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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 in the United States Navy. They are about 2,400 tons burthen, the dimensions of the WASHINGTON being 230 feet 6 inches in length, 40 feet 2 inches in beam, and 31 feet depth of hold; and of the HERMANN, 220 feet 6 inches in length, 40 feet in beam, and 31 feet depth of hold.

They are fitted with two Marine side-lever engines, of cylinders of 72 inches, and 10 feet stroke; boilers, &c., all in complete order, and is furnished with coal bunkers capable of stowing 1,000 tons of coal, leaving freight room for about 500 tons additional. There are good passenger accommodations for 200 persons in each ship.

These ships will be sold with all the furniture, locker standing and running gear, anchors, chains and cables, ship's furniture, bedding, table service, glassware, crockery, &c., complete.

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 or limit.

For further particulars apply at the office of the Ocean Steam Navigation Co., 31 South WILLIAM street, NEW YORK.

aug10-2w

FOR ENGLAND AND FRANCE, 1857.—New York and Havre Steamship Company.—The United States Mail Steamships ARAGO, 2,500 tons, Captain Comstock, commander, and FULTON, 2,500 tons, James E. Walton, commander, will leave New York for Havre and Southampton, for the years 1857 and '58, on the following days:

LEAVE NEW YORK.			
1857.		1858.	
Arago, Saturday, Aug. 22		Arago, Saturday, Jan. 9	
Fulton, 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.		LEAVE SOUTHAMPTON.	
1857.		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	

RATES OF PASSAGE FROM NEW YORK TO SOUTHAMPTON OR HAVRE—First Cabin, $100 | Second Cabin, $75.

FROM HAVRE OR SOUTHAMPTON TO NEW YORK—First Cabin, $100 francs | Second Cabin, 600 francs.

For freight or passage, apply to
MORTIMER LIVINGSTON, Agent, 7 Broadway.
WILLIAM ISELIN, Havre.
CROSBY & CO., Southampton.
LAMBERTON, EUROPEAN EXPRESS AND EXCHANGE CO., Paris.

SAVANNAH AND CHARLESTON LINE.—STEAMSHIPS.—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, on and after the sailing of 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 on SATURDAY, August 22nd, at 10 o'clock, A. M.

FOR CHARLESTON, S. C.
THE STEAMSHIP STATE OF GEORGIA,
WM. P. PLANT, Commander,
Will receive freight on THURSDAY, August 27th, and will be dispatched on SATURDAY, at 10 A. M.

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

Cabin Passage in either ship.....$20
Steerage do do.....$10
Meals included on Passage Money.
No bills of lading signed after the ship has sailed.
For freight or passage apply to
A. HERON, Jr., 32 North Wharves.
Agents at Charleston, T. S. & T. G. Budd.
Agent at Savannah, O. 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 6th and 19th of every month. aul

THE NEW YORK AND LIVERPOOL UNITED STATES MAIL STEAMERS.—The Ships composing this Line are:
The ARCTIC, Capt. Oliver Eldridge.
The ATLANTIC, Capt. Joseph Comstock.
The BALTIC, Capt. Lewis Cottman.
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, $135; in second do., $75. From Liverpool to New York, 20 and 20 guineas. No berths secured unless paid for. The ships of this line have improved water-tight bulk heads.

PROPOSED DATES OF SAILING.

FROM NEW YORK.		FROM LIVERPOOL.	
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. 9,	1857
Saturday, Sept. 26,	1857	Wednesday, Sept. 23,	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. 25,	1857
Saturday, Dec. 5,	1857	Wednesday, Dec. 9,	1857
		Wednesday, Dec. 23,	1857

For freight or passage, apply to
EDWARD K. COLLINS, No. 56 Wall street, N. Y.
BROWN, SHIPLEY & CO., Liverpool.
STEPHEN KENNARD & CO., 27 Austin Friars, London.
R. B. LAWRIGHT & CO., Paris.

The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, precious stones or goods, unless bills of lading are signed therefor, and the value thereof expressed therein.

Drugs and Chemicals.

