DE COURTENAYE.

—BY DR. SELLOE MACKENZIE.

"What clouds thy brow, Sir Leoline, at this our war-rioge feast?
Can aught of ill have vexed it here, on ever-hon ored guest?
Thou, of the high and dauntless heart, whose ready
confalon s
The meteor of the battle field in many a g ight hath shone.

"Awake from such a mood of gloom, t hou gallant Courtenaye,
For brilliant eyes are flashing scorn at thy sad disarray,
And, gazing on thy face, inquire—I Can ' this be he whom Song
Hath named the gayest of the gay, where Youth and Beauty throng?"

"The liquid ruby of the bowl is sparkling by thes now—
Its Lethean power can chase coll , Care from thine embrowned shallowed brow,
Where sup a bright-eyed boy nibelled with rapturous smile would greet.
Sir Leoline de Courtenaye a suitor at her feet."

"Even at thy bridal board, Sir Childe, the goblet I pass by,
Nor upon smiling Beauty's charms I turn my saddened eye;
I may not teach this heart to sue, however fair the shrine—
She whom I love my coldness left in other lands to pine,

"Were vain to say how fair she was who won me to her bower—
The glorious sun hath never shone on a more peerless flower."
She is, or was, the pride of France—its purest, loveliest May!
Fair are the dames I see around—she was as fair as they.
"I wooed her—won her—then forsook, and hurried me away.

Deeming her all too lowly born to wed with Courtenaye;
But ever in my sights is still her meek, imploring gaze;
For, day and night, my conscience sees that fair, lorn Flower of France.

"With hooded falcon on my hand, I tried if Sport could win
My memory from the bitter thoughts which pierced my heart within.
Many a mile from my castle I rode, and ever the
Sun was warm on the bitter thoughts which pierced my heart within.
My tiercelet struck the quarry down—but still Remembrance fell
Upon the face, so sadly fair, of her who loved too well.
"I drained the wine-cup, till my brain grew dizzy from its power,
Yet, even then, my thoughts were with that dear, forsaken flower;
I plunged into the tide of war—I won the fight—but still,
Amid the victor's pride, my heart was with that bonni belle.

"I left my country, friends, and home, to claim her for my own;
I hurried o'er the seas once more, and came to proud Bayonne:
I sought her in her wonted bower—alas! I sought in vain,
"Could she but know how in this heart Remorse is sternly sway
And Love—the changeless—which deplores, but never can forget,
Then might her gentle bosom all my headstrong faults forgive,
And I might clasp to *mine*, for aye, my own dear Genevieve!"

When the fair dames had heard this tale, full many a bright eye wept;
But lo! from out that brilliant crowd a veiled lady stept;
Down the long hall she slowly paced, and paused by Sir Leoline,
Raising before his wondering eyes a Cross—Salvation's sign—
And then upon that Cross she placed a severed ring of gold,
Withdrew the veil from her fair face, and said, "Sir Knight, behold!"
Long since, upon this Cross, thy faith was vowed in fair Bayonne—
This golden ring, thou said'st, would bind me ever as thine own.

"Take back thy ring, thou recreant Knight! I free thee from thy vow.
Thou broken thy faith, I break its pledge, yet—I forgive thee now.
Seek out some high-born dame as mate—oh, do not her deceive,
But Memory's self must die ere thou forgetest Genevieve."

"Glad as a Page, I followed through many a storm and breeze,
As winged thy dark her arrowy flight—an eagle of the seas.
Through many a fight I followed thee—no other fault is mine,
But that I loved thee all too well, oh faithless Leoline."

May ‡
Fair are the dames I see around—she was as fair as they.
"I wooed her—won her—then forsook, and hurried me away.

Deeming her all too lowly born to wed with Courtenaye;
But ever in my sights is still her meek, imploring gaze;
For, day and night, my conscience sees that fair, lorn Flower of France.

