POLITICAL.

HON. L. Q. C. LAMAR, of Mississippi, has published an address to his constituents declining to be a candidate for re-election to Congress.

WE learn from the Mobile *Advertiser* that four more papers in Alabama have hoisted the Bell and Everett flag.

THE Portland *Argus* gives a list of fifteen Democratic papers in Maine, of which but one supports the Breckinridge ticket.

THE Democratic State Convention in Kentucky, for the nomination of an electoral ticket pledged to the regular nominees, will be held at Louisville on the 23d of July.

HON. C. W. ANDERSON, member of Congress from Kentucky, spoke at Stanford on the 2d. He confined himself to a vindication of his course at Washington.

THE Bell and Everett party in Connecticut are about to call a State Convention, to meet in New Haven on the 1st of August, to nominate candidates for Presidential electors.

A LARGE number of Federal office-holders (and therefore Breckinridge men) of Connecticut met at Hartford last week to harmonize the party by a half-and-half electoral ticket. The project amounted to nothing.

SENATOR BROWN, of Mississippi, having read Mr. Breckinridge's letter of acceptance, now declares his purpose to take part in the fight, as there is no practical difference in the positions taken by the two Democratic candidates.—*Herald*

HON. JOHN S. DAVIS, of Indiana, is talked of as a candidate for Congress from the New Albany district. In a speech delivered at New Albany, on the 6th, he declared himself favorable to the election of Messrs. Bell and Everett.

WE understand that the reason that Gov. Wise did not address the Breckinridge and Lane ratification meeting in this city on Monday night last, was that he has deferred any participation in the canvass till after the Virginia Democratic State Convention shall have acted.—*Wash. Star.*

THE Selma (Ala.) *Herald* says: "Old Joe Lane, the candidate of the fire-eating Disunionists, while a member of the Indiana Legislature, voted four distinct and separate times for Congress to pass the Wilmot Proviso; yet we hear the par excellence Southern rights Disunionists declare him a perfect pink of Southern chivalry."

THINGS look well in Arkansas. Flournoy, who stood so firmly by Douglas in Convention, has been joined by Mr. Rust, and these two gentlemen will lead in the fight. There is now a good chance that this State will go for Douglas and Johnson, although Breckinridge's friends have heretofore claimed it as certain for him.—*States.*

DUNCAN MCRAE, a leading Democrat of North Carolina, and late consul at Paris, made a masterly speech at Raleigh, this week, for the national nominees, Douglas and Johnson. He denounced the conduct of the secession delegates from that State, and declared that a disunion conspiracy was the father of the bolt. His speech was received with much applause.

THE VOTE OF GEORGIA.—By a law of the State of Georgia, the Presidential electors must receive a majority of all the votes polled to be elected. In case no person receives a majority, then the Legislature must choose the electors. The Breckinridge and Lane men, conscious of being the lowest party in the State, are flattering themselves that the choice of electors will devolve on the Legislature.

A DOUGLAS ORGAN.—The Douglas men in Petersburg, who have all the backbone and nearly all the brain of the party there, are pushing matters with a determined hand. Their zeal shames the inactivity of their sympathizers in this city, who permit themselves to be overshadowed and intimidated by Juntoism. The Petersburg *Express* says:

"The friends of Douglas in this city, we understand, are making preparations to issue a campaign paper. It will be edited with ability and energy, and will number among its contributors some of the most talented men of the Democracy of Petersburg."—*Richmond Whig.*

An Interview with Lady Morgan.

The author of a charming book about to be published by the Messrs. Harpers, under the appropriate title of "Queens of Society," gives the following interesting account of a personal interview with the celebrated Lady Morgan, so long one of the stars of the highest English society, and but recently deceased at an advanced age:

Sydney Lady Morgan, as she latterly styled herself; but I remember her first as Lady Morgan merely, with a respectable-looking husband, a large, light, heavy man, in spectacles, who at once worshipped and admonished her as we do a child.

