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WEEKLY PRESS.
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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 of the United States Navy. They are about 3,000 tons. Further the dimensions of the WASHINGTON are: 320 feet length, 39 feet beam, and 31 feet depth of hold, and of the HERMANN 320, 40, and 31 feet.

Each vessel is fitted with two marine side-lever engines, cylinders of 72 inches, and 10 feet stroke; boilers, of all the 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, tackle, standing and running gear, anchors, chains and cables, cabin furniture, bedding, table service, glassware, crockery, mirrors, &c., &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. aug20-2w

STEAM BETWEEN NEW YORK AND GLASGOW.—EDINBURG, 2,600 tons, WILLIAM CURRIE, Commander; FRANKFORT, 2,150 tons, ROBERT CASTLE, Commander; GLASGOW, 1,952 tons, JOHN BRAIN, Commander. The Glasgow and New York Steamship Company intend dispatching the above powerful steamships from New York to Glasgow direct as follows:

FROM NEW YORK.
The 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 27.
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 MOSS, 307 BROADWAY, N.Y. 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, 2,500 tons, David Lines, commander, and FULTON, 2,500 tons, James A. Wetmore, 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, $70.
From Havre or Southampton to New York—First Cabin, 800 francs; Second Cabin, 600 francs.
For freight or passage, apply to
SORTWIN & LIVINGSTON, Agents, 7 Broadway.
WILLIAM ISELIN, Havre.
CROKENY & CO., Southton.
AMERICAN EUROPEAN EXPRESS AND EXCHANGE CO., Paris. au6

SAVANNAH AND CHARLESTON LINE.
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 P. MARSHALL, Commander.
Will receive freight on THURSDAY, August 20th, and sail on SATURDAY, August 22nd, 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 27th, and sail for Charleston, S. C., on SATURDAY, August 29th, at 10 o'clock, A. M.

At this Office you can ascertain the exact time a vessel will leave for all places in the South and Southwest.
Cabin Passage to either ship.....$20
Steerage do do.....8
No freight received on Saturday morning.
No bills of lading signed after the ship has sailed.
For freight or passage apply to
JOHN A. HERON, Jr., 81 North Wharves.
Agents at Charleston, T. S. A. & J. G. Budd.
Agent at Savannah, C. A. Greiner.
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. aul

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, $130, in second do., $70; from Liverpool to New York, 30 and 20 guineas. No berths secured unless paid for. The ships of this line have improved water-tight bulkheads.

PROPOSED DATES OF SAILING.

FROM NEW YORK. 1857.		FROM LIVERPOOL. 1857.	
Saturday, June 20,	1857	Wednesday, June 24,	1857
Saturday, July 4,	1857	Wednesday, July 8,	1857
Saturday, July 18,	1857	Wednesday, July 22,	1857
Saturday, Aug. 1,	1857	Wednesday, Aug. 5,	1857
Saturday, Aug. 15,	1857	Wednesday, Aug. 19,	1857
Saturday, Sept. 12,	1857	Wednesday, Sept. 2,	1857
Saturday, Sept. 26,	1857	Wednesday, Sept. 30,	1857
Saturday, Oct. 10,	1857	Wednesday, Oct. 14,	1857
Saturday, Oct. 24	1857	Wednesday, Oct. 28,	1857
Saturday, Nov. 7,	1857	Wednesday, Nov. 11,	1857
Saturday, Nov. 21,	1857	Wednesday, Nov. 26,	1857
Saturday, Dec. 5,	1857	Wednesday, Dec. 9,	1857
		Wednesday, Dec. 23,	1857

For freight or passage, apply to
EDWARD LAMB, No. 86 Wall street, N.Y.
BROWN, SHIPLEY & CO., Liverpool.
STEPHEN KENNEDY & CO., 27 Austin Friars, London.
G. W. WAINWRIGHT & CO., Paris.
The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, or celestial stones or metals, unless bills of lading are signed therefor, and the value thereof expressed therein. aul-tf

FOR LIVERPOOL—SATURDAY, 16th August.—The ship PHILADELPHIA, Capt. Chas. F. Poole, will sail as above.
Cabin Passage.....$80
Second Cabin.....30
Steerage.....18
Second Cabin and Steerage Passengers furnished with provisions, according to the American Passenger Act.
apl.....THOS. RICHARDSON & CO.