"Sir Childe, I pray you look upon my Genevieve, my bride!"
Uprose that noble company and pledged them in the bowl,
And many a lay of gentle love did the old minstrel troll.
And never, never more did Care the happy bosoms grieve
Of Leoline de Courtenaye, and his lady Genevieve

* The small flag at the end of the lance.
† Roses *et belle*.
‡ Maiden. Burns lass.
§ And all to pluck a posy for my own dear May.
‖ Tiercelet, or Tiercelin, a species of hawk.

INCIDENTS OF SPERM WHALING.

[*From the Boston Traveller.*]

The good barque Fish was lying becalmed off the west end of Celebes, with a large sperm whale alongside, ready to be cut in. The sea was smooth as a pond, and the sun hot as blazes.

"In board there!" shouted the mate, who was on a stage over the side, "In board there, ahoy!"

"Sir," was the response.

"Whose hook on is it?"

"Mine," responded a voice from the half deck, and up bounded Tom, a smart young boatsteerer, with nothing on but a pair of drawers. In a couple of winks he made a dash at the open gangway overboard, for he was a good swimmer, but unluckily his foot slipped, and instead of jumping outside of the whale, which was evidently his intention, the back of his head struck the ridge of the whale, and he went down with his hands extended over his head. All who saw him imagined he was going down a fathom or two to cool off, and expected him up again in a few seconds; but not appearing soon, the men along the gangway and the mates upon the stages roared out, "He's gone! save him, boys! and in a second five of our best swimmers plunged after him, and a boat was lowered at the same time. But it was all in vain; poor Tom rose no more; even the men who plunged after him only saw a shoal of sharks descending in the direction they supposed he was sinking. No doubt, he was devoured in *less than five minutes* after he jumped overboard. Shoals of sharks generally keep company with whalers, especially when they have whales alongside, and dash at everything that is thrown overboard. They would eat a whole blubber in a night, if not kept off by spades and lances. These sharp instruments are appreciated by them—they seem to know that their touch is death, and, instinctively, keep a respectable distance, until the carcass is surrendered to them in due form; then they have a blow out, and a free fight, without interference from salt beef surgeons."

Poor Tom had taken his last dive. The boat, after pulling astern, following the set of the current for a reasonable time, returned and was hoisted up in silence. The men were too oppressed with grief to sing the usual song, and walked forward without exchanging a word. The captain had walked the quarter deck full five minutes, apparently lost in thought, when the man at the mast head sung out, "There she blows—there again—there's two of them."

"Where away?" demanded the captain, springing into the main rigging.

"Right astern, sir, large whales!" There goes flukes, headed across the ship's wake to port! There she blows, there again," continued the look-out, and soon the captain and mates were up alongside of him.

"Clear away the boats!" shouted the captain, and get ready to lower away; down from aloft. Ship-keeper, away aloft and keep a good lookout."

All hands were on the move, full of life and animation. Poor Tom was forgotten in the excitement of the moment. It was not until the captain's boat had dropped astern that he recalled to mind the fate of his boatsteerer by his absence from the bow of the boat; but seeing the cabin boy looking over the taffrail he sung out—

"Jump overboard, Bill, and I'll pick you up, I want you to pull the after oar."

Without a moment's hesitation, Bill was overboard a fathom deep, but rose to the surface like a cork, and was dragged on board.

"Now," said the captain, who was a jovial young fellow, and delighted to identify himself with the humors of the crew, "you, Parson, pull the harpooner oar; I'll give you a chance to fasten, if we have the good luck to get upon the whale; but, mind, if you miss, I'll drive a lance through you."

The young man whom he addressed as Parson had obtained the title by trying to teach a couple of *New Zealanders* to read the Bible. All the men had by-names, such as Long Boy, Broadsword, Jack Ketch, Livercomplaint, Rheumatism, Lazarus, &c., and these names were more used than those on the articles.

This was the Parson's first voyage whaling, and the voyage was yet young, as there were only 300 bbls. oil on board, and the ship could stow 2,800 bbls. The death of Tom had given him a lift, which of right belonged to some experienced spouter, of whom there were several among the crew, and he felt determined to show himself worthy of the place the captain had assigned him.