It was in that she used to call the out-of-the-way regions of North Marylebone that I had stood near a piano the whole evening endeavoring to make out who could be that short personage who sat behind a small table (though in a circle) on which was set one of those dark-green circular shades which spring out of a stand; yet even this protection to her poor eyes was not thought enough, for the lady held before her face a green fan, so that a deep shade was cast upon her diminutive figure behind; and, even in a well-lighted room she was as much in retreat as if she had been taking her pleasure on a sunless day in an arbor.

I soon perceived that she was a centre of attraction, even in that room where Agnes Strickland at one time, Campbell at another, Rogers, and, in the course of the evening, numberless scientific celebrities had come and gone. Shell, even then partially bald, sat down near her, and relapsed into his beloved brogue; and there was such a play of wit between them, such brilliant attacks on his part, such pungent yet good-natured retorts on hers, that I felt sure she was from the dear Emerald Isle—one of a race that has always its joke and its reply, even at death's door.

I said to a grim-looking gentleman near, "I am a stranger, sir; pray, who is that?"

I turned my eyes toward the green fan.

"That lady? do you mean that very nice-looking person near the screen? A fair, comely lady, with light hair? Well, you remember hearing of Miss O'Neil—before you were born, it must have been; that is she; she is now Lady Becher."

"Oh yes, I know; I did not mean her. There is a lady; see, Lady Becher is bending now to talk to her; she holds a fan."

Oh! don't you know? Lady Morgan, of course."

"Lady Morgan! but—"

"I don't mean Lady Morgan, of Tredegar, but the authoress of 'The Princess,' of 'Florence Macarthy;' don't you remember?"

"Certainly."

"Every one knows her," pursued my informant who, I found afterward, was a toured reviewer; "you will find her agreeable; she makes herself pleasant."

And, indeed, so I thought; for it was some time before I could get a cool post of observation. Having at last entrenched myself near a folding door behind a fat dowager, I took a calm survey of Sydney Lady Morgan. She appeared to me then on the wrong side of the half century; no one, however, even now, knows the year of her birth, for she had the tact to keep it to herself; but it is conjectured to have been 1777, or thereabouts; but no one could have supposed it possible who knew her, even at the last, that she could be eighty. She was then a very small and very slight woman, with an easy drooping figure, that looked as if nature had been careless when she put it together; and then she was somewhat crooked, though not strikingly, even when, as she used to say, she "circulated" through the room at her own soirees; and this defect, good woman as she was, as a plea she used to attribute to having practiced the harp too much in her youth. But I believe that there were few women of the period in which Lady Morgan figured as a girl, that were straight, thanks to stiff stays and backboards.

Her face, though never more than agreeable, had a great charm in its feminine contour. She wore at that time her own hair. I will not swear that it was *all* her own, for there were suspicious-looking curls dripping down upon the slight throat; but it was evidently partly natural, for it was thin, and drawn across her wide forehead with a sort of tasteful negligence. It was, however, of a lighter hue than the bands with which, in her last days, she attempted to restore the venerable ruin of Sydney Lady Morgan.

Her eyes were large, and of a bluish gray, in early life probably blue. One of them had a slight cast, and went off at a tangent to the right; but this did not spoil the expression, which was very sweet and very thoughtful; without, at any time that I knew her, being brilliant or searching. She always looked like a person who saw imperfectly; and she always spoke of herself as half blind, and talked of visits from Alexander and dark rooms, leeches, and shades; and I never saw her without that green fan in her hand. It became an antiquity like herself. Yet I believe she saw more than any one else did; nothing escaped her. She knew every *nuance* of feeling that passed in the minds of others; she remarked dress, and she never unintentionally forgot or mistook a person.

Her other features were neither prominent nor beautiful, yet peculiar; Lady Morgan's own mouth and nose—I never saw any one that resembled her; and if our grandmothers were here to say it, they would declare that Lady Morgan had been a pretty woman.