Drugs and Chemicals.

FREDERICK BROWN, CHEMIST AND DRUGGIST, north-east corner FIFTH and CHESNUT 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.
This Essence is a preparation of unusual excellence. During the Summer months, so 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 remedy. It is pleasant as a cordial remedy.
CAUTION.—Persons desiring an article that can be relied upon, prepared solely from pure JAMAICA GINGER, should insist upon having the genuine 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 by all Drug and Chemical Stores, north-east corner of FIFTH and CHESNUT 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 DRUGS, MEDICINES, PERFUMERY, CIGARS, &c.
Stackhouse's Patent Silver Soda Water Fountain keeps the water at 33 deg.; his Syrups and Cream are acknowledged by all as being the richest in the city. aul-3m

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CRITTENDEN'S PHILADELPHIA COMMERCIAL COLLEGE, S. E. Corner of SEVENTH and CHESNUT Streets, Second and Third Stories.
BOOK-KEEPING, PENMANSHIP, every style.
COMMERCIAL LAWS AND FORMS.
COMMERCIAL CALCULATIONS.
LECTURES, &c., &c.
Each Student has individual instruction from competent and attentive Teachers, under the immediate supervision of the Principal.
One of the Best Penmen in the Country has charge of the Writing Department.
Please 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. 23, 25 and 27 North FIFTH Street, East side, above Commerce street, Philadelphia. aul-tf

CHARLES TETE, COMMISSION MERCHANT and Importer of HAVANA SEGARS, (New) 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 Buyers leaving monthly for the French and German Markets.
From many years' experience, her permanent residence in Paris of two of the firm, and an abundant capital, they can offer unusual facilities for THE PURCHASE ON COMMISSION in any of the European markets, for shipment direct.
They are also prepared to receive orders from sample for Hosiery and Knitters from their extensive and well known manufactories in Paris, to be shipped direct, either by regular or daily packet.
HENDERSON BROTHERS, No. 230 Broadway, New York. aul-3m

GIL. HUFTY'S AMERICAN MANUFACTURED STEEL PEN. A trial is all that need be asked to prove their superiority over all others. For sale by all dealers throughout the country. Manufactory and Warehouse, No. 374 CHESNUT Street, above Fourth. $1 per gross. aul-1y

The Press.

VOL. I—NO. 16. PHILADELPHIA, WEDNESDAY, AUGUST 19, 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.
Sanford'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. 26 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. 72 North Seventh street.
Guardians of the Poor, office No. 55 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 Gallowhill.
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 Twentieth 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 sts.
Preston Retreat, Hamilton, near Twentieth street.
Providence Society, Prune, below 5th street.
Southern Dispensary, No. 58 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.
Post Office, Spring Garden, Gallowhill, near Eighth street.
Philadelphia Exchange, corner Third, Walnut and Dock streets.
Philadelphia Gas Works, Twentieth and Market; office, No. 8 S. 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 streets.
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 Benevolent Association, Arch, above Ninth street.
United States Mint, corner of Chestnut and Juniper street.
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 Free Medicine and Popular Knowledge, No. 68 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. 555 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.
12.55 P. M., Fast Line for Pittsburgh and West.
2.30 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.
1 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.
9 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.
8 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.
5 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.
8.40 A. M., for Doylestown, Accommodation.
9.15 P. M., for Bethlehem, Easton, Mauch Chunk, &c.
4 P. M., for Doylestown, Accommodation.
6.35 P. M., for Swyneed, 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 6.30 A. M., and 3 P. M.
ON SUNDAYS
Leave Philadelphia 7 A. M.
" Westchester 3 P. M.
Westchester Direct Railroad, open to Pennellton, Grubbs Bridge.
From northeast Eighteenth and Market streets.
Leave Philadelphia 6, and 9 A. M., 2, 4, and 6 P. M.
" Pennellton, 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 6½ P. M.
Germantown & Norristown R. R.—Depot, 9th and Green.
9, and 11 A. M., and 3, 4.45, 6.45, and 11.15 P. M., for Norristown.
8 A. M. and 3 P. M., for Downingtown.
6, 8, 9, 10, and 11.30 A. M., and 2, 4, 6, 8, and 9 P. M. for Chestnut Hill.
6, 7, 8, 9, 10, 10, and 11.30, A. M., and 1, 2, 3.10, 4, 5, 6, 7, 8, 9, and 11.30 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.
2.30 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.
9.30 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 16th 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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JOHN W. FORNEY,
Editor and Proprietor.

