THE PRESS,

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BY JOHN W. FORNEY.

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WEEKLY PRESS.

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

Shipping.

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. Wotton, commander, will leave New York, Havre and Southampton, for the years 1857 and '58, on the following days:

LEAVE NEW YORK.		LEAVE NEW YORK.	
1857.		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.	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

PRICE OF PASSAGE:
From New York to Southampton or Havre—First Cabin, $120; Second Cabin, $75.
From Havre or Southampton to New York—First Cabin, 800 francs; Second Cabin, 500 francs.
For freight or passage, apply to
MORTIMER LIVINGSTON, Agent, 7 Broadway.
WILLIAM JEELNE, " Havre.
CROSKEY & CO., " Southton.
(AMERICAN EUROPEAN) EXPRESS AND EXCHANGE CO., " Paris, and

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 days of sailing EVERY SATURDAY, at 10 o'clock, A. M.:

FOR SAVANNAH, GA.
THE STEAMSHIP KEYSTONE STATE,
CHARLES P. MERSHON, Commander,
Will receive freight on THURSDAY, Oct. 1, and sail on SATURDAY, October 3, at 10 o'clock, A. M.;

FOR CHARLESTON, S. C.
THE STEAMSHIP STATE OF GEORGIA,
JOHN J. GARVIN, Commander,
Will receive freight on THURSDAY, September 24th, and sail for Charleston, S. C., on SATURDAY, September 26th, at 10 o'clock, A. M.

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

Cabin Passage in either 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
A. HERON, Jr., 81 North Wharves.
Agents at Charleston, R. P. S. & T. G. Rudd.
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.

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, $120; in second do., $75; from Liverpool to New York, 80 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. 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 K. COLLINS, No. 56 Wall street, N.Y.
BROWN, SHIPLEY & CO., Liverpool.
SEBEIEN KENNARD & CO., 27 Austin Friars, London.
B. G. WAINWRIGHT & CO., Paris.
The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, or curious 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 CHESTNUT Streets, Philadelphia, sole Manufacturer of BROWN'S ESSENCE OF JAMAICA GINGER, which is recognised 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. 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 is warranted to be what it is represented, and is prepared only by FREDERICK BROWN, and for sale at his Drug and Chemical Store, north-east corner of FIFTH and CHESTNUT Streets, Philadelphia; and by all the respectable Druggists and Apothecaries in the U. States. sul-3m

Watches, Jewelry, &c.

BAILEY & CO., CHESTNUT STREET, Manufacturers of BRITISH STERLING SILVER WARE, Under their inspection, on the premises exclusively. Citizens and Strangers are invited to visit our manufactory.

WATCHES.

Constantly on hand a splendid stock of Superior Gold Watches, of all the celebrated makers.

DIAMONDS.

Necklaces, Bracelets, Brooches, Ear-Rings, Finger Rings, and all other articles in the Diamond line. Drawings of NEW DESIGNS will be made free of charge for those wishing work made to order.

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A beautiful assortment of all the new styles of fine Jewelry, such as Mosaic, Stone and Shell Cameo, Pearl, Coral, Carbuncle, Marquisite, Lava, &c., &c.

SHEFFIELD CASTORS, BASKETS, WAITERS, &c.

Also, Bronze and Marble CLOCKS, of newest styles, and of superior quality. sul-tw6w

JAMES E. CALDWELL & CO., No. 422 CHESTNUT, BELOW FIFTH STREET, Importers of Watches and Fine Jewelry, Manufacturers of Sterling and Standard Silver Tea Sets, Forks and Spoons, sole agents for the sale of Charles Frodsham's new and improved Gold Medal London Chronometers—all the sizes on hand, prices $250, $275, and $300.

English and Swiss Watches at the lowest prices.

Rich fashionable Jewelry.

Sheffield and American Plated Wares.

sel-y

J. S. JARDEN & BRO. MANUFACTURERS AND IMPORTERS OF SILVER-PLATED WARE, First door above Chestnut, on Ninth street, second story, Philadelphia.

