. 292 Green street.
Asylum for Lost Children, No. 36 North Seventh street.
Blind Asylum, Race, near Twentieth street.
Christ Church Hospital, No. 8 Cherry street.
City Hospital, Nineteenth street, near Coates.
Clarkson's Hall, No. 163 Cherry street.
Dispensary, Fifth, below Chestnut street.
Female Society for the Relief and Employment of the Poor, No. 73 North Seventh street.
Guardians of the Poor, office No. 56 North Seventh street.
German Society Hall, No. 8 South Seventh street.
Home for Friendless Children, Buttonwood street, below Broad.
Indigent Widows' and Single Women's Society, Cherry, east of Eighteenth street.
Masonic Hall, Chestnut, above Seventh street.
Magdalen Asylum, corner of Race and Twenty-first streets.
Northern Dispensary, No. 1 Spring Garden street.
Orphans' Asylum, (colored,) Thirteenth street, near Callowhill.
Odd Fellows' Hall, Sixth and Haines street.
Do. do. S. E. corner Broad and Spring Garden streets.
Do. do. Tenth and South streets.
Do. do. Third and Brown streets.
Do. do. Ridge Road, below Wallace.
Pennsylvania Hospital, Pine street, between Eighth and Ninth.
Pennsylvania Institute for the Instruction of the Blind, corner Race and Twelfth street.
Pennsylvania Society for Alleviating the Miseries of Public Prisons, Sixth and Adelphi streets.
Pennsylvania Training School for Idiotic and Feeble-Minded Children, School House Lane, Germantown, office No. 152 Walnut street.
Philadelphia Orphans' Asylum, northeast cor. Eighteenth and Cherry
Preston Retreat, Hamilton, near Twentieth street.
Providence Society, Franklin, below Sixth street.
Southern Dispensary, No. 98 Shippen street.
Union Benevolent Association, N. W. corner of Seventh and Sansom streets.
Will's Hospital, Race, between Eighteenth and Nineteenth streets.
St. Joseph's Hospital, Girard avenue, between Fifteenth and Sixteenth.
Episcopal Hospital, Front street, between Huntingdon and Lehigh avenues.
Philadelphia Hospital for Diseases of the Chest, S. W. corner of Chestnut and Park streets, West Philadelphia.

PUBLIC BUILDINGS.
Custom House, Chestnut street, above Fourth.
County Prison, Passyunk road, below Reed.
City Tobacco Warehouse, Dock and Spruce streets.
City Controller's Office, Girard Bank, second story.
Commissioner of City Property, office, Girard Bank, second story.
City Treasurer's Office, Girard Bank, second story.
City Commissioner's Office, State House.
City Solicitor's Office, Fifth, below Walnut.
City Watering Committee's Office, Southwest corner Fifth and Chestnut.
Fairmount Water Works, Fairmount on the Schuylkill.
Girard Trust Treasurer's Office, Fifth above Chestnut.
House of Industry, Catharine, above Seventh.
House of Industry, Seventh, above Arch street.
House of Refuge, corner Poplar and William.
House of Refuge, (colored,) William and Brown.
Health Office, corner of Sixth and Sansom.
House of Correction, Bush Hill.
Marine Hospital, Gray's Ferry road, below South street.
Mayor's office, S. W. corner Fifth and Chestnut streets.
New Penitentiary, Coates street, between Twenty-fourth and Twenty-fifth streets.
Navy Yard, on the Delaware, corner Front and Prime streets.
Northern Liberties Gas Works, Maiden, below Front street.
Post Office, No. 237 Dock street, opposite the Exchange.
Post Office, Kensington, Frankford road, below Shackamaxon street.
Port Office, Spring Garden, Callowhill, near Eighth street.
Philadelphia Exchange, corner Third, Walnut and Dock streets.
Philadelphia Gas Works, Twentieth and Market; office, No. 98 Seventh street.
Pennsylvania Institute for Deaf and Dumb, Broad and Pine streets.
Penn's Treaty Monument, Beach, above Shackamaxon street.
Public High School, S. E. corner Broad and Green street.
Public Normal School, Sergeant, above Ninth.
Recorder's Office, No. 8 State House, east wing.
State House, Chestnut street, between Fifth and Sixth streets.
Sheriff's Office, State House, near Sixth street.
Spring Garden Commissioner's Hall, Spring Garden and Thirteenth streets.
Union Temperance Hall, Chestnut, above Ninth street.
United States Mint, corner of Chestnut and Juniper streets.
United States Arsenal, Gray's Ferry Road, near Federal street.
Naval Asylum, on the Schuylkill, near South street.
United States Army and Clothing Equipage, corner of Twelfth and Girard streets.
United States Quartermaster's Office, corner of Twelfth and Girard streets.