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

The Press.

WEDNESDAY, AUGUST 19, 1857.

THOMAS DICK AND EUGENE SUE.

The same mail from Europe which brought intelligence of the death of EUGENE SUE also bore tidings of the demise of DR. THOMAS DICK, author of "The Christian Philosopher," and many other works written in vindication of the sacred and sublime truths of Revelation—works which, particularly in Scotland, have been circulated most extensively, consoling, teaching, and elevating the minds of millions. He ran his earthly course in pain and poverty. He did not sit at rich men's tables. He was not clothed in purple and fine linen. He had scanty, simple fare, and knew no luxury, save the luxury of doing his duty. In the fullest and most beneficent manner he was a Teacher of the People; devoted to scientific studies, and had the art—so rare and so valuable—of writing on these difficult and abstruse subjects so plainly, that even the peasantry of his native land could understand him. Nor was his character unknown, unappreciated, or unhonored in this country. His numerous works (moral, religious, and scientific) were largely reprinted and circulated all over the Union. His name was even as a household word among hosts of serious-minded, thoughtful, religious people. American travellers who visited Scotland often went out of their way to visit him at his humble cottage, in the village of Broughty Ferry, on the banks of the silvery Tay. There they found an aged man, infirm of body but strong of mind, acute, and learned; poor in worldly riches, but whose life had indeed been devoted to laying up for himself treasures in heaven. The American heart warmly sympathized with this fine old man, and, a few years ago, some benevolent and wealthy citizens of Philadelphia practically illustrated their sentiment toward him, by presenting him with a handsome pecuniary gift, as some provision for his closing days. Strangely enough, this American liberality led to DR. DIOX's receiving some justice, tardy and small enough, from the hands of the British Government. He was the recipient of a small pension, (£50 a year,) and, limited as this dole was, it sufficed for his humble wants. He died, a fortnight ago, at Broughty Ferry, at the ripe age of eighty-five.

About the same time there passed away, into the far Hereafter, the French novelist, EUGENE SUE, one of the most popular and mischievous writers ever produced by a country which, though it gave the world such men as FENELON, PASCAL, BOSSUET, and MASSILLON, also cast up, on the scum of its society, such men as VOLTAIRE, ROUSSEAU, PAUL DE KOCK, and ALEXANDER DUMAS. Infidels, scoffers at all religious belief, socialists, and steeped in the very foulest obscurity, were the writers who, for several years, corrupted the mind of France. Chief among these ministers of evil was EUGENE SUE. Nor was the mischief he did confined to his own country. He wrote so remarkably well that his works got translated into almost every living language of Europe. They circulated widely in England, and here in America they commanded a sale so large that we should probably be considered romancing if we stated it. But, even at this risk, we will add that over a million of copies of "The Mysteries of Paris," "The Wandering Jew," and "The Seven Capital Sins," have been sold in the United States, at a price and in a form calculated to throw them into the hands of the masses. They figured largely among the infamous "yellow-cover literature," for some years a disgrace to our country, and they demoralized the public mind to a greater extent than can readily be calculated.