"Pull, my boys—spring to your oars—bend your backs," said the captain, grinding his teeth, and pushing at the after oar with all his might. "Pull and head the mate—that's you; another stroke like that, my hearties; there, there she goes; now she flies, hurrah! the mate drops—now we lead—off she goes!"

"The whale's up, sir," said the Parson, inquiring the captain.

"on the larboard bow?"

"Pull, my boys, and it's our chance. Peak your oars, boys."

The order was promptly obeyed, and we sat seated along the gunwales paddling like Malays. The whale was about half a mile off, going at the rate of three knots an hour, and blowing as leisurely as a blacksmith's bellows.

"Don't make a noise, my lads," whispered the captain; "keep your paddles clear of the sides of the boat. What a noble fellow he is—gray-headed, a regular patriarch. Now, Parson, if you miss him, I'll kill you—mind, he's good for eighty-five barrels; yes, ninety; perhaps one hundred, and to miss him deserves death—*two* deaths—oh, boys? Hush! take your *paddles out of the water*—he smells oakum—no *bo-doun*'s; paddle away."

We were following in his wake, and as the sun was shining on his starboard side, the captain concluded the glare would half blind him, and enable us to approach without being seen, and steered the boat accordingly. It was really grand to see the noble fellow ploughing along so gently, the water curling over his back as if he were bathing for the benefit of his health, and enjoying the pleasure.

"Stand up, Parson," said the captain firmly, though in a whisper—his eyes glaring as if they would leap from their sockets.

The boat's bow was square with the whale's hump not more than eight feet off; the Parson held the iron (harpoon) by the middle, carelessly, in his left hand; the men still paddled, just keeping way with the whale, while the captain was gradually edging the boat head on and stern off.

"Dart," whispered the captain; but the Parson whispered back, "Lay on." "Dart, I tell you! you're near enough!" "Lay on!" was still the response of the Parson.

"There, blast you, there's lay on and have your head knocked off" giving the boat a sweep on with the steering oar. This time there was no order to dart, nor was it necessary; for the Parson, in order to give increased velocity to the harpoon, sprang into the box of the boat and sent one iron after the other socket up into the whale, just half the fin; then jumping down into his proper place, seized a lance, but before he could bring it to bear, the whale fairly sprang out of water at least six feet, and came down with a splash that shrouded the boat in foam as if she had been immersed in the ruins of a water-spout.

"Stern hard," shouted the captain—"stern for your lives!" and the men bent to their oars amid the whirlpool created by the motion of the whale. But the Parson, true to his original purpose, regardless of the consequences, while the boat lay almost against the whale's hump, sent the lance into his vitals and churned it round and round; the captain swearing like a maniac for him to sit down to his oar, and lend a hand to back the boat clear of the whale.

"He spouts thick blood," said the Parson composedly as he exchanged places with the captain, "I did not mean to kill him."

The whale then went down about fifty fathoms, but was too much used up to remain long below, and when he came to blow, lay motionless for a minute. "Lay on," said the captain, "and I'll kill him dead." The order had not to be repeated; the Parson sent the stem of the boat square against the whale's side, and the captain was about picking out a soft place for his lance, when the whale rolled short round, and raising one corner of his flukes laid it gently upon the boat's gunwale, and tipped her over, keel up, as politely as a lady would turn her hand in bidding adieu. But quickly as flash the flukes flew to the other side, cut another boat clean in two, and broke the third mate's leg. Here was a pretty mess; twelve sinners overboard in bloody water, surrounded by sharks, and at the same time, liable to be smashed in pieces by the whale's flukes; but the venerable patriarch, apparently satisfied with what he had done, left us to the care of sharks, and paddled away with two irons and a boat's line.

To fight our boat was the work of a few minutes, and in half an hour she was an ark of safety with all hands on board. The whale made toward the ship, ran round and round a few times, and then turned up fin out and head sunwards. He made 95 barrels.