Constantly on hand a full assortment of TEA SETS, COMMUNION SERVICE SETS, URNS, PITCHERS, GOBLETS, CUPS, WAITERS, BASKETS, CASTORS, KNIVES, SPOONS, FORKS, LADLES, &c., &c.

Gilding and plating on all kinds of metal. se2-1y

FRANCIS P. DUBOSQ & SON, late of Dubosq, Carrow & Co., Wholesale MANUFACTURERS OF JEWELRY, 304 CHESTNUT street, Philadelphia.

FRANCIS P. DUBOSQ. WM. H. DUBOSQ. au31 3m

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HAVANA CIGARS—A handsome assortment, such as

Figaros,	Partagas,
Cabanas,	Bultanas,
Gloria,	Jupiter,
Colosso,	Conveccionas,
Terrey Lopez,	Union Americanas,
Orejon,	Flora Cubana, &c., &c.,

&c., in X, X, 1-8 and 1-10 boxes, of all sizes and qualities, in store and constantly receiving, and for sale low, by CHARLES TETE, (new) 168 WALNUT Street, sul-1y below Second, second story.

FIGARO, CABANAS AND PARTAGAS CIGARS.—A choice invoice of these celebrated brands, on board brig "New Era," daily expected from Havana, and for sale low, by CHARLES TETE, (New) 168 Walnut street, below Second, sul Second Story.

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L. B. KITE & CO., FURNITURE, BEDDING, &c. No. 413 (late 129) WALNUT st., Philadelphia. A new and superior style of Spring Beds. INDIA B. KITE. JOSEPH WALTON. au31 6m

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C. H. GARDEN & CO., Manufacturers of and Wholesale Dealers in HATS, CAPS, FURS, STRAW GOODS, FANCY SILK AND STRAW BONNETS, ARTIFICIAL FLOWERS, HOOPSKIRTS, FEATHERS, &c., &c. No. 632, (old No. 196) MARKET Street, Below Sixth, south side. And No. 528 MINOR Street, Philadelphia. C. HENRY GARDEN. DANIEL DONOVAN. Merchants are respectfully invited to examine our stock. se7-2m

SULLENDER & PASCAL, HATTERS, sul-6m No. 8 S. SIXTH street, Philadelphia.

CHEAP SUMMER FUEL.—GAS COKE, of excellent quality, is sold at the PHILADELPHIA GAS WORKS for the reduced price of five cents a bushel, and may be obtained in large or small quantity by applying at the Gas Office, No. 20 South SEVENTH Street. To Purchasers by Wholesale, it is sold at the Works, in First Ward, by the ton, at a price equivalent to Anthracite, a 12.50 per ton.

(Signed,) J. C. CRESSON, Engineer.
PHILADELPHIA GAS WORKS, Aug. 26, '57. au27-tf

The Press.

VOL. I—NO. 42. PHILADELPHIA, FRIDAY, SEPTEMBER 18, 1857. TWO CENTS.

Strangers' Guide in Philadelphia.

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

PUBLIC PLACES OF AMUSEMENT.

Academy of Music, (Operatic,) corner of Broad and Locust streets.
Arch Street Theatre, Arch, above 6th street.
Parkinson's Garden, Chestnut, above Tenth.
National Theatre and Circus, Walnut, above Eighth.
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. 8 South Seventh street.

BENEVOLENT INSTITUTIONS.

Almshouse, west side of Schuylkill, opposite South street.
Almshouse (Friendly), Walnut street, above Third.
Association for the Employment of Poor Women, No. 292 Green street.
Asylum for Lost Children, No. 36 North Seventh street.
Blind Asylum, Race, near Twentieth street.
Christ Church Hospital, No. 8 Cherry street.
City Hospital, Nineteenth street, near Coates.
Clarkson's Hall, No. 163 Cherry street.
Dispensary, Fifth, below Chestnut street.
Female Society for the Relief and Employment of the Poor, No. 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, corner Twenty-third and Brown streets.
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 street.
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 Walnut.
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, Prune, below Sixth street.
Southern Dispensary, No. 98 Shippen street.
Union Benevolent Association, N. W. corner of Seventh and Sansom streets.
Will's Hospital, Race, between Eighteenth and Nineteenth streets.
St. Joseph's Hospital, Girard avenue, between Fifteenth and Sixteenth.
Episcopal Hospital, Front street, between Huntingdon and Lehigh avenues.
Philadelphia Hospital for Diseases of the Chest, S. W. corner of Chestnut and Park streets, West Philadelphia.