FREDERICK BROWN, CHEMIST AND DRUGGIST, north-east corner FIFTH and CHESTNUT Streets, Philadelphia, sole Manufacturer of the 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, no family or traveller should be without it. For 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 desiring an article that can be relied upon, prepared solely from pure JAMAICA GINGER, should be particular to ask for "Brown's Essence of Jamaica Ginger," which is separate and distinct from all others, 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.

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CHARLES TETE, COMMISSION MERCHANT and importer of HAVANA SEGARS, (New) 135 Walnut street, second story. jul-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, the permanent resources in Paris of two of the firm, and an abundant capital, they can offer unusual facilities for THE PURCHASING COMMISSION in any of the European markets for shipment direct.

They are also prepared to receive orders from samples of our Flowers and Feathers from their extensive and well known manufactories in Paris, to be shipped direct, either under bond or duty paid.

SENDERSON, SAYEL & CO., Importers, No. 202 Broadway.

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HARNESS, SADDLES AND TRUNKS.—JACOB H. CHILLAS, No. 14 and 16 South SEVENTH Street, above CHESTNUT, have manufactured, for the NAT. TRADE, a larger stock of superior Harness, Saddles and Trunks, than any other house in their line, and having reduced the mode of manufacturing to such a perfect system, they are better prepared all competitors for quality, style and price.

N. B.—Dealers in Harness, Saddles, &c., can be supplied at cheaper rates than they can manufacture. aul-1m

The Press.

VOL. I—NO. 18. PHILADELPHIA, FRIDAY, AUGUST 21, 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.
Thomson'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. 8 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. 252 Green street.
Asylum for Lost Children, No. 38 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. 183 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. 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 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.
Preston Retreat, Hamilton, near Twentieth street.
Providence Society, Frankford road, below Sixth street.
Southern Dispensary, No. 93 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.
Harrowgate 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, Callowhill, 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. 3 State House, east wing.
State House, Chestnut street, between Fifth and Sixth streets.
Sheriff's Office, State House, near Sixth street.
Spring Garden Water Works, Fairmount on the Schuylkill.
Union Temperance Hall, Christian, above Ninth 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.
Homœopathic 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. 58 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, new No. 929 Chestnut.
Menonist, 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. 535 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 the 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.
6 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.
6 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.
3.30 P. M., for Mount Holly, Bristol, Trenton, &c.
5 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.
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.
8.45 A. M., for Doylestown, Accommodation.
2.15 P. M., for Bethlehem, Easton, Mauch Chunk, &c.
4 P. M., for Doylestown, Accommodation.
6.35 P. M., for Doylestown, Accommodation.
Camden and Atlantic R. R.—Vine street wharf.
7.30 A. M., for Atlantic City.
10.45 A. M., for Haddonfield.
4 P. M., for Atlantic City.
4.45 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 Saturday's last train from Pennellton at 7 A. M.
ON SUNDAYS.
Leave Philadelphia 8 A. M. and 2 P. M.
" Pennellton 9½ A. M. and 6 P. M.
Germantown & Norristown R. R.—Depot, 9th and Green.
6, 9, 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 11.30 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 3, 4, 6, and 6 P. M., John A. Warner and Thomas Jefferson, 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.

FRIDAY, AUGUST 21, 1857.

BREAKERS AHEAD.

Before many years have passed, the vast territory in the Southern Ocean, known as Australia, almost a continent in extent, will have passed from under the rule of England. The poet has said that

"Coming events cast their shadows before;"

and truly the every-day events in Australia point to but one consummation—its separation from the mother-country, and (as monarchical institutions are dying out, faded and effete) its almost certain establishment as a distinct, democratic, and independent Republic.