The mate and second mate, unable to capture the other whale, returned to the ship; but that same afternoon, the Parson saw him, or another fellow like him, and had the pleasure of fastening to him also. The three whales made 270 barrels of oil.

In six weeks, the Parson saw and struck four large and twelve school whales, and never missed one. This uniform success induced the captain to give him charge of the third mate's boat, in which he killed some half a dozen right whales, when he had three of his ribs stove in and was sent ashore at Guam, to procure medical attendance, and remained there six months.

Whaling is not unlike war—every lowering is a battle in which all are liable to lose their lives. But the whaler requires more skill and courage than the soldier, or man-of-war-man. He must think and act at the same time—there are no given rules by which he can govern himself, for every whale he attacks is apt to show some new caper, against which he must provide on the instant. Our whalemen, with a little martial training, would make the most formidable sailors in the world, as they are certainly the most intelligent and daring.

AGRICULTURAL.

THE APPLE—APPLES FOR COOKING.—The two apples generally regarded best for stewing are the Fall Pippin for autumn, and the Rhode Island Greening for winter. There are two others better—namely, Comstock's Garden Apple for autumn stewing, and the Esopus Spitzenburgh for winter. The former, without sugar, was found quite equal to the Fall Pippin, with a moderate sweetening. It is worthless as an eating apple, being always hard. (It was described a few years ago in the *Cultivator*.) The Spitzenburgh is unequaled for richness and high flavor. The Red Astrachan is an admirable early summer stewing apple, but requires much sugar; the Keswick Codlin is the best immediately following it. For baking, the Sweet Bough is best for summer, Pound Sweet for autumn and early winter, and Tallman Sweeting for winter, the latter standing unrivalled among all baking apples, for its honied sweetness.

KEEPING POTATOES IN WINTER.—Potatoes spoil in winter, if buried, from three causes. First and greatest, want of ventilation; secondly, and nearly allied, dampness. Thirdly, and more rare, freezing. Farmers find most of their potatoes spoiled at the top of the heap; where they suppose they became frozen; but this is not the usual cause; the damp, foul, steamy air ascended there, and could not escape, and this spoiled them. A hole made in the top, with a crowbar, and closed with a wisp of straw, would have allowed egress to the confined air, and saved the potatoes.

The best way to secure potatoes out-doors, is to make large heaps, say 50 or 60 bushels; see that they are dry and clean; by digging before wet weather comes on; cover them all over with *one foot of packed straw*, and three inches of earth. The straw will prevent dampness, and the few inches of earth will favor ventilation. A farmer who raises many potatoes, and practices this mode, does not lose a peck, on the average, in 50 bushels.

VALUE OF STRAW IN MANURES.—It is found by careful chemical examination, that different kinds of straw possess quite different value to work up into manure. This relative value is very nearly determined by the quantity of nitrogen they contain. Barley straw is the poorest of all; oat and rye straws are about one-third better; wheat is nearly double in value to barley; buckwheat is rather better than wheat; meadow hay or corn-stalks are far ahead of any of these, being five times as rich in nitrogen as barley straw; and red clover hay and pea-straw are each about eight times as rich as barley. Whether these substances are mixed directly with manure, or eaten first by animals, they produce their relative effect.

CARROTS IN SUCCESSION.—In some parts of Massachusetts, four or five successive crops of carrots are taken from the same land, without a diminished product. The editor of the New England *Farmer* says he has raised four successive crops, with a gradual increase. All crops must exhaust land more or less, if taking a part or all is left on the land; but, in this instance, it appears that the annual manuring imparted more fertility than the crop took away.

MANURE ENRICHED BY GRAIN.—Nearly every farmer is aware that the food controls the quality of manure, and that, for instance, dung from horses fed high on oats is quite a different thing from the droppings of grass-fed horses. Same kinds of grain contain more nitrogen than others, and of course impart more fertilizing power to the manure. Barley is the poorest, Indian corn a little better, and oats better than either by about 20 per cent., the three not being very unlike.