COLLEGES.
College of Pharmacy, Zane street, above Seventh.
Eclectic Medical College, Haines street, west of Sixth.
Girard College, Ridge road and College Avenue.
Homeopathic Medical College, Filbert street, above Eleventh.
Jefferson Medical College, Tenth street, below George.
Medical Institute, Locust, above Eleventh street.
Polytechnic College, corner Market and West Penn Square.
Pennsylvania Medical College, Ninth street, below Locust.
Philadelphia Medical College, Fifth street, below Walnut.
Female Medical College, 229 Arch street.
University of Pennsylvania, Ninth street, between Market and Chestnut.
University of Pro- Medicine and Popular Knowledge, No. 63 Arch street.

LOCATION OF COURTS.
United States Circuit and District Courts, No. 24 Fifth street, below Chestnut.
Supreme Court of Pennsylvania, Fifth and Chestnut streets.
Court of Common Pleas, Independence Hall.
District Courts, Nos. 1 and 2, corner of Sixth and Chestnut streets.
Court of Quarter Sessions, corner of Sixth and Chestnut streets.

RELIGIOUS INSTITUTIONS.
American Baptist Publication Society, No. 118 Arch street.
American and Foreign Christian Union, No. 144 Chestnut street.
American Sunday School Union, No. 316 Chestnut street.
American Tract Society, now No. 929 Chestnut.
Mennonist, Crown street, below Callowhill street.
Pennsylvania and Philadelphia Bible Society, corner of Seventh and Walnut streets.
Presbyterian Board of Publication, No. 265 Chestnut street.
Presbyterian Publication House, No. 1334 Chestnut street.
Young Men's Christian Association, No. 162 Chestnut street.
Philadelphia Bible, Tract, and Periodical Office (T. H. Stockton's,) No. 855 Arch street, first house below Sixth street, north side.

Traveller's Guide.

RAILROAD LINES.

Penna. Central R. R.—Depot, Eleventh and Market.
7 A. M., Mail Train for Pittsburgh and the West.
12.45 P. M., Fast Line for Pittsburgh and the West.
3.30 P. M., for Harrisburg and Columbia.
4.30 P. M., Accommodation Train for Lancaster.
11 P. M., Express Mail for Pittsburgh and the West.

Reading Railroad—Depot, Broad and Vine.
7.30 A. M., Express Train for Pottsville, Williamsport, Elmira and Niagara Falls.
3.30 P. M., as above (Night Express Train.)

New York Lines.
4 A. M., from Kensington, via Jersey City.
5 A. M., from Camden, Accommodation Train.
7 A. M., from Camden, via Jersey City, Mail.
10 A. M., from Walnut street wharf, via Jersey city.
2 P. M., via Camden and Amboy, Express.
3 P. M., via Camden, Accommodation Train.
5 P. M., via Camden and Jersey City, Mail.
8 P. M., via Camden and Amboy, Accommodation.

Connecting Lines.
6 A. M., from Walnut street wharf, for Belvidere, Easton, Water Gap, Scranton, &c.
6 A. M., for Freehold.
7 A. M., for Mount Holly, from Walnut street wharf.
2 P. M., for Freehold.
2.30 P. M., for Mount Holly, Bristol, Trenton, &c.
3 P. M., for Palmyra, Burlington, Bordentown, &c.
4 P. M., for Belvidere, Easton, &c., from Walnut street wharf.
5 P. M., for Mount Holly, Burlington, &c.