She had the manner of a woman who had been attractive, and that supplies the want of a chronicle. Besides, the face was soft, agreeable, kindly—somewhat wrinkled even then, but harmoniously tinted with a *soupçon* of rouge. I remember her dress perfectly. It was juvenile to a fault—white muslin, short sleeves, and a broad green sash, tied behind; something dropping and light about her head; and a lace scarf over her shoulders. She was still the wild Irish girl in fancy, though rather an old Irish girl.

She soon, however, changed this style; and though I never saw her what is called well dressed, if one were to take her and measure her by the yard, yet she had an intuitive notion of the becoming, combined, at that period of her life, with a close attention to economy.

DEATH OF A NEW YORK REPORTER.—We regret to record the death of, probably, the oldest reporter on the New York press, Mr. William Finn, a nephew of Daniel O'Connell, who came to this country about twenty-eight years ago, and immediately attached himself to the press of this city as a contributor, assistant editor, and reporter. Previous to his arrival in America he had corresponded from Dublin with the London papers, and was well known as an attractive writer in the magazines of that period. For more than twenty years he was connected in various positions, but chiefly as law reporter, with the New York *Journal of Commerce*, from which establishment he retired eighteen months since. His portly form and honest countenance were long missed about the courts, the City Hall, and the Park, after that retirement, and the news of his death will bring a touch of sad feeling to many who were wont to listen with pleasure to his anecdotes of old times, and to his singular trinity of affection for Old Ireland, Old England, and Young America, so combining them together in his good wishes, that it was only by the application of tight pressure that he disclosed the fact that the Green Isle of Erin was first in his heart. Mr. Finn was highly esteemed by his associates of the press, and his memory will long remain with them. He was a fine scholar and a true gentleman—one, in fact, as he would himself have said, of the "old school." He was born in the county of Kerry, Ireland, and his age was 69 years. He leaves a large family, who, with a wide circle of warmly attached friends, will long lament his loss.—*N. Y. Times.*

APROPOS to the death of the Prince Jerome Napoleon, the New York *Journal of Commerce* says: "And thus the last link that connected the kingdom of France of this day with that of the Great Napoleon is sundered. All the great men and women who figured on the scene of France, and we may add of Europe entire, fifty years ago, are gone. Not one is left, save the old Queen of Sweden, the widow of Bernadotte. All the rest are gone—three Kings of England, two of Denmark, two of Sweden, two Emperors of Russia, three or four Popes, the Emperor of Austria, one King of Prussia, two Kings of Holland, two of Naples, two of Bavaria, two of Sardinia, two of Spain. The Great Captains are all gone."

Willis' Account of Blondin.

In the *Home Journal* for last week, Mr. N. P. Willis gives one of his sketchy accounts of his visit to Blondin's performance at Niagara:

As we approached Niagara, the printed advertisement, distributed through the cars, informed us that Monsieur Blondin was to walk the rope across the rapids that afternoon—an unexpected sight, for which we determined to expedite our dinner, and defer the contemplation of the cataract. We joined the crowd toward the show in the middle of the afternoon, and entered the enclosure at the republican end of the rope (the other end, of course, being in her Majesty's dominion, for the accommodation of the more privileged spectators). There was a great rush at the entrance, and we had some trouble to guard the ladies who were with us against the rudeness of two or three well-dressed men, who, I thought, must have been dining too freely—explained afterward by the fact that their unnecessary elbowing and crowding were merely to call off attention while they picked my companion's pocket! The wallet which they stole (minus $200 and some private papers which it contained) was found the next morning, under the Suspension Bridge, near by.