MOLASSES FROM APPLES.—J. Macomber, of Farmington, N. Y., manufactures molasses from sweet apples, incomparably better than by boiling down "sweet cider" so commonly practiced, by first *steaming* the apples soft, then pressing out the juice and boiling down. The juice thus yields a liberal quantity, but the precise amount he has omitted to determine.

RELIEVING CHOKED CATTLE.—It is said that pouring into the throat half a pint, more or less, of sweet oil, (or lamp oil,) will so lubricate the obstruction, that rubbing the throat briskly outside with the hand will soon remove it—sliding it up or down, according to its position. In any case, the oil is a useful auxiliary to other means.

STRETCHES IN SHEEP.—An eminent and skilful manager of sheep says that he seldom fails to cure sheep of this disease in a few minutes, by placing a spoonful of tar in the mouth, and holding it shut till the tar melts and runs down. Lard and castor oil produce a slower and less certain effect.

FEEDING PUMPKIN SEED TO CATTLE.—It is asserted by some good farmers, that pumpkin seeds have a certain specific effect on cows, causing them to dry up their milk; and that when the seeds are taken out before feeding, it will be found they yield a larger quantity.

Merchant Tailors.

EDWARD P. KELLY,
LATE
KELLY & BROTHER,
814 CHESTNUT STREET, ABOVE EIGHTH,
Has now on hand a large assortment of OVERCOATINGS, CLOTHS, CASSIMERES, VESTINGS, GLOVES, SHIRTS, MORNING GOWNS, &c., &c., of the best qualities and latest styles. *Prices moderate for credit, low for cash.*
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Has now with him the best Tailors that are engaged in the business in this country.
CHARLES ROTH, formerly the leading tailor of this city; M. KAYSER, formerly cutter for O. Roth & Co., and late Coat and Vest cutter with Lukens, Kelly, & Co.; HENRY WAGNER, the best Pants and Vest cutter in the United States, for years cutter with Depierris, under the Irving House, Broadway, and with Depierris & Potter, under the St. Nicholas Hotel, Broadway.
The most unremitting attention paid to the wishes of all who patronize the establishment.
Ready-made Clothing made at *moderate prices for credit, low prices for cash.* oc13-tf

JAMES SHERIDAN, MERCHANT TAILOR, Nos. 16 and 18 South NINTH STREET, ABOVE CHESTNUT.
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Particular attention given to UNIFORM CLOTHING. aug-tf

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No. 432 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 Vrodham's new series Gold Medal London Timekeepers—all the sizes on hand, price $250, $275, and $300.
English, Swiss, and Yes Watches at the lowest prices.
Rich fashionable Jewelry.
Sheffield and American Plated Wares.
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MANUFACTURERS AND IMPORTERS OF
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Constantly on hand and for sale to the Trade, TEA SETS, COMMUNION SERVICE SETS, URNS, PITCHERS, GOBLETS, CUPS, WAITERS, BASKETS, CASTORS, KNIVES, SPOONS, FORKS, LADLES, &c., &c.
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A large assortment of SILVER WARE, of every description, constantly on hand, or made to order to match any pattern desired.
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Wines and Liquors.

PORT WINE.—In bond and entitled to debenture 250 casks St. Joseph's Pure Juice Port Wine, in qrs. and eighths.
Ten puncheons John Ramsay Islay Malt Scotch Whiskey, 5 years old.
Fifty pipes Anchor Gin.
Marsh, Martel, Douvet, and J. J. Dupuy Brandies, all of which I offer to the trade at rush cod prices.
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au1-tf For sale by GEO. W. TAYLOR.

