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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 3,440 tons burthen, the dimensions of the WASHINGTON being 330 feet length, 39 feet beam, and 31 feet depth of hold, and of the HERMANN 350, 40, and 31 feet.
Each vessel is fitted with two marine side-lever engines, (Gillmore's) 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, tackle, bedding and running gear; anchors, chains and cables; 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, if not sooner sold, then sold to the highest bidder without reserve.
For further particulars, apply at the office of the Ocean Steamship Navigation Co., 11 South WILLIAM street, NEW YORK.
JOHN G. DALE, Secretary. au25-2m

STEAM BETWEEN NEW YORK AND GLASGOW.—SPONSILIAN, Capt. Lott, WILLIAM CRAIG, Commander; NEW YORK, Capt. Thomas Craig, Commander; GLASGOW, Capt. Jones; THE DUCHESS OF ARGYLE, 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. 12, 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. 5.
Glasgow, Sept. 5.
RIVER 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 MONTON, No. 37 BROADWAY, New York city where only received for passage. au 15-2m

FOR ENGLAND AND FRANCE, 1857.—New York and Havre Steamship Company.—The United States Mail Steamships ARAGO, 2,000 tons, Pierce Hinds, commander, and FULTON, 2,500 tons, Comstock, Wetmore, commander, will leave New York, Havre and Southampton, for the years 1857 and '58, on the following days:

LEAVE NEW YORK.		LEAVE HAVRE.	
1857.		1857.	
Fulton, Saturday, Aug. 22		Arago, Saturday, Aug. 29	
Arago, do. Sept. 19		Fulton, do. Sept. 26	
Fulton, do. Oct. 17		Arago, do. Oct. 24	
Arago, do. Nov. 14		Fulton, do. Nov. 21	
Fulton, do. Dec. 12		Arago, do. Dec. 19	
1858.		1858.	
Arago, Saturday, Jan. 2		Fulton, Saturday, Jan. 9	
Fulton, do. Feb. 6		Arago, do. Feb. 13	
Arago, do. March 6		Fulton, do. March 13	
Fulton, do. April 3		Arago, do. April 10	
Arago, do. May 1		Fulton, do. May 8	
Fulton, do. May 29		Arago, do. May 29	
LEAVE RIVER NORTH.		LEAVE SOUTHAMPTON.	
1857.		1857.	
Arago, Thursday, Aug. 27		Arago, Wednesday, Aug. 26	
Fulton, do. Sept. 24		Fulton, do. Sept. 23	
Arago, do. Oct. 22		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, $80.
From Havre or Southampton to New York, first cabin, 900 francs; second cabin, 600 francs.
For freight or passage, apply to
MORTIMER LIVINGSTON, Agent, 7 Broadway.
EDWARD K. COLLINS, No. 56 Wall street.
CROSKEY & CO.
AMERICAN EUROPEAN
EXPRESS AND EXCHANGE Parties, CHANGE CO. Southampton.

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, on and after the ships sailing EVERY SATURDAY, at 10 o'clock, A. M.
FOR SAVANNAH, GA.
THE STEAMSHIP KEYSTONE STATE,
CHARLES H. MALLORY, Commander,
Will receive freight on THURSDAY, Sept. 24, and sail on SATURDAY, Sept. 26, at 10 o'clock, A. M.
FOR CHARLESTON, S. C.
THE STEAMSHIP STATE OF GEORGIA,
JAMES WOMRATH, Commander,
Will receive freight on FRIDAY, August 21st, and sail on SATURDAY, August 22d, at 10 o'clock, A. M.
These steamers for Florida and Havana, but with railroads, &c., for all places in the South and Southwest, will be dispatched as follows:
Steerage.....$20
No freight received on Saturday morning.
No bills of lading signed after the ship has sailed.
For freight or passage apply to
A. HERON, Pier 8, N. Wharves.
Agents at Charleston, T. S. & J. G. Budd.
Agent at Savannah, O. A. Graham.
FOR ST. MARYS and ST. JOHNS, every Tuesday and Saturday.
FOR FLORIDA, from Charleston, steamer CAROLINE, every Tuesday.
FOR HAVANA, from Charleston, steamer ISABEL, on the 4th and 19th of every month. au1-tf

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 assure 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, $120; 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. 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. 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. C. WINTHROP & CO., Paris.
The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, or actions stones or metals, unless bills of lading are signed therefor, and the value thereof expressed therein. sul-tf

Drugs and Chemicals.