Baltimore R. R.—Depot, Broad and Prime.
6 A. M., for Baltimore, Wilmington, New Castle, Middletown, Dover, and Seaford.
1 P. M., for Baltimore, Wilmington, and New Castle.
4.15 P. M., for Wilmington, New Castle, Middletown, Dover, and Seaford.
6 P. M., for Perryville, Fast Freight.
11 P. M., for Baltimore and Wilmington.

North Pennsylvania R. R.—Depot, Front and Willow.
6.15 A. M., for Bethlehem, Easton, Mauch Chunk, &c.
8.44 A. M., for Doylestown, Accommodation.
2.15 P. M., for Bethlehem, Easton, Mauch Chunk, &c.
4 P. M., for Doylestown, Accommodation.
6.30 P. M., for Gwynedd, Accommodation.

Camden and Atlantic R. R.—Vine street wharf.
7.30 A. M., for Atlantic City.
10.45 A. M., for Haddonfield.
5 P. M., for Atlantic City.
5.45 P. M., for Haddonfield.

For Westchester.
By Columbia R. R. and Westchester Branch.
From Market street, south side, above Eighteenth.
Leave Philadelphia 7 A. M., and 4 P. M.
" Westchester 8.50 A. M., and 3 P. M.
On Sundays
Leave Philadelphia 7 A. M.
" Westchester 3 P. M.
Westchester Direct Railroad, open to Pennelton, Grubbs Bridge.
From northeast Eighteenth and Market streets.
Leave Philadelphia 6, and 9 A. M., 2, 4, and 6 P. M.
" Pennilton, Grubbs Bridge, 7, 8, and 11 A. M, and 4 and 6 P. M.
On Saturdays last train from Pennelton at 7 A. M.
On Sundays
Leave Philadelphia 8 A. M. and 2 P. M.
" Pennelton 9½ A. M. and 6 P. M.

Germantown & Norristown R. R.—Depot, 9th and Green.
6, 6, and 11 A. M., and 3, 4.45, 6.45, and 11.15 P. M., for Norristown.
6 A. M. and 3 P. M., for Downingtown.
6, 8, 9, 10, and 11.50 A. M., and 2, 4, 6, 8, and 9 P. M. for Chestnut Hill.
6, 7, 8, 9, 10.10, and 11.50, A. M., and 1, 2, 3.10, 4, 5, 5, 7, 8, 9, and 11.20 P. M., for Germantown.

Chester Valley R. R.—Leave Philadelphia 6 A. M. and 3 P. M.
Leave Downingtown 7½ A. M. and 1 P. M.

STEAMBOAT LINES.
12.00 P. M., Richard Stockton, for Bordentown, from Walnut street wharf.
10 and 11.45 A. M., and 4 P. M., for Tacony, Burlington and Bristol, from Walnut street wharf.
3.30 A. M., Delaware, Boston, and Kennebec, for Cape May, first pier below Spruce street.
7.30 A. M., and 2, 3, and 6 P. M., John A. Warner and Thomas A. Morgan, for Bristol, Burlington, &c.
9.30 A. M., General McDonald, for Cape May, every Tuesday, Thursday, and Saturday, from Arch street wharf.

THE WEEKLY PRESS,

The Cheapest and Best Weekly Newspaper in the Country.

Great Inducements to Clubs.

On the 15th of August the first number of THE WEEKLY PRESS will be issued from the City of Philadelphia. It will be published every Saturday.

THE WEEKLY PRESS will be conducted upon National principles, and will uphold the rights of the States. It will resist fanaticism in every shape; and will be devoted to conservative doctrines, as the true foundation of public prosperity and social order. Such a weekly journal has long been desired in the United States, and it is to gratify this want that THE WEEKLY PRESS will be published.

THE WEEKLY PRESS will be printed on excellent white paper, clear, new type, and in quarto form, for binding.

It will contain the news of the day; Correspondence from the Old World and the New; Domestic Intelligence; Reports of the various Markets; Literary Reviews; Miscellaneous Selections; the progress of Agriculture in all its various departments, &c.

☞ *Terms invariably in advance.*

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For a club of twenty-one, or over, we will send an extra copy to the getter-up of the Club.