FALL STOCK OF BOOTS AND SHOES.—The Subscribers, at the Philadelphia Store, No. 214 MARKET Street, and Nos. 3 and 5 FRANKLIN PLACE, have now in store a large and well-assorted stock of BOOTS and SHOES, of City and Eastern manufacture, which they offer for sale on the best terms for Cash, or on the usual credit.
Buyers are invited to call and examine their stock.
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Free from the objections which have been urged against those already known in this market, THIS MACHINE COMBINES THE GOOD QUALITIES OF THEM ALL, and will be sure to commend itself upon examination, to families, tailors, saddlers, shoemakers, and seamstresses. Those in want of A GOOD ARTICLE, that will make the handsome lock-stitch, work WITH LITTLE NOISE, that will HEM, BIND, STITCH, RUN, or GATHER; indeed, that will give entire satisfaction even after they have been used for years, are invited to call at our rooms, 629 CHESTNUT Street.
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Sewing of every description executed in the best possible manner, and on *reasonable terms. Samples of our work sent by mail to any part of the United States.*
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CHOICE FARM LANDS FOR SALE.—THE ILLINOIS CENTRAL RAILROAD COMPANY are now prepared to sell about 1,500,000 acres of choice farming lands, in tracts of 40 acres and upwards, on long credits, and at low rates of interest.
These lands were granted by the Government to aid in the construction of the road, and are among the richest and most fertile in the world. They extend from North-East and North-West, through the middle of the State, to the extreme South, and include every variety of climate and productions found between the parallels of latitude. The Northern portion is chiefly prairie, interspersed with fine groves, and in the middle and southern sections they predominate alternating with beautiful prairies and openings.
The climate is more healthy, mild and equable, than any other part of the western country—the air is invigorating, while living streams and springs of excellent water abound.
Illuminous Coal is extensively mined, and supplies a cheap and desirable fuel, being furnished at many points at $2 to $4 per ton—and wood can be had at the same rate per cord.
Building Stone of excellent quality also abounds, which can be procured *for little more* than the expense of transportation!
The great fertility of these lands, which are a black rich mould, from two to five feet deep, and gently rolling; their contiguity to this road, by which every foot is rendered available for travel and transportation to the principal markets North, South, East, West, and the economy with which they can be cultivated, render these the most valuable investment now offered to the public, and present the most favorable opportunity for persons of industrious habits and small means to acquire a comfortable independence in a few years.
Chicago is now the greatest grain market in the world, and the facility and economy with which the products of these lands can be transported to that market, make them much more profitable, at the prices ruling, than those more remote at government rates, as the additional cost of transportation is a perpetual tax on the latter, which must be borne by the producer, in the reduced price he receives for his grain, &c.
The title is perfect—and when the final payments are made, deeds are executed by the Trustees appointed by the State, and in whom the title is vested, to the purchasers, which convey to them absolute titles in fee simple, free and clear of every incumbrance, lien or mortgage.
The prices are from $6 to $30; interest only 3 per ct. Twenty per ct. will be deducted from the price of timber, if part or all is left on the land; but, in this instance, it appears that the annual manuring imparted more fertility than the crop took away.
MANURE ENRICHED BY GRAIN.—Nearly every farmer is aware that the food controls the quality of manure, and that, for instance, dung from horses fed high on oats is quite a different thing from the droppings of grass-fed horses. Same kinds of grain contain more nitrogen than others, and of course impart more fertilizing power to the manure. Barley is the poorest, Indian corn a little better, and oats better than either by about 20 per cent., the three not being very unlike.
SECTIONAL MAPS
Will be sent to any one who will enclose fifty cents in postage stamps, and books or pamphlets containing numerous instances of successful farming, signed by respectable and well known farmers living in the neighborhood of the Railroad Lands, throughout the State—also the cost of fencing, price of cattle, expense of harvesting, threshing, etc.—or any other information—will be cheerfully given on application, either personally or by letter, in English, French, or German, addressed to JOHN WILSON,
Land Commissioner of the Illinois Central R. R. Co.
Offices in Illinois Central Railroad Depot, Chicago, Illinois. au1

DEPARTMENT OF MARKET-HOUSES, OFFICE, S. W. CORNER OF FIFTH AND CHESTNUT STREETS,
PHILADELPHIA, October 1st, 1857.
Sealed Proposals will be received at this Office until the 30th day of NOVEMBER next, at 12 o'clock, for the Renting of the following Wharves and Landings for a term of three years:
Arch street Landing, at the foot of Arch street, on the river Schuylkill—lease commencing December 31st, 1857.
Also, George's street Landing, at the foot of George street, on the river Schuylkill—lease commencing January 1st, 1858.
Approved security will be required.
S. C. THOMPSON,
oct-th 2 tu 1m Commissioner of Markets.