Communism and Socialism, with the strongest infusion of impiety and indecency, were the staple of EUGENE SUE'S popular fictions. He painted Vice in the most attractive manner, so that, looking at her gorgeous habiliments, the spectator scarcely heeded her laidly features. He was sensuous in his descriptions, and, even while sometimes pretending to condemn sin, drew its semblance so attractively that the opposite of repulsion was the effect produced. He was constantand consistent in insinuating and declaring that Reason, (as he called it, in the slang of the old Encyclopedists) was surer and better guide than Revelation. All through his works there is a ruling doubt of God's goodness and merciful justice, of man's honor, of woman's chastity. SUE had no faith in Virtue. He professed to champion popular rights, and, while he lived in luxury which an epicurean might have envied, invariably turned a deaf ear to all personal appeals from Poverty. He was returned as a member of the National Assembly, between the last French Revolution and the re-organization of the Empire, but made a very remarkable failure in public life. Finally, suspected of complicity in some of the plots against what is called "The State" in Paris, he became an exile. Once off his own soil, it seemed as if his skill as a writer had vanished. He commenced a Socialist novel, called "Les Mysteres du Peuple," the publication of which was prevented by the Government—a needless prohibition, for his former admirers, the workmen, contemptuously pronounced that he had written himself out. He died, in exile, at the age of fifty-two.

Such, and so contrasted, were THOMAS DICK and EUGENE SUE, the believer and the infidel. Unquestionably, large intellectual gifts were bestowed upon each. How one used, and how the other misused them, we have briefly indicated. These men might almost stand as representatives, among modern writers, of Good and Evil. One felt that his mission was to teach, to

Look through Nature up to Nature's God,

and the other acted as if he were convinced that his allotted work was to defile the purest and holiest decencies of life, and impress dark doubts of a world beyond the grave upon the minds of all who read his works. The Christian philosopher to whom, at the age of eighty, a pension of £50 a year was comparative wealth, lived in privation, self-denial, and frequent poverty. The popular novelist was surrounded with all that wealth can supply, and with the flattery and adulation of millions. Yet who, life's fitful fever ended, would prefer a career like SUE'S? With indignant truth has the poet said:

"——I'd rather be
One of those hinds that round me tread,
With just enough of sense to see
The noonday's sun that's o'er his head,
Than thus, with high-built genius cursed,
That hath no heart for its foundation—
Be all, at once, that's brightest, worst,
Sublimest, meanest in creation."

THE UNITED STATES ARSENAL.

The United States Arsenal, located on the Gray's Ferry Road, a short distance beyond the Naval Asylum, occupies grounds of ten acres in extent. They were purchased by the General Government in 1800. At that time they were far "out of town," but they are now immediately on the outskirts of the improved and built-up portions of our city. The principal buildings consist of four substantial brick edifices, each about one hundred feet in length, which form the four sides of an open square. In the centre of the square is a large cistern, in which the water is collected from the roofs of the adjoining buildings, surmounted by a large fire engine. Over this is erected a handsome little building, beautifying the central plat of ground and apparently merely ornamental, but its doors and windows can be removed in a few seconds, and it thus serves to conceal an efficient apparatus for protection against fire.

The Arsenal has been, ever since its creation, and is at the present time, used as the great depot of manufacture and deposit of everything pertaining to the apparel and equipment of all the soldiers of the army of the United States, as well as of tents, musical instruments, and flags. All supplies of such articles are furnished from this establishment. At the clothing of some fifteen thousand men is something of an undertaking, its operations are necessarily on an extensive scale. The stock on hand rarely, if ever, falls short, in value of $1,000,000. Orders are continually being received for supplies. One of the largest lately received and filled was for the equipment of the troops ordered to Utah. The clothing thus sent away is packed up in a peculiar but very compact and excellent manner. By a powerful press it is condensed into the smallest possible space. It is then wrapped up in bales, about three feet in length, covered with canvas, which is thickly coated with paint on the inside, while its outside seams are covered with wax. It is thus rendered water proof. On several occasions bales put up in this manner have fallen overboard from vessels in which they were being transported, and when picked up, after having been floating for days in the water, their contents were perfectly dry and uninjured. The object in using such bales is partly to have them of convenient weight for handling, but more particularly to adapt them to mule transportation over the rough and primitive roads of frontier regions. Three such packages make a load for a mule—one being placed on each side and one on the back of the animal.

Of the four main buildings, that on the northern side is occupied as residences by persons engaged in the business of the Arsenal. That on the eastern side is a storehouse for raw material and for boots and caps. That on the southern side is used as the cutting room for the articles manufactured, as well as a place of inspection. That on the western side is used as a store-house of the made-up clothing. There are also a number of smaller buildings on different portions of the ground, nearly all of which are occupied as residences by employees of the Arsenal.