FREDERICK BROWN, CHEMIST AND DRUGGIST, north-east corner FIFTH and CHESNUT STREETS, Philadelphia, Manufacturer of BROWN'S ESSENCE OF JAMAICA GINGER, which is recognized and prescribed by the Medical Faculty, and becomes 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. 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 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, from its peculiar merits, is the best it is represented, and is prepared only by FREDERICK BROWN, and for sale at his Drug and Chemical Store, the north-east corner of FIFTH and CHESNUT Streets, Philadelphia; and by all the respectable Druggists and Apothecaries in the U. States. sul-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 33 deg.; his Syrups and Creams are acknowledged by all as being the richest in the city. sul-1m

Gas Fixtures.

ARCHER, WARNER, MISKEY & CO., Manufacturers of CHANDELIERS, BRACKETS, PENDANTS, FITTINGS, and all kinds of GAS and LAMP WORK, GIRANDOLES, &c., No. 529 CHESNUT Street, Philadelphia. ARCHER, WARNER & CO., No. 216 BROADWAY, New York. Buildings fitted with Gas Pipes, and all kinds of altering and repairing of Gas Work. sul-1m

Commission Merchants.

HANDY & BRENNER COMMISSION MERCHANTS and Dealers in Foreign and American HARDWARE and CUTLERY, Nos. 25, 26 and 27 North FIFTH Street, East side, above Commerce street, Philadelphia. sul-tf

CHARLES TETE, COMMISSION MERCHANT and Importer of HAVANA SEGARS, (New) 128 Walnut street, second story. sul-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 residence in Paris of two of the firm, and an abundant capital, they can offer unusual facilities for THE PURCHASE ON COMMISION in any of the European markets for shipment direct.
They are also prepared to receive orders from samples for Flowers and Fashions from their extensive and well known manufactories in Paris, to be shipped direct, either under bond or duty paid.
HENDERSON, SMITH & CO., Importers,
au10-3m No. 200 Broadway.

GIVE HUFFY'S AMERICAN MANUFACTURED STEEL PEN'S trial. 407 CHESNUT Street, above Fourth. $1 per gross. au1-1m

HARNESS, SADDLES AND TRUNKS.—LEDY & PHILLIPS, Nos. 12 and 14 South SEVENTH street, above CHESNUT, have manufactured, expressly for the FALL TRADE, a large stock of superior Harness, Saddles, and Trunks, which, and other goods in their line, and having reduced the mode of manufacturing to a system of perfect system, they are beyond all competition for style and price.
P. S.—Country Harness makers can be supplied with Trimmings. au1-1m

RUSSIA AND AMERICAN TARRED CORDAGE, a superior article, manufactured and for sale by WM. ASHBRIDGE, SONS & CO., at 14 N. Water st., & 22 N. Wharves.

Hair Cutting.

The Press.

VOL. I—NO. 20. PHILADELPHIA, MONDAY, AUGUST 24, 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 Chesnut.
Thomas's Opera House, Arch, below Seventh.

ART AND SCIENCE.
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. 202 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. 72 North Seventh street.
Guardians of the Poor, office No. 54, 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.
Female 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 Lombard.
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, Race, near 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 Chestnut.
Preston Retreat, Hamilton, near Twentieth street.
Providence Society, Penna. below Sixth street.
Southern Dispensary, No. 98 Shippen street.
Union Benevolent Association, S. W. corner of Seventh and Sansom streets.
Will's Hospital, Race, between Eighteenth and Nineteenth streets.
Wills' Hospital, Girard avenue, between Fifteenth and Sixteenth.
Episcopal Hospital, Front street, below Huntingdon.
Hospital, 13th and Lombard streets.
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.