PUBLIC BUILDINGS.

Custom House, Chestnut street, above Fourth.
County Prison, Passyunk road, below Reed.
City Tobacco Warehouse, Dock and Spruce streets.
City Controller's Office, Girard Bank, second story.
Commissioner of City Property, office, Girard Bank, second story.
City Treasurer's Office, Girard Bank, second story.
City Commissioner's Office, State House.
City Solicitor's Office, Fifth, below Walnut.
City Watering Committee's Office, Southwest corner Fifth and Chestnut.
Fairmount Water Works, Fairmount on the Schuylkill.
Girard Trust Treasurer's Office, Fifth above Chestnut.
House of Industry, Catharine, above Seventh.
House of Industry, Seventh, above Arch street.
House of Refuge, (white,) Parrish, between Twenty-second and Twenty-third street.
House of Refuge, (colored,) Twenty-fourth, between Parrish and Poplar streets.
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-first and Twenty-second streets.
Navy Yard, on the Delaware, corner Front and Prune streets.
Northern Liberties Gas Works, Malden, below Front street.
Post Office, No. 237 Dock street, opposite the Exchange.
Post Office, Kensington, Queen street, below Shackamaxon street.
Post Office, Spring Garden, Twenty-fourth street and Pennsylvania Avenue.
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 Hanover 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 Commissioner's Hall, Spring Garden and Thirteenth streets.
Union Temperance Hall, Christian, above Ninth street.
United States Mint, corner of Chestnut and Juniper streets.
United States Arsenal, Gray's Ferry Road, near Federal street.
Navy 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.
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 (new), No. 1122 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 (new), No. 821 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.
12.45 P. M., *Fast Line* for Pittsburgh and the West.
3.30 P. M., for Harrisburg and Columbia.
4.30 P. M., Accommodation Train for Lancaster.
11 P. M., Express Mail for Pittsburgh and the West.
Reading Railroad—Depot, Broad and Vine.
7.30 A. M., Express Train for Pottsville, Williamsport, Elmira and Niagara Falls.
3.30 P. M., as above (Night Express Train.)
New York Lines.
1 A. M., from Kensington, via Jersey City.
8 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.
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 Prune.
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.
8 P. M., for Perryville; Fast Freight.
11 P. M., *by 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 8.30 A. M., and 3 P. M.
ON SUNDAYS
Leave Philadelphia 7 A. M.
" Westchester 3 P. M.
Westchester Direct Railroad, open to Pennsylvania, Grubbs Bridge.
From northeast Eighteenth and Market streets.
Leave Philadelphia 8, and 9 A. M., 2, 4, and 6 P. M.
" Pennsylvania, Grubbs Bridge, 7, 8, and 11 A. M, and 4 and 6 P. M.
On Saturdays last train from Pennsylvania at 7 A. M.
ON SUNDAYS
Leave Philadelphia 8 A. M. and 2 P. M.
" Pennsylvania 9½ A. M. and 6 P. M.
Germantown & Norristown R. R.—Depot, 9th and Green.
6, 9, and 11 A. M., and 2, 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 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.

THE WEEKLY PRESS is issued from the City of Philadelphia every Saturday.

It is conducted upon National principles, and upholds the rights of the States. It resists fanaticism in every shape; and is 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 is published.

THE WEEKLY PRESS is printed on excellent white paper, clear, new type, and in quarto form, for binding. It contains 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, SEPTEMBER 18, 1857.

DEMOCRATIC NOMINATIONS.

GOVERNOR.
WILLIAM F. PACKER,
OF LYCOMING COUNTY.