Post Masters are requested to act as agents for THE WEEKLY PRESS.

I will esteem it a great favor if my political and personal friends, and all others who desire a first class Weekly Newspaper, will exert themselves to give THE WEEKLY PRESS a large circulation in their respective neighborhoods.

JOHN W. FORNEY,
Editor and Proprietor.

Publication Office of THE WEEKLY PRESS, No. 417 Chestnut street, Philadelphia.

The Press.

TUESDAY, AUGUST 18, 1857.

THE PHILADELPHIA CUSTOM HOUSE.

We have frequently heard the remark, that the operations of the National Government were by no means so fully understood and appreciated by a large portion of the American people, particularly *those residing in the* interior, as the movements of State, county, and municipal organizations. Whatever truth there may be in this opinion certainly applies with additional force to the collection of the National revenue. The taxes which defray all local expenditures are direct, and every taxpayer is brought into communication with the tax-gatherer. The large revenues of the General Government are obtained in a very different manner. We hear of annual receipts and annual expenditures of some $60,000,000 to $70,000,000, but the agents of the General Government never apply to us individually for any portion of that sum. We have had terrific agitations on the tariff question, in which it has been very elaborately discussed, but it has *always been argued principally with reference to* the doctrine of protection, pro or con. When the "tariff" is spoken of as a tax, as it is, there are not a few who open their eyes in amazement; for, some how or other, the idea was at one time quite prevalent that a tariff was a grand arrangement which showered the most extravagant benefits upon all who were engaged in manufacturing, in particular, and upon every body else, in general, if it was only "high enough, and which would inevitably "ring" the country if by any accident it should become "low." The revenue derived from a tariff is just as certain to come from the pockets of the people as that obtained by direct taxation, but the process by which it is extracted, being somewhat more intricate and complicated, is less perceptible. Importing merchants who buy foreign goods abroad enter them at the custom house, and pay in gold the amount of duties levied, which varies as the tariff is high or low. Wholesale jobbers, in turn, buy of the importers, who of course add to the price *have paid.* Retailers buy of the jobbers, and the price at which they, in turn, sell, is swelled by the amount of duties paid on the original entrance of the goods into the country. Every merchant who deals in foreign wares upon which any duty is levied—and as the free list is confined to but a comparatively few articles, this remark, of course, applies to nearly all foreign goods sold—thus becomes, in point of fact, a collector of revenue from the people, for the National Government. This is rarely fully realized when we make our purchases of goods. If at the end of the year we could examine our store bills, and see how much we have paid for the articles we have consumed themselves, and how much of their market price was made up of the duty paid to *the Government, we should be greatly as*tonished. During the year 1855-56, the sum of $64,022,863.50 was collected from customs, which is an average of nearly $2.50 from every inhabitant of the United States. Pennsylvania bearing nearly one-*tenth of the population* of the Union, no doubt paid at least one-tenth of this tax, and, owing to the excess of the average consumption of foreign goods by her population over the general average consumption of the whole population of the Union, her citizens must have paid much more.

The building appropriated to the collection of the revenue in Philadelphia is in Chestnut street, above Fourth, and was formerly occupied by the United States Bank. It cost that cor*poration about $500,000.* After the Bank suspended operations the Government bought it, with the ground upon which it is located, for a very low sum—$265,887.

It is doubtful whether, at the present day, so eligible a site could be had, and so fine a building erected, for an expenditure of less than $1,000,000.

The business of the collection of customs at this port is transacted under the supervision of a collector, a *naval officer*, a *surveyor*, an appraiser-general, and two general appraisers who are appointed by the President. These officers, in turn, appoint their subordinates. We glean the following information in regard to the number of the latter from the Blue Book of 1855-6:

The force of the collector's office consists of the collector, two deputies, a cashier and assistant, twenty clerks, a keeper of the Custom House, a *messenger*, a *porter*, and *two* night watchmen; also, a storekeeper of the port, a superintendent of public warehouses, and two assistants, a marker, a weigher, and four assistants; two gaugers, four measurers, forty-four inspectors, a lieutenant of night-inspectors, and twenty-five night-inspectors, thirteen revenue agents, six night-watchmen, and four boatmen.