JAILS.
Girard Trust Commissioners Office, Fifth above Chestnut.
House of Correction, Twenty-fourth, above Seventh.
House of Industry, Arch street, above Arch street.
House of Refuge, Penn, Penn Regular and William.
House of Refuge, (colored,) William and Brown.
Health Office, corner of Penn and Sansom.
House of Correction, Beech 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.
Post Office, No. 237 Dock street, opposite the Exchange.
Public Grounds, Kensington, Frankford road, below Shackamaxon street.
Poor Farm, Twenty-fourth, Callowhill, near Ridge road.
Philadelphia Exchange, between Third, Walnut and Dock streets.
Philadelphia Gas Works, Twelfth and Market, office, No. 3 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 yard.
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 Uberty streets.
Union Transportation Line Office, Christian, above Sixth.
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 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. 536 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.
7.30 A. M., Express Train for Reading.
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.
3 P. M., via Camden, Accommodation.
5 P. M., via Camden and Jersey City, Mail.
6 P. M., via Camden and Amboy, Accommodation.
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.
4:16 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.
8.45 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 Gwynedd, 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 Pennelton, Grubbs Bridge.
From northeast Eighteenth and Market streets.
Leave Philadelphia 6, and 9 A. M., 2, 4, and 6 P. M.
" Pennelton, 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 9 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.
7.30 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 5 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

MONDAY, AUGUST 24, 1857.

THE ISLAND OF FORMOSA.

[With reference to the report that the rich and important island of Formosa was to be taken possession of for America, and held until the Chinese pay up the claims of American citizens, the inquiry arises, "What is the history and what are the resources of this foreign territory upon which, it is said, we are to place our flag?" We copy the subjoined highly interesting account from Lieutenant Habersham's "Narrative of the North Pacific Exploring Expedition," which returned from its bruise around the world about this time last year.]—EDITOR PRESS.

"I will say nothing more about Formosa for the present. We left its shores about as wise as we were upon our arrival, and it was not until our second visit that we picked up what little information now exists upon the files of the Expedition in regard to it. Upon leaving Keelung (the port of the island of Formosa) for Hong-Kong, we kept along the east coast of the island, in the vain search for a reported harbor. There was nothing to be seen but an iron-bound coast with range after range of lofty mountains lifting themselves in the rear that from a distance looked like the entire bench. One day we thought we had discovered it; we saw a head the smoke of distant villages rising back of a bight in the coast which looked very much like a harbor; but, upon approaching, we found nothing of the sort. We, however, lowered a boat and attempted to land, but the surf was breaking so furiously that it would have been madness to have entered it. Besides, the beach was crowded and very out, 'Day' set many ages, who if what we generally reported were cannibals, and into whose company we should consequently have preferred being thrown with reliable guns in our hands. The two consorts, with the captain had taken in the boat to interpret in case of his being able to land, became so frightened at the savage appearance of those reported man-eaters, that they could hardly contain their fears to listen, protesting, through the steward, that the Islanders had eaten many of their countrymen, and that if he went they would be treated in the same by him and the boat's crew. Finding it impossible to pass the surf, the boat returned to the ship, and we squared away for Hong-Kong." * * "And now, before I turn to my journal for a few pages in regard to our experience while coasting around this island, I'll give enlighten the reader as much as possible in regard to it from other sources. The *Encyclopedia Brittannica* says:

"The Dutch at an early period established a settlement on this island. In 1625 the viceroy of the Philippine Islands sent an expedition against the Chinese, with a view of expelling the Dutch. It was unsuccessful. About the middle of the seventeenth century it afforded a retreat to twenty or thirty thousand Chinese fleeing from the fury of the Tartar conquest. In 1653 a conspiracy of the Chinese against the Dutch was discovered and suppressed; and, soon after this, Coxinga, the governor of Tay-wan, marched with 25,000 men, and 800 junks, and applied for permission to retire to the island, which was refused by the Dutch governor; on which he fitted out an expedition, consisting of six hundred vessels, and made himself master of the town of Formosa and the adjacent country. The Dutch were then allowed to embark and leave the island.