The raw material used in the manufacture of the articles needed is furnished by contract. It is cut at the Arsenal, and given out to be made up. A large number of persons, including many tailoresses and shoemakers, are thus furnished with employment.

The stock of clothing in the western building is constantly very large. Each soldier in the service is yearly furnished with one coat, two pairs of pantaloons, three shirts, and three pairs of drawers, a leather stock, four pairs of shoes, stockings, caps, etc. They are also supplied with great coats, beds, blankets, musquito bars, tents, etc. The clothing is made of four sizes, and any alterations necessary to secure a fit are made by the tailors attached to company the troops. The clothing is all well made, of rather coarse, but very substantial material. All the foot soldiers are furnished with frock coats, and the mounted soldiers with roundabouts or jackets. The light blue jackets we see upon new recruits are only given to them. When they become fairly initiated into the service they obtain frock coats if foot soldiers, and another style of jackets if horsemen, whether dragoons, mounted riflemen, or mounted artillerymen. The various grades of rank among the different non-commissioned officers are indicated by stripes worn on the arm, which differ in color, material, and arrangement, according to the grade of the officers and the branches of the service to which they are attached. The coats or jackets of the soldiers indicate by the color of the cord around their collars the branch of the service to which they are attached. Each soldier also wears a brass letter indicating his company, and a figure indicating the number of his regiment. Four tents are given to each company. There are also tents for the officers and for hospital use.

EMANCIPATION IN THE FRONTIER STATES OF THE SOUTH.

A writer in the Southern (Ky.) *Ægis*, whose views are ably supported by the editor of the Lexington (Ky.) *Statesman*, argues calmly yet forcibly against the attempt to make Kentucky a free State. It may interest some of our readers to see his theory:

But even if the admission could be made that the institution of domestic servitude has been the prolific source of innumerable evils to Kentucky, what is the remedy which the wisdom of these reformers has enabled them to discover? With a sagacity which is truly amazing, they propose to raise a sufficient sum to purchase all the slaves in the State from their owners, and then emancipate them. There are now over 210,000 slaves in Kentucky, who are employed in the cultivation of the soil, and the rational supposition is that the produce of their labor adds to the material prosperity of the Commonwealth. Now liberate them and see the result. Do you make white men of them by allowing them a nominal freedom? Can you cause the Ethiopian to change the color of his skin? Or are negroes in Kentucky different in their characteristics from the African race elsewhere? If they are not, you will soon find that the emancipated negro will not work; and how the prosperity of the State is to be enhanced by transforming nearly a quarter of a million of useful laborers into idle, worthless vagabonds, is a problem rather difficult of solution.

Before the adoption of this plan for ameliorating the condition of Kentucky, and putting her upon an equal footing with Ohio, it would be well to inquire what has been the result of similar experiments in other localities. Compare Cuba with Jamaica. The former still retains the institution of slavery; and even under the illiberal policy of the Spanish Government, which cramps the energies of her white population, the exports from the island are immense. In the latter the negroes have been emancipated and will not work; and even under English laws, which are the best in the world, with the exception of our own, that once magnificent and productive colony is fast becoming a mere wilderness of barbarians. And what has been the history of San Domingo? A reference to authentic records will show us what it once was when the "curse of slavery" rested upon it, and what it now is under the benign influence of "universal emancipation." From the pages of the historian Alison, we take the following extract:

"Long before the war commenced, or the fleets of France had felt the weight of British strength; before one shot had been fired on the ocean, or one harbor blockaded by a hostile squadron, the basis on which the French maritime power rested had been destroyed. Not the conquest of the Nile or the conflagration of Toulon; not the catastrophe of Camperdown or the thunderbolt of Trafalgar, ruined the navy of France. Severe as those blows were, they were not irremediable; while her colonies remained, the means of repairing them existed. It was the rashness of ignorant legislation which inflicted the fatal wound, the fumes of revolutionary enthusiasm which produced consequences that could never be repaired.

"San Domingo, the greatest, with the exception of Cuba, and beyond all question before