JUDGES OF THE SUPREME COURT.
WILLIAM STRONG, of BERKS COUNTY.
JAMES THOMPSON, of ERIE COUNTY.

CANAL COMMISSIONER.
NIMROD STRICKLAND, of CHESTER COUNTY.

CITY NOMINATIONS.

SENATOR,
SAMUEL J. RANDALL.

ASSEMBLY.
J. C. KIRKPATRICK, JOHN RAMSEY,
C. H. DONAVAN, GEO. H. ARMSTRONG.

CITY AND COUNTY.

ASSOCIATE JUDGE COURT OF COMMON PLEAS,
JAMES R. LUDLOW.

SENATOR,
I. N. MARSELIS.

RECORDER OF DEEDS,
ALBERT D. BOILEAU.

PROTHONOTARY OF THE DISTRICT COURT,
JOHN P. M'FADDEN.

CLERK OF THE COURT OF QUARTER SESSIONS,
JOSEPH CROCKETT.

CORONER,
J. R. FENNER.

COUNTY.

ASSEMBLY.

JOHN WHARTON,	JOHN M. WELLS,
OLIVER EVANS,	HENRY DUNLAP,
J. H. ASKIN,	JOHN M. MELLOY,
JOSEPH H. DONNELLY,	A. ARTHUR,
DAVID R. M'CLANE,	JOHN H. DOHNERT,
TOWNSEND YEARSLEY,	JAMES DONNELLY.
JOSHUA T. OWEN,	

COMMUNICATIONS.

SLAVE LABOR.

[For The Press.]

[While we do not concur with our distinguished correspondent in his special views, we spread his communication before our readers.—ED.]

Much has been said of late relative to the value and availability of negro slave labor in certain pursuits and portions of the United States, as compared or in competition with free white labor. It has been said that the former cannot successfully compete with the latter in the grain-growing or manufacturing States—that climate will determine the locale of the first, and therefore it cannot succeed or maintain itself in the latitudes of Kentucky, Virginia, Missouri, Kansas, or north of them. Now all this is true, only under a combination of *artificial facts*. Negro slave labor, at one time, was entirely successful in all the Northern States, and could easily be made so again, and to extend over all the territories. The artificial facts to which we allude will be found not in any distinctive characteristics of the two races, but in the legislation of the country, that, for fifty years or more, has prohibited the introduction of negro slaves, and encouraged the immigration of free whites. During this period several millions of free white laborers have come into the country, and not one negro slave. Thus have the white laborers been pushing the negroes more and more to the South, and thus has white labor been kept comparatively cheap and plenty. Add to this the increasing and great demand for the products of the Southern States—cotton, sugar, tobacco, and rice—which has been materially augmented by reduced production of these articles through the abolition of negro slavery in portions of the West Indies and South America.

These *facts* have withdrawn, and as long as they continue will withdraw, slave labor from the North to the South, where these articles are produced, leaving the northern parts of the United States to be worked by the free white laborers. In this respect climate may and will have some influence in determining the ultimate limits of the two races, because white labor cannot work in the open fields of the lower Southern parts of the United States, and therefore has its limits.

But let these *facts* cease to exist, and what would be the consequences? Repeal the laws prohibiting the slave trade, and those against negro slavery in the different States—allow the holding of negro slaves in all the States as it was under the colonial authorities, in the Northern States as it is in the Southern States now, and a very different state of things would soon exist. Half the ships that are now lying idle in Boston and all the rivers and bays of New England would soon be found on the coast of Africa, taking in cargoes of negro slaves, and not a few "live Yankees" be found there "trading" for them, or, perhaps, "catching them in the bush."

As soon as this fleet of slaves returned to this country the price of negroes would fall. Instead of good field hands selling for one thousand or fifteen hundred dollars each, they would soon sell for two hundred and may be for one hundred dollars. The South would soon be fully supplied, and cargoes be imported into the Northern ports of Boston, New York, Philadelphia, and elsewhere, and no doubt find ready sale. Healthy, docile, able-bodied men and women for one hundred dollars would doubtless find purchasers even here.