CLOVER SEED.—NOTICE TO PENNSYLVANIA FARMERS AND STOREKEEPERS.
The undersigned are now prepared to purchase for cash, prime Clover Seed of the new crop. Pennsylvania storekeepers and farmers, by sending samples to our address, can, at all times, ascertain the price at which we are buying. Parties wishing samples, by which to be governed as to quality, can have them sent by mail, by addressing us
J. H. CHASE & CO.
sep19-1f 43 North Front, and 44 Water streets

WELCOME RANGE.—SOLD BY CHADWICK & BRO., 202 N. SECOND St. au18-3m

CONGRESS RANGE.—SOLD BY CHADWICK & BRO., No. 202 N. SECOND Street. au18-3m

Merchant Tailors.

EDWARD P. KELLY,
LATE
KELLY & BROTHER,
814 CHESTNUT STREET, ABOVE EIGHTH,
Has now on hand a large assortment of OVERCOATINGS, CLOTHS, CASSIMERES, VESTINGS, GLOVES, SHIRTS, MORNING GOWNS, &c., &c., of the best qualities and latest styles. *Prices moderate for credit, low for cash.*
The business of KELLY & BROTHER will be in future attended to by E. P. KELLY or JOHN P. DOHERTY, at No. 814 CHESTNUT street. oc13-tf

JOHN P. DOHERTY,
FORMERLY WITH KELLY & BROTHER,
LATE WITH LUKENS, KELLY, & CO.,
MERCHANT TAILOR,
814 *CHESTNUT STREET, ABOVE EIGHTH,*
Has now with him the best Tailors that are engaged in the business in this country.
CHARLES ROTH, formerly the leading tailor of this city; M. KAYSER, formerly cutter for O. Roth & Co., and late Coat and Vest cutter with Lukens, Kelly, & Co.; HENRY WAGNER, the best Pants and Vest cutter in the United States, for years cutter with Depierris, under the Irving House, Broadway, and with Depierris & Potter, under the St. Nicholas Hotel, Broadway.
The most unremitting attention paid to the wishes of all who patronize the establishment.
Ready-made Clothing made at *moderate prices for credit, low prices for cash.* oc13-tf

JAMES SHERIDAN, MERCHANT TAILOR, Nos. 16 and 18 South NINTH STREET, ABOVE CHESTNUT.
A large and well selected stock of CLOTHS and CASSIMERES always on hand.
All Clothing made at this Establishment will be of the best quality, and in the most fashionable style.
Particular attention given to UNIFORM CLOTHING. aug-tf

Shipping.

SHIP MARY AND ADELINE, FOR NEW ORLEANS.—First and only vessel this week. Freights taken at as low rates as any other vessel loading.
The remarkably fast-sailing coppered ship MARY AND ADELINE, W. Fales, master, now loading at Race street wharf, has a large portion of her cargo engaged and can hasten to sea rapidly, and being of moderate capacity, will have despatch as above.
Shippers will please hurry their goods alongside, and bills of lading to the Counting House for signature.
For balance of Freight, which will be taken at reduced rates, apply *on board or to*
BISHOP, SIMONS, & CO.
oc19tf 120 (formerly) 30 North Wharves.
The M. & A. issues at the lowest rates, and will take steam down the Delaware and up the Mississippi.