"Coxinga afterward engaged in a war with the Chinese and Dutch, in which he was defeated and slain. But they were unable to take possession of the island, which was bravely defended by the posterity of Coxinga; and it was not till the year 1683 that the island was voluntarily surrendered by the reigning prince to the Emperor of China. In 1842, through the weakness of the Chinese Government, the Lodrone pirates had acquired possession of a great part of the southwest coast.'

The *Encyclopedia Americana* says: "The Island is about three hundred and forty miles in length from north to south, and sixty from east to west in its broadest part, but greatly contracted at each extremity. That part of the island which the Chinese have been settling is mostly a level plain, watered by a great number of rivulets that fall from the eastern mountains. Its air is pure and wholesome, and the earth produces in abundance corn, rice, and most other kinds of grain. Most of the Indian corn is ground horse-mill. The wild bananas, pine-apples, guavas, cocoanuts—and part of those of Europe, particularly peaches, apricots, figs, grapes, chestnuts, pomegranates, watermelons,&c. Tobacco, sugar, pepper, and ginger are common. The capital of Formosa is Taiouan—a name which the Chinese give to the whole island.'

"In addition to the foregoing extracts from standard authority, we have a most marvellous account of this island from the pen of Mauritius Augustus, Count de Benyovsky, a Polish refugee from Siberian exile, who visited its east coast, in 1770, in a small armed boat, containing about one hundred men. The account by this nobleman is interesting in the extreme, but unfortunately he is guilty of one gross and palpable falsehood, which materially weakens the effect of its entire authenticity. He speaks of anchoring in several fine harbors on the east coast; whereas we of the Hancock searched in vain for any such place of refuge along that entire shore. To the north and west coasts they are quite plentiful.

"After anchoring in one of these 'fine harbors,' the Count goes on to give us an idea of the people who received him. They were peaceable, and very fierce—so much so that they never attempted the murder of a party that had visited their village. He now killed a great many of them, got up his anchor, and went to an adjoining harbor, where he was most graciously received, having slain so many of their enemies of the place they had just left. Here he fell in with a prince, who persuaded him into an alliance against another prince, and they fought for several days without a protracted fearing fatal result. Finally, he drags himself from the island, much to the distress of the prince his ally, who loads him down with gold and silver. It is impossible to read the Count's narrative and say what he *did* see. He was evidently a blood-relative of the Munchausen family.

"And now, having shown what others say in regard to Formosa, let us return to the 'old John,' whom we left at another port of the east coast, at the close of a stormy day. Here is what my journal says in regard to our arrival, and to what we saw and did upon the following days:

"'We could see nothing that looked like a extensive stretch of white sand-beach backed by a sloping green, in the rear of which we imagined we saw a village slumbering under the deepening shadows of a high range of mountains. But no village existed, many said, only in the vivid imaginations of a few, and it was not until darkness had become sufficiently dense to reflect its many lights, that the fact was generally admitted. The next morning, however, we had a most refreshing view spread out before us—green slopes and waving fields of grain, broken here and there by extensive tracts of table-land, over which we could see the cattle roving in their lazy search for the more tender mouthfuls of the abundant grass.' * *

"'During the night the gale fortunately abated, and the next morning 'bust-proof' and his master, several others of the mess, and myself, ventured into our boat-pulling boat and struck out boldly for the beach. It was a hard and wet pull; but something over three-quarters of an hour sufficed to cross the stormy half mile that separated us, and, as the keel grated with welcome harshness on the sand, we felt ourselves once more on shore. What if the boat *was* half full of water, and we like half-drowned rats? we were still *on shore*.

"'We landed upon this strange and crowded beach without fear, simply from the fact that, while yet some distance off, we had readily recognised the natives as Chinese, and, although they were all armed with either the matchlock or bow and arrow, we knew too much of their race to anticipate violence. This crowd, which received us in a most noisy manner, was composed of men, women, and children—the males of almost every age being armed. We had taken the precaution to bring one of our Chinese mess-boys with us; but, their language being neither the Mandarin, Canton, or Shanghai dialect, he at first found great difficulty in making himself understood. After a while, however, by the aid of the few words common to each, and a fearful amount of violent pantomime on our part, we succeeded in exchanging ideas with tolerable freedom.