A band of music was out-playing the roar of Niagara very vigorously, and, in front of the raised seats, stood a rough board shanty which was to be the dressing-room of the performer; and, reaching from this to the rope, was a fenced in passage-way, at the extremity of which, near the brink of the precipice, I succeeded in getting the most favorable stand. The view of the fearful rapids below; the occasional passing of a railway train across the chasm by that miracle of mechanic ingenuity, the suspension bridge; the sublime scenery of the opposite shore, and the comments of the surrounding crowd, helped to while away the hour or two of expectation, under a very hot sun. * * * * *

Retiring to his shanty for a minute or two, after all was arranged, his reappearance was announced by a grand utmost-ania from the band, and forward came Tecumseh with a high crown of many-colored feathers on his head—not with a slow pace, as would be expected from an Indian chief, but dancing a jig all the way to the precipice. It was curious, however, to see that the smile on his lip, and his other signs of merriment for the many, were altogether mechanical and artificial, while the closely-pressed eyelid, through which his keen blue eye was hardly visible, showed the inner mind's utter absorption and concentration in the work he had to do.

The rope was drawn from shore to shore, eight hundred feet across and two hundred and fifty feet high over the Niagara rapids—a perilous bridge for human feet to walk! I took hold of his arm as he stood trying the rope, for a moment, with the ball of his foot. It was like a bunch of iron wire, wholly unimpressible. And away he went—his moccasined feet hugging the two sides of the swaying cable, his balance pole playing up and down, and his little figure gradually diminishing as he walked steadily on and reached the middle of the chasm, where he proceeded to stand upon one leg and hold the other out at right angles! The spectators, of course, were all breathlessly silent—though I found it much more breathless to think of, afterward, than to see done. He did it with so much apparent ease and certainty that it was like seeing a bird fly or a spider walk the ceiling—not to be wondered at for that kind of creature. I am inclined to think it would be more startling, (better enabling one to imagine himself in the performer's place), if he were to do it in common clothes.

Looking scarce larger than a butterfly as he reached the opposite shore, Blondin remained fifteen or twenty minutes out of sight, and then the pistol was fired to announce his return. He came quietly on to the centre, where he stopped to lie down at full length on the rope, and execute various postures and gymnastics; and between this and his reaching our shore again he made several pretended trips, as if losing his balance; the screams of the affrighted ladies, at this, very comically varying the tune which was being endeavored by the band. As he came up the slant of the rope again, I saw that his lips were tightly drawn together, and his features were rigidly set, with the mental exertion, and it was an expression of face that would be worth painting as a type of determined will. Through all the anxiety of a spectator's suspense, I could not help admiring the little man exceedingly, and I was the first to give him a hand when he stepped on the cliff. It was a cold clammy grip that he gave me in return, and his fingers felt icy and wet. Everybody who could reach him gave him a shake of the hand on his way to the shanty, and the enthusiasm for him seemed universal. And thus ended "the show" of human life put fearfully in peril.

Mr. Blondin, I was afterwards told, has a wife and several children, and resides at Niagara, having adopted it as his theatre of performance. His professional profits amount to ten thousand dollars a year.

The Execution of Hicks.

[From the New York Times of yesterday.]

The final arrangements for the execution of Hicks will be completed to-day by the United States marshal; so that nothing will remain to be done on the day appointed but to carry into effect the sentence of the law against the criminal. From present appearances, this execution will be attended with more excitement than is usual on such occasions, and the officers of the law will require the support, not only of all law-abiding citizens, but of a police or military force to preserve order during the discharge of their unpleasant duties. Throughout yesterday the execution was the general topic of conversation, and the greatest possible eagerness was manifested to procure tickets of admission upon the island where the prisoner is to meet his fate. Every row-boat and sailing craft which could be secured has been engaged for a week in advance, to be used in conveying parties to the spot; steamers and all manner of sailing craft will also throng about the island, crowded, undoubtedly, with eager spectators.