SAVANNAH STEAMSHIP LINE.
STEAMSHIPS
STATE OF GEORGIA
AND
KEYSTONE STATE.
In consequence of the depressed state of trade, the above ships will be withdrawn for the present.
A. HERON, Jr.

FARE REDUCED TO SOUTHAMPTON AND HAVRE.—The magnificent steamship VANDERBILT, Edward Higgins, commander, 5,268 tons, will sail

From New York for Southampton and Havre.	From Southampton and Havre for New York.
Saturday ..... Oct. 24	Saturday ..... Nov. 14
Saturday ..... Dec. 5	Saturday ..... Dec. 26

Price of Passage—First cabin, $100; second cabin, $50! Specie delivered in London and Paris. For freight or passage apply to
D. TORRANCE, Agent,
No. 5 Bowling Green, New York.
Letters for England and Europe, pre-paid, 25 cents each half ounce, (by enclosure of postage stamps if from other cities,) will be received at No. 5 Bowling-green, New York, up to 11½ o'clock on the morning of sailing. oc10-tf

GREAT REDUCTION IN FARE TO EUROPE!
First Cabin ..... $80 | Second Cabin $50
In the first-class paddle-wheel steamship ADRIEL, 2,000 tons, C. D. LUDLOW, Commander, and NORTH STAR, 2,500 tons, F. A. LEFEVRE, to sail from pier No. 3 North River, at noon precisely, carrying the UNITED STATES MAILS, viz:

From New York for Southampton, Havre and Bremen.	Bremen for Southampton	From Southampton for New York.
Ariel, Saturday, Oct. 31.	Saturday, Oct. 31.	Wednesday, Nov. 4
These steamers touch at HAVRE. Specie delivered in London and Paris. For passage and freight, apply to D. TORRANCE, Agent, No. 5 Bowling Green, New York.		

FOR LIVERPOOL—SATURDAY, 17th October.—The packet ship NONPAREIL, (1450 tons), Captain Field, will sail as above.
Cabin passage, ... $80
Second Cabin 30
Steerage 18
Second cabin and steerage passengers found with provisions according to the American passenger act.
Apply to THOS. RICHARDSON & CO.
oc6

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.

1857.		1857.	
Fulton, Saturday,	Aug. 22	Arago, Saturday,	Jan. 9
Arago, do.	Sept. 10	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, $150; Second Cabin, $75.
From Havre or Southampton to New York—First Cabin, $80 Gold; Second Cabin, $50 Gold.
For freight or passage, apply to
MORTIMER LIVINGSTON, Agent, 7 Broadway.
WILLIAM T. BOYD, " Havre.
CROSKEY & CO., " Southton.
AMERICAN EUROPEAN EXPRESS AND EXCHANGE CO. } " Paris.
au6

THE NEW YORK AND LIVERPOOL UNITED STATES MAIL STEAMERS.—The Ships composing this Line are:
The ATLANTIC, Capt. Oliver Eldridge.
The BALTIC, Capt. Lewis 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 secure strength and speed, and their accommodations for passengers are unequalled for elegance and comfort.
Price of passage from New York to Liverpool, in first cabin, $130; in second do., $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., 8 Austin Friars, London.
B. G. WAINWRIGHT & CO., Paris.
The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, or precious stones or metals, unless bills of lading are signed therefor, and the value thereof expressed therein au1-tf

Railroad Lines.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.—WINTER ARRANGEMENT.—On and after MONDAY, October 19th, 1857.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7¾, 8¾, 9¾, 11¼ A. M., 2, 3-10 min. 4, 5, 6, 7, 9, and 11 P. M.
Leave Germantown at 6¾, 7¾, 8 min. 8, 9, 10¼ A. M., 1-10, 3-10 min. 4, 5, 6, 7, 8, and 10 P. M.
☞ The 7.35 o'clock A. M. Train from Germantown will stop only at Wayne Street Station.
ON SUNDAYS.
Leave Philadelphia at 9 20 min. M., 2 and 6¾ P. M.
Leave Germantown 8.20 min. A.