"'From all that we could learn from them in this way, it seems that they exist in a state of perpetual warfare with their *savage neighbors of the east coast*. The island being very narrow there, the latter find no difficulty in crossing the mountain ridge, which, like a huge buck-bone, divides the two territories, capturing cattle, making prisoners, burning isolated habitations, and then retreating into their mountain-fastnesses, where they are never followed by their unwarlike victims. Thus we always found the latter armed with sword, matchlock, or bow and arrow, and confining themselves strictly to their fields and pasture-grounds. Whenever we evinced a disposition to ascend the bushy sides of the neighboring hills, they became greatly alarmed, caught hold of our clothes, threw themselves in our paths, and made signs to us that our throats would be certainly cut and we roasted for supper by bad men, who were very strong and fierce, and who wore large rings in their ears. We did not know what to make of all this at first; but Harriman, who had wandered off by himself in search of snipe, rejoined us shortly before dark, and opened our eyes.

"'Having unconsciously wandered over the low land and ascended a neighboring elevation, he had seated himself upon a fragment of rock, and was admiring the view which opened before him, when his ear suddenly caught a sound as of some animal making its way cautiously through the bushes. He turned quickly, and saw a party of three, whom he had no difficulty in recognising as 'bad men who wore large rings in their ears.'

"'Here was a fix for our innocent sportsman! he must either retire with an imaginary tail between his legs, or face boldly the unlooked-for danger. Fortunately, he was a man of nerve, and was moreover armed with a shot gun, bowie-knife, and revolver. Choosing, therefore, the latter alternative, he arose with a great air of non-she-lan-cy (as I once heard the word pronounced by an American who had been to Paris), and advanced to the nearest, a tall, fine-looking fellow, who rested upon his bow and fixed his gaze curiously upon him. Hart; man says that he whistled with considerable success portions of a popular air as he thus went, as it were, into the lion's mouth, but never before felt such a longing to be safely on the distant decks of the much-abused 'old John.' He soon joined this princely-looking savage, and as the others drew near he made a careful but hurried survey of their personal appearance, exchanged a Mexican dollar for the bow and arrow of one of them, evidently against the will of the surprised owner, and then leisurely retraced his way until an intervening hill rose to the view of the party, when safety to call upon his legs to do their duty. It is needless to remark that the vocal music and the air of 'non-she-lan-cy' expired in each other's arms at this point. He ran for a mile or more before evincing the slightest curiosity to know if he was followed.

"He described them as being of large stature, fine forms, copper-colored, high, cheek-bones, heavy jaws, coarse black hair reaching to the shoulders, and boasting no clothing save the unco wad a slight cotton cloth over the shoulders—*very much like our North American Indians*, he thought. No wonder that such a miserable race as the Chinese should have been driven in fast, the only wonder is that they have the courage to remain on the same island. I suppose that our innocent sportsman is the first member of civilization who had a close view of the celebrated cannibals since Benyovsky, the Polish Count, cruised along their shelterless shores in 1790, since which time they have been more out of the world even than the Japanese. These singularly-captured bow and arrows are now in the collection of the expedition, at Washington.

"More than once, however, impelled by our excessive curiosity to learn more of these unknown people, did we attempt to land; and more excellent attempts at landing never were published. In one of these occasions we entered upon the dangerous trial with two of our best boats; but, upon nearly using the inner one, with all who were in her, we thought discretion the better part of valor, and, as we pulled away after our narrow escape, we promised ourselves a good deal more than a good deal of the surf, and the boat returned to the ship, and we squared away for Hong-Kong." * * "And now, before I turn to my journal for a few pages in regard to our experience while coasting around this island, I'll give enlighten the reader as much as possible in regard to it from other sources. The *Encyclopedia Brittannica* says:

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