Bedloe's Island, which has been selected as the place of execution, is a Government military post, and next to Governor's Island is one of the most beautiful in the Bay of New York. It is about one mile nearly due west from the Battery, has an area of some seventeen acres, and is partially covered on the north and west sides with a growth of willow, poplar, elm, ailanthus, and other shade trees of a natural growth. A handsome sea-wall surrounds the island, with the exception of a small part of the west side, forming the outwork of a water battery, which is intended to conceal some forty-five guns of heavy calibre, the granite platforms of which occupy the whole semi-circle fronting to the eastward. This earthwork is smoothly terraced from the water, and with its grassy covering forms a handsome promenade around the whole easterly portion of the island. It is upon this sloping bank, on that portion of it looking to the northeast, and directly fronting the Battery, that Marshal Rynders has selected for the erection of the gallows. The spot is not over a hundred feet from the end of the wharf on which the criminal and his attendants will land. Boats of light draft can approach to within twenty feet of the gallows, and there will be nothing to obstruct the view of the execution. The gallows is the same which has been long used in the City Prison.

Tickets issued by the marshal, it is understood, will admit all official persons upon the steamer on which the criminal will pass from the city to the Island. A guard of United States marines will protect the area enclosing the gallows, and prevent all interference with the procession after landing and as it passes from the boat to the fatal spot. As the view from the bay will be most eligible, those who intend to visit the spectacle would do well not to depend upon landing at all.

A rumor was circulated late yesterday afternoon that Hicks had committed suicide. The story, however, proved incorrect. Probably no criminal since the days of Gibbs and Wansley, ever went to the gallows with less public sympathy than Hicks will receive to-morrow while he pays the forfeit of his own life for the many lives he confesses to have taken in cold blood.

JACOB S. HARDEN AND THE METHODISTS.—A correspondent thus writes to the New York *Tribune*:

"After the execution of this wretched young man I deem it proper, through the columns of the *Tribune*, to correct some errors which, from time to time, have received extensive currency through a portion of the press:

"1. It has been intimated that because he was a professed preacher of righteousness, the ministry of the Methodist Episcopal Church sympathized with him, and would have exempted him from the just penalty of the law. To this we reply, it is not true in part nor as a whole. The writer, who mingles largely with Methodist and other ministers, has not met with the first one who has in any degree sympathized with him. On the contrary, they have universally esteemed him guilty, and deserving the dreadful penalty of his fiendish crime.

"2. It has been intimated that the Methodist people of Warren and Sussex counties have been desirous of screening him from the operation of the law. This we pronounce totally untrue. All the solicitude which has been manifested by Methodists and others has been for his estimable and aged parents; and this has been deep and universal.

"3. That the denomination to which he professedly belonged are responsible for his conduct. That they have felt themselves sorely wounded is admitted, but that any disgrace should attach to them they do not admit. Such unhappy examples of base crimes exist in all churches, and the M. E. Church should have the sympathy rather than the curses of the people. All generous-minded persons in this region take this view of the case."

NEGRO MINSTRELS ARRESTED.—W. C. Gallagher, dubbed the "Barnum of the West," recently opened a new place of amusement—"The Colosseum"—in the rear of his "Symposium," on Fifth street, and with a view to make good his promise to present "the best talent in the country," went to Philadelphia the other day and made an engagement with two stars in the "cork opera" line—Messrs. William Chambers and Fulton Myers—for twenty dollars per week and boarding, advancing the "needful" necessary to pay travelling expenses. The engaged arrived in the city yesterday, as per agreement, but this is about as much of the contract they seem inclined to live up to, having, as alleged, engaged during the day to perform at Trimble's Varieties, for twenty-five dollars per week and board, of which circumstance Mr. Gallagher was not informed until evening. Feeling aggrieved at this, Mr. G. appeared before Alderman Lewis and made affidavit charging the aforesaid individuals with obtaining money under false representations. Upon this charge they were arrested and held to answer. The manager of the "Colosseum" will stand no nonsense, and the Philadelphia "stars" will probably find themselves eclipsed unless they purge themselves of the contemptuous conduct alleged against them.—*Pittsburg Despatch.*