For some persons, history (tersely described as Philosophy teaching by Experience) is of no use as an instructor. The successive Governments of England, during the last thirty years, have been worse than negligent of their great Australian colony. To neglect is one thing, often leading the neglected parties into that striving self-exertion which achieves the greatest and most permanent success. To misgovern, to insult, is another thing, and the Australians have been slighted and tyrannized over. Gradually, they have felt their strength. They have obtained, by sheer pertinacity of will, a far greater portion and power of self-government than the most favored of our own immortal Thirteen States enjoyed when driven into the assertion of their rights, and the declaration of their Independence. They are sufficiently wealthy to decline any pecuniary favors from the mother-country. They have their own Legislature. They are able and anxious to have their own soldiers also. As it is, they have volunteer corps, and almost every man is trained to the use of firearms. Add to this that they have grievances, substantial and vexatious, and it will be seen that all these things in ebullition are not unlikely to produce Revolt. If the Hindoos, cowed and tamed down as they have been, could unite to throw off the yoke of British domination, assuredly the Australians (nine-tenths of whom are of Celtic origin, with a full allowance of Celtic energy and impulse) will not long continue more submissive colonists, under the command of the British cabinet—sixteen thousand miles distant! The recent rapid changes of ministry in Australia, each change introducing more and more of the Democratic element, indicate a great deal. And if Australia should achieve her independence she may speedily expand into a great nation.

The mineral wealth of Australia is greatly in favor of this. But there is much more. The supply of wool and tallow is sufficient to make a great exporting trade of itself. Hemp and flax are also most abundant, as well as gums, grain, and the more valuable timber used in the finest upholstery. The actual resources of Australia are not only undeveloped, but are scarcely ascertained as yet. It may be emphatically called a great country. The discovery of its vast and valuable mineral wealth led to the introduction, among a large increase of immigrants to that colony, of a great many American citizens, thoroughly imbued with Democratic principles. These persons have succeeded, if not in actually inoculating the Australians with desires for independence, at least in strengthening those which already had nurtured. The result has been made evident in the popular discontent which has lately manifested itself in various aspects; and one of England's present problems is, what shall be done with Australia? That such is the fact was shown last year by the difficulty experienced in getting any British statesman of suitable standing and character to accept such a responsibility as the Governship of Victoria, even though the salary is as much as £16,000 a year. Sir HENRY BARKLAY, ex-Governor of Jamaica, was bold enough to take the office, some months ago, but he has not shown himself equal to the occasion, the crisis, and the time.

No doubt there are influential men in Australia strongly disposed to substitute independence for the British connection—to resort to a republican instead of a monarchical form of government. In the revolt of the United States, and the undoubted success which followed our assertion of independence, Australia has at once a pregnant example and a perpetual lesson. To preserve British domination over a great country, possessing limitless wealth, and 16,000 miles distant from the beaurocracy of England, is a difficult, and, in the long run, an impossible task. But what shall be said of the fatuity which actually makes an occasion to annoy the already almost disaffected Australians?

Australia, we need scarcely say, rivals our own California in the yield of gold. Before the discovery of this mineral wealth, there was a well-grounded complaint in the colony of the want of gold and silver coin as a circulating medium. To remedy this, large quantities of British coin were sent over, from time to time. When it was ascertained that Australia contained such an exhaustless quantity of gold, a change of circumstances took place, necessarily though slowly. Gold was sent over to England in large quantities, in ingots, in nuggets, in dust, in the crude ore; and, after this aureate produce had thus been imported, in abundance and with ceaseless regularity, the Australians justly complained that, in order to convert this wealth into a circulating medium, the gold had to undergo the round-about and clumsy process of being taken to London and sent to the Bank of England, thence transferred to the Mint to be converted into coin of the realm, and finally re-shipped, in its new and current form, back to Australia.