The force of the naval office consists of the naval officer, a deputy, seven clerks, and one messenger.

The force of the surveyor's office consists of the surveyor, his deputy, two clerks, and a messenger.

The force of the appraiser's office consists of the appraiser at large, two general appraisers, two assistant appraisers, *five clerks, three* examiners, two samplers, three packers, a special examiner of drugs, two messengers, and two watchmen.

This makes a total of one hundred and seventy-five persons regularly employed at this port in the collection of the revenue. A minute and detailed description of the manner in which the custom-house business is transacted would occupy far too much space for insertion here, and would be tedious to the reader, but a short sketch of it may not be uninteresting. It is based upon as complete a system of checks and balances as can well be devised, and is admirably calculated to protect the Government from imposition and fraud, without subjecting importers to serious inconvenience, as well as to insure the fidelity and accuracy of its own officers.

Each vessel arriving here from a foreign country brings with it a manifest which contains a list of all the packages on board, with their marks and numbers, and the names of their consignees whenever they are known. Upon the arrival of the vessel, it is reported at the surveyor's office, certain fees paid, the manifest given to the collector, and one or more inspectors are assigned to the charge of the vessel by the surveyor until its cargo has been fully discharged, and clearance papers, authorizing it to leave the port, obtained. The inspectors are forbidden to allow any package to be taken from the vessel without a written permit from the collector's office, countersigned by the *naval officer*. They watch the vessel, delivering the goods on board as permits are received, during the day; and the night inspectors watch it during the night. After the vessel has been discharged, they make a full return of the goods found on board, embracing a statement of the goods delivered to the importer, direct, on permits, *those* sent to the appraiser's stores to be examined, those sent to warehouse, and those sent on general order to the public stores. If the manifest, after being carefully examined in the collector's, naval, and surveyor's offices, is found to agree with the inspector's return, the vessel readily obtains clearance papers. If any discrepancy exists, strict inquiry is made into its cause, and if not satisfactorily explained, *suspicions of a design of smuggling* naturally arise, and its owners are subjected to heavy penalties.

The importing merchant obtains the invoices of his goods, either in advance of, or with the vessel which brings them to the port. Upon the data thus furnished him he makes out an entry of his merchandise, embracing a statement of the marks and numbers, value, &c., of his goods, which he presents, accompanied by his invoices, at the Custom House. He gives bonds as a security for any contingency that may arise in the course of the business of getting his entry through the Custom House, and swears to the validity of his invoices. The entries are placed in charge of the ascertaining clerks of the collector's office, who *test their correctness*, calculate the amount of duties upon them, and designate certain packages or samples of each invoice to be sent to the appraisers for examination. The correctness of these entries is also verified by the naval office. The importer then pays certain fees, and the amount of duties assessed, and receives a permit which enables him to obtain at once, from the inspector, all of the goods embraced upon his entry except those which have been sent to the appraisers for examination.

After a vessel has been in port a certain number of days, varying according to its size and character, a general order is issued. The effect of this is, that all goods which have not been obtained from the vessel on a fixed day, *by permits described as above*, are taken in the possession of the Government, removed from the vessel, held as security for the payment of duties, and if not called for within twelve months, sold at public sale, to secure the duties due upon them.

All goods purchased by weight, as sugar, iron, &c., are weighed by the weighers. Those purchased by measurement, as salt, &c., are measured by the measurers. Liquids purchased by quantity, as brandy, wine, &c., are gauged by gaugers. The appraisers receive either packages or samples of the goods embraced in every invoice. They compare the quality of the former with the price stated upon the latter. If in their judgment, formed from all the best sources of information within their reach, the *price stated agrees with the true market value* of the article at the place of exportation at the time it was exported, they report the invoice as correct, and the importer obtains his package. If they consider the value stated upon the invoice less than the true market value, they advance the price accordingly. It this excess exceeds a certain per centage, the importer is obliged to pay not only the duty on the additional value ascertained, but also twenty per cent. if an American importer, and fifty per cent. if a consignee of a foreign house, upon the whole amount of the invoice. Clear cases of premeditated fraud are punished by penalties still more severe.