Under this state of facts—which would only be the removal of present "restrictions," and leaving climate alone to settle the question—negro slave labor would be found competing with white free labor in most of the Territories and States of the Union. How far, and how successful, would be determined by the supply of negro slaves that could be obtained, and the number of free white immigrants that might come in competition with them. The latter would no doubt be considerably diminished, as the need of their services and the price of their labor would be reduced by the number of negro slaves imported.

In this view of the subject we have only referred to consequences likely to follow the mere repeal of the present laws prohibiting the importation of negro slaves into the United States, and their employment in certain States. Should we aid the free importation and use of negro slaves, by adopting what has been the great design of the "American" party, the prohibition of the immigration of white laborers, which would be effectually done by refusing them the political privileges they have always enjoyed in this country, the spread of negro slave labor would be very considerably increased. Instead of hundreds of thousands of free white immigrants coming among us each year and no negroes, we fear we would soon have hundreds of thousands of negroes coming among us and no whites.

But as it is not probable the ultra Southern notion of "repealing the laws prohibiting the slave trade," nor that of the "Americans" disfranchising foreigners shall prevail, nor that the Northern States will tolerate slavery again, we may not anticipate the consequences that have been supposed would follow them.

There are other facts, however, that may exist that will have great influence in determining the question at issue. The success of the effort now being made by Great Britain and France to introduce negro semi-slave laborers into the southern colonies is not the least of them. Should this prove entirely successful, it would ultimately have almost as great an influence upon the relative positions of negro and white labor in this country, as would the re-opening of the slave trade as above described. Millions of laborers, under this coercive system, could no doubt be obtained in Africa—enough to cultivate all the southern colonies owned or governed by European nations, and perhaps also a greater part of lower Southern America. This could not but seriously affect slave labor in the United States, by competing with its products in the markets of the world, increasing their value as well as the demand for them.

If this scheme prove successful—that is, should its results be what its friends say they will, to improve the negro race, and furnish a supply of good laborers for the white race—may it not extend, after fully supplying the southern countries, to the North, and find its way into the United States? The Republican sympathy for the negroes, and the "American" hatred of foreigners, might, if the Government were in their hands, carry out their plans by the union of both. The ultra-Southerners who desire to re-open the slave trade might join them, and adopt the same slave-trade scheme, as the next best mode of strengthening the negro interest.

There are numbers of other ways by which the relations of slave and free labor may be affected besides those here stated. Enough has been suggested, however, to show that climate alone will not likely settle the question in this country, or in the world at large. White labor has been gradually, and, recently, rapidly rising in value in most parts of the civilized world, notwithstanding the incredible labor that is performed by labor-saving machinery.

Various attempts have been made, are making, and being proposed, to meet the growing deficiency that has caused, and is causing, this rise by the introduction of the labor of others than the white race; from China, India, and Africa. To some of these we may refer again. This question—the question of labor—is the great question of the day and age, and of absorbing interest to the world as well as to the United States.

SYMMES'S HOLE.

[For the Press.]

A communication in your paper of yesterday, in regard to "Symmes's Hole," has this sentence: "The folly of visionary men often becomes common-place," &c., &c.

I am a visionary man myself, sir, and would like, with your permission, to take up the cudgels in behalf of that race persecuted by their contemporaries, adored by posterity. If it were not for visionary men, our lives would stagnate into a material sky. If I had leisure, I think I could demonstrate that the more far-seeing a thinker is in reality, the more visionary he is to those with less mental vision than himself. He perceives

"—the far-off mountain tops of distant thoughts,
Which men of common stature never saw."

Capt. Symmes's theory deserved attention, as do all ingenious theories, and I have no doubt it has done its fair share of duty as an incentive to modern explorers to the polar regions, as the reading of Plato's Atlantis said to have fired the mind of Columbus, and the belief in the fountain of life set Ponce off in search of it. Had Symmes found a visionary men" to aid him, he would have anticipated modern discoveries.