Of course, such an anomalous procedure as this could not long be continued after its absurdity was exposed. The British Government was compelled to permit the establishment of a Mint in Australia, at which the native gold was coined into sovereigns of the English standard, fineness, weight, and value. On comparing the Australian with the British sovereign, a minute inspection cannot perceive any difference, though it is said that the coined gold of Australia has a trifle less of alloy in it than that of England. But a short time ago eighty thousand sovereigns coined at the Australian Mint were forwarded to a commercial house in London. Instead of quietly receiving the Australian sovereigns and putting them into circulation in England, the sagacious consignees raised the point whether they were a legal tender in Great Britain and Ireland. Though they are undoubtedly of standard weight and purity, it is declared "on authority" that, though as much coined by the State as if minted at Tower Hill, in London, the Australian sovereign shall be estimated in England only at its value as bullion. In other words, the State, which has created this money, allows its value, as coin, only in Australia. Beyond that it repudiates it. Therefore, if a colonist should have to pay money in England, to the Government, the colonial sovereigns must be taken to the Bank of England on reaching London, thence to the Mint, and there be recoined at the public expense. It is not a legal tender until it be so reproduced. Then, if, in its new rank as a British sovereign, it be reshipped to Australia, it may there be at a discount, which entails a further loss on the proprietor. The Bank of England, selling the gold to the mint at three cents per ounce more than it has paid for it, makes a nice profit out of the repudiation in England, of gold coin issued from a colonial mint under British authority. The original exporter of the coin loses the difference between its value as sterling money and its value as bullion.

The obvious tendency is to put colonial coin (declared to be *not* receivable at its mint value, outside the colony, in payment for taxes and debts) *at a discount*; to limit the utility and value of such coin as an instrument of trade; and practically to proclaim that there is no integrality between Great Britain and her wealthiest colony.

That this is likely to augment the angry and disaffected feelings with which Australia has increasingly regarded England, is only what may be expected. A few such strokes of impolicy as this, and Australia will throw off the British yoke. Is the lesson of '76 *always* to be neglected by England?

CHESTER COUNTY.

The Democracy of this intelligent and flourishing county met in regular meeting on the eleventh instant, when GEO. W. PEARCE was called to the chair. Vice-Presidents—ROBERT DARLINGTON, JOHN MORGAN, GIBBONS GRAY, Gen. HARTMAN. Secretaries—S. W. KIRK and JOHN HODGSON.

On motion, ROBERT E. MONAGHAN, Col. SAMUEL L. RINGWALT, Dr. WM. S. LATTA, JAMES RONEY, RITER BOWR, JOSEPH HEMPHILL, MOSES KING, AARON BAKER, JACOB MORGAN, Esq., were appointed a committee to draft preamble and resolutions for the consideration of the meeting.

The committee retired for a short time—during which DANIEL NIELDS and JOHN HICKMAN addressed the assemblage, by invitation, and were repeatedly encored for the patriotic sentiments advanced.

The committee, through their chairman, presented the preamble and resolutions, which, after some discussion, were unanimously adopted. We copy the following:

Resolved, That, as a portion of the noble Keystone Legion of earnest, patriotic men, who rallied successfully in support of "Pennsylvania's favorite son" in '56, the Democracy of Chester county now tender their cordial and confident support in the present campaign under the glorious old banner which has been borne in triumph through many conflicts, and on whose folds we present, as inscribed in bright and ever lasting letters, *The Constitution and the Union—State Rights and Popular Sovereignty—Honesty, Capacity, and Economy, in all departments of Government—No proscription for a citizen's creed or his religious creed or place of his birth—and opposition to all special class, and monopoly legislation, State and National, by which powers, privileges, and means of wealth are conferred upon the few at the expense and to the prejudice of the rights and interests of the many.*

Resolved, That we congratulate the country on the close of the operating of the administration of President Buchanan. The doctrines of his Inaugural address—the Cabinet, of able, experienced, and patriotic statesmen by whom he is surrounded—and the selections for prominent and responsible official positions at home and abroad, have given the assurance that the affairs of Government, foreign and domestic, will be wisely and properly cared for—the rights and interests of the States and the People will be secured from the usurpations of the Abolition agitators, North and South—the Federal Union, which many desired and thwarted—and the principles of the Constitution as understood by Washington, Jefferson, and Jackson, boldly maintained and vindicated.

Resolved, That we cordially approve of the course of President Buchanan and Governor Walker in Kansas and Utah. Their prompt and efficient efforts to secure to the *bona fide* citizens of that hitherto unfortunate Territory the right of self-government delegated to them by Congress in the organic act, and to protect them in the full and free enjoyment and exercise of that right in deciding on a Constitution preparatory to admission as a State into the Union—though censured and denounced by Southern and Northern ultras—demand and will receive the approbation of all fair-minded, law-abiding, and Union-loving men in every section of our country.