The results of the operations of the weighers, measurers, gaugers, and appraisers, are all *sent to the collector's office. Upon the data* they furnish, the liquidating clerk of the collector's office "liquidates" the entries, and his correctness is tested by the liquidating clerk of the naval office. Whatever changes upon the value, and consequently upon the duties originally ascertained on the entries of the importer, occur *through difference* in weight, measurement, gauging, or the examinations of the appraisers' department, are noted upon the entries when liquidated. If an excess of value and duty is found the importer is called upon to pay it. If a deficiency is discovered, it is refunded to him. If the entry is found to have been originally correct, it is so endorsed, and no further action is taken upon it.

Under existing laws a credit of three years is allowed upon all goods imported which are left under the charge of the Government. This is called the warehouse system. The importer who desires to avail himself of this privilege, makes a "warehouse" instead of a "cash" entry. He need not then pay the duties upon his whole invoice at once, but he places his goods in warehouses which are under the supervision of the Government, and pays *the duties* upon each package as he desires to withdraw it. Goods may be transported in "bond," as it is called, between any of the ports of the country, they remaining in the meanwhile under the control of the custom house officers, and the importer, or the party purchasing of him, not paying the duties until he actually obtains possession of the goods.

Several accounts are kept, both in the collector's and in the naval office, showing the amount of money received, and these are daily compared with the statements of the cashier. Various other business is done under the direction of the authorities of the Custom House—such as the enrolment and licensing of vessels, the collection of a marine hospital tax, *the issue of protections to seamen*, the examination of steamboats, &c. All the transactions are reported, in various shapes, and with great minuteness, to the Treasury Department at Washington, which exercises a rigid supervision over all the custom houses of the country.

The first collector of this port, after the adoption of the Constitution, was SHARP DELANY. He was appointed by General WASHINGTON, and it may not be uninteresting to our "American" friends who love to talk of the Father of his Country putting "none but Americans on guard," to know that he was by birth an Irishman. His successors have been GEN. PETER MUHLENBERG, GEN. JOHN STEELE, JAMES N. BARKER, GEORGE WOLF, JONATHAN ROBERTS, CALVIN BLYTHE, THOS. S. SMITH, HENRY HORN, JAMES PAGE, WILLIAM D. LEWIS CHARLES BROWN, and the present incumbent, JOSEPH B. BAKER.

THE LEDGER'S VIEWS.

Great interest is deservedly attached to the views of the *Public Ledger*. From yesterday's issue we extract the following frank summary of the late elections:

THE LATE ELECTIONS.—It is curious to note the *different reasons given for the result* of the late elections in the Southern and Western sections. Every newspaper, which has partisan predilections of any kind, assigns that cause which *is least damaging to its own* set of opinions.

The most striking fact in these elections is that such old Whig States as Kentucky and *North Carolina should* have gone for the Democrats by increased majorities. One of our partisan cotemporaries attributes this to the abandonment of old Whig issues. It argues that *if the ancient banner* of that party had been unfurled, if the cry of a tariff for protection had been raised, the time-worn veterans who followed Clay in many desperate assaults would have rallied to the onset again, and the old strongholds of Whiggery been recovered. But as this was not done, it says, as new and unpopular issues were presented, the Democratic party not only beat off the track, but has utterly ruined, all opposition.

The truth is, that the Whig party, technically considered, has served its turn, has had its day, and exists really only as a fossil. It arose out of the United States Bank controversy, was sustained afterward by the struggle to maintain a tariff for protection, and was kept alive, after these issues had been decided, by the personal popularity of its leaders, especially Henry Clay. With the death of the great Kentucky orator, the last breath of life departed also from the Whig party. New organizations arose because new principles had come into the field, and on these new issues even old party leaders differed and separated in anger. Thus we see, at the South, a son of the Ashland sage, originally an enthusiastic Whig himself, canvassing for Congress on the Democratic side, and maintaining, if his father was alive, that that eloquent and patriotic statesman would be with him on the constitutional issues now at stake. Thus we see, at the North, men who were formerly uncomprom