The late Dr. Kane was as "visionary" a man as I ever had the pleasure of conversing with. Circumstances aided him in putting some of his visions into practice. It is told of Democritus the younger, another "visionary," that he pronounced the Milky Way a vast collection of separate stars. The old fogies of his day pronounced this blasphemy against Juno, who had spilled her milk on this celestial pathway. Lord Rosse's telescope has demonstrated the truth of the vision of Democritus, and consigned to that eternal contempt which is the punishment of ignorant presumption, both the old fogies and their "milky nebulæ."

As to Andrew Jackson Davis, he is undoubtedly a visionary of the wildest kind, and needs that sort of correction which Jupiter inflicted upon Phaeton; but his books teach people to soar into regions of thought that need exploration; and one of the profoundest ethnological inquirers of the day acknowledged to me that many of Davis's assertions on ethnological points were confirmed by the best scientific authorities of the day.

It will not do for the purely practical thinker to despise us "visionaries." We dream while the rest of humanity sleep, and can only expect the realization of our wondrous dreams in that future to which all true minds are looking forward.

ION, THE DREAMER.

CORRESPONDENCE.

FROM SUSQUEHANNA COUNTY.

[From our correspondent "Graybeard."]

GREAT BEND, Susquehanna Co., September 14, 1857.

Having been, as you remember, too late for the five o'clock train to New York on Tuesday evening, I was obliged to take what is significantly styled the "owl line," which left the Kensington depot at one o'clock on Wednesday morning. Not feeling in the best trim to court the luxury of a sleepless night, I at once, after procuring my ticket, rushed for "car B," (which car, the conductor had the politeness to inform us, meant the first car we came to with a *vacant seat*,) in hopes of procuring a whole seat, in which to obtain, if possible, a comfortable snooze. But I had not made the tour of more than seven-eighths of the train, before all my previous ornithological knowledge respecting the peculiar habits of the nocturnal bird we were to represent was utterly set at variance with my experience; for lo! every male "owl" in the train had appropriated an entire seat to himself, and with the utmost deliberation was cuddling up for a refined excursion to the "land of nod"—over the lady "owlets" quietly capped for a nap. I still my onward course pursued; out of one door—into another door; eyes right, eyes left; back—back, and finally, just before reaching the jumping-off place, (literally) I found a side-seat, in dimensions about twelve inches by two feet six, which looked, indeed, to be anything else than an inviting berth, but then it had the singular felicity of being unoccupied!, which was quite a sufficient recommendation under the circumstances to insure for it my acceptance. Folding my shawl about my head and shoulders, and compressing my nother extremities into a succession of very acute angles, I was silly enough to imagine that the shade of Morpheus could be successfully invoked in this ridiculous predicament. The sans of heaven marched far above us, and the iron track flew fast beneath us, but the balm of sleep shed not its soothing pollin upon my wakeful eyeballs. "Sleep came not to my eyes, nor slumber to my eyelids." What a night for meditation! What an attitude for *expansive* thought!! Half-past four brought us to Jersey City. Our trip across the Hudson at that hour was really grand and exhilarating; the stars still gleamed above in their midnight glory, (a magnificent array of constellations and planetary orbs there appeared, too, at this hour of the morn). That noble river, now receiving its first agitation for the day, looked in its unruffled calmness as if just rousing from its slumbers, and gently moving upon its humid bed. Five o'clock landed us at the foot of Cortlandt street, and as the next train over the New York and Erie road was announced to leave at six, I had just one hour to perform the operation of extricating a luxurious deposit of railroad soil from my face and whiskers, get my breakfast—which I did at the "Merchants"—and return to the depot. At six precisely we started for Syracuse, over the above-named road, by way of Binghamton.

Now for a word or two about this celebrated New York railroad.

The reader who has never yet passed over it has a field of romantic discovery still open in this direction, which he should not fail some day to embrace the opportunity of enjoying.

Leaving the depot at Jersey City, we pass northward some twenty miles, where we cross the Jersey line into the State of New York. In reaching this line, we have passed several broad, slow-running streams, running through immense flats—large, prairie-like alluvial deposits. The first county of New York that we enter is Rockland—a section