Resolved, That in Wm. F. Packer, of Lycoming, the Democracy have a gubernatorial candidate of high character for integrity and intelligence, a large experience in State affairs, familiar with the workings of the several departments of Government, and a thorough knowledge of their most cordial and enthusiastic support. His election will, to a great extent, erase the stigma of Know-Nothing Abolitionism from the escutcheon of Pennsylvania; and prove a reliable guarantee against dishonest and improvident legislation, against charitable *nolle prosequis* in prosecutions of bank iniquities, and against other like wrongs and outrages upon the rights and interests of the people, which have characterized the present weak State administration.

Resolved, That in the Hon. Nim. Strickland, the Democratic nominee for the office of canal commissioner, we recognize a man possessing all those valuable attainments, and that high moral and political character, which rightly and entirely qualify him for the responsible office for which he has been nominated, and whose life, both public and private, stands before the people of the county of Chester, and the whole State, as a pledge that his future actions will be as honest and worthy as his previous career of distinguished usefulness.

Resolved, That in Wm. Strong, of Berks, and James Thompson, of Erie, we have candidates for the Supreme Bench, whose talents, legal attainments, and acknowledged purity and integrity of private and professional character, eminently fit them for the highest judicial positions, and render them in all respects worthy of the confidence and suffrages of their fellow-citizens.

Resolved, That the sale of the main line having been made, professedly at least, for the purpose of reducing the State debt, it is due to the Commonwealth and her tax-paying citizens, that the proceeds of the sale, as they shall be realized, be faithfully appropriated and applied to that object.

Resolved, That the unconstitutional *Proviso* in favor of the Pennsylvania Railroad Company, in the act of the last session of the Legislature, which proviso, if not declared void by the Supreme Court, would have *defrauded the State*, as was shown by the unanimous opinion of said court, *out of four millions one hundred thousand dollars*—was a fair specimen of "Republican" legislation, discreditable to the members who passed it and the Executive who approved it, and stamp all as unfit for positions of public trust and responsibility, and justly unworthy of popular confidence.

Resolved, That the "tonnage tax" proposed to be released by the unconstitutional provision referred to in the last preceding resolution, is a vicious and oppressive system of revenue, already nearly equal to the interest on five millions of the State debt, annually increasing; and that to repeal it or dispose of it for less than its value, would be a great wrong and outrage, by virtually transferring from mammoth money-making corporations which declare annual 8 per cent. dividends of profits, and placing upon the shoulders of the farmers, mechanics, Blacksmiths, Boatbuilders, &c. of the Commonwealth, an amount of debt and taxes which that "tonnage tax" was designed to meet and liquidate. We, therefore, ask and recommend that our Congressional Nominating Convention place no man upon the ticket for Assembly who is not known to be opposed to such repeal and sale.

The *Republican and Democrat* has the following comments on this important meeting:

"The assemblage was characterized by the greatest harmony, there being no difference of sentiment on a single question, and that, whether gentlemen to be nominated on our ticket for the Legislature should be forced to give a *written* pledge to vote, if elected, against a repeal or sale of the *tonnage tax* now imposed by law on the Pennsylvania Railroad Company. There was entire unanimity that the interest of the State demanded the tax should be continued, but many Democrats objected to the notion of exacting *written* pledges from men whose honor was a sufficient guarantee that they would fulfil every duty imposed upon them by their party; and if any man lacked this honor, no written pledge would bind him. This question was discussed by Joseph Hemphill, R. E. Monaghan, Dr. Worthington, and P. Frazer Smith. The resolution was amended so as to dispense with the pledge. On every other resolution reported by the committee there was entire unanimity.

"During the absence of the committee, the meeting was addressed by Mr. Daniel Nields, *an Old Line Whig*, who handsomely portrayed the false prophets sustaining and advocating Colonel Fremont last autumn, and showed very conclusively that all their predictions in regard to Mr. Buchan