CAPTURE OF A MURDERER.—Deputy United States Marshal D. W. Austin, of Pensacola, Fla., is now in this city on his way back from Brazos county, Texas, where he captured a murderer and a notorious Floridian desperado, named Ferdinand McCaskell, whom he has been tracking over since the murder of Geo. Young, in Warrington, Florida, by McCaskell, on the 16th of February, 1858. McCaskell had a few angry words with Young, and three days after walked into a hotel there with a double-barrelled gun, and was about to shoot another by mistake. Young unfortunately stepped in at that moment, and McCaskell levelled upon him and shot him dead. He immediately fled into the swamp, where he staid a couple of months, and then made his way on foot to Texas through the States of Florida, Georgia, Alabama, Mississippi, and Louisiana. Mr. Austin traced him through this devious way, and made two unsuccessful trips to Texas to find him. On the third he met him by accident in the village of Milliken's, and seized him on the steps of the tavern. McCaskell escaped from Austin's grasp, and was running off, when the marshal shot him with a Derringer, the ball entering his back on the left side. He was thought to be mortally wounded, but survived the desperate injury.—*N. O. Bulletin.*

IT IS SAID, on the authority of official statistics, that there are at present in Europe 19,140 actors, 21,600 actresses, 1,753 managers of theatres; and the number of persons attached, in one way or another, to dramatic establishments is 82,246.

DOINGS OF THE PATENT OFFICE.—The following is a list of the patents issued at Washington to citizens of Pennsylvania:

Calvin Adams, of Pittsburg; for improvement in door-locks.

Wm. Austin, of Philadelphia; for improvement in attaching water pipes to buildings.

R. P. Buttles, of Mansfield; for improved wrench.

Aaron B. Cooley, of Philadelphia; for improvement in dumping railroad cars.

Charles Diston, of Philadelphia; for improved potato parer.

Charles Rose, of Allentown; for improved device for straining scroll saws.

John Ruof, Anthony Heupel, and Frank Leuthy, of Lancaster; for improvement in grinding mills.

Frederick Seidle and Samuel Eberly, of Mechanicsburg; for improvement in horse rakes.

John G. Shafer, of Fulton county; for improvement in mill bushes.

Isaac W. Van Houten, of Philadelphia; for improvement in car couplings.

Christian Yost, of Intercourse; for improved machine for pointing fence rails.

Stephen A. Briggs, of Philadelphia, assignor to himself and C. G. Crowell, of same place; for improvement in corn and cob mills.

DESIGNS.—Garrettson Smith and Henry Brown, of Philadelphia, Pa., assignors to Leibrandt & McDowell, of same place; for design for a cooking stove. Garrettson Smith and Henry Brown, of Philadelphia, Pa., assignors to Leibrandt & McDowell, of same place; for a design for a cooking stove. Garrettson Smith and Henry Brown, of Philadelphia, Pa., assignors to Abbott & Noble, of same place, for design for a cook's stove. Garrettson Smith and Henry Brown, of Philadelphia, Pa., assignors to Abbott & Noble, of the same place; for design for a cook's stove. Garrettson Smith and Henry Brown, of Philadelphia, Pa., assignors to Abbott & Noble, of same place; for a design for a cook's stove. Garrettson Smith and Henry Brown, of Philadelphia, Pa., assignors to Cox, Whiteman, & Cox, of same place; for a design for a cook's stove.

SEVERE STORM AT VICKSBURG.—The Vicksburg *Whig* of Saturday morning says: "One of the severest storms which were ever witnessed in this section, passed over our city yesterday afternoon. The damage in the city, however, was but slight. We heard of a house having been struck by lightning without doing serious injury to either the building or the inmates. Trees and fences were blown down in various places; but, beyond these, we have heard of nothing worth mentioning. We fear that the crops have suffered in the route of the storm. Along the river the greatest force of the wind was felt. The wharf-boat, together with the steamers attached to her, the Kentucky, the Mary T., the Dew Drop, and the Arago, was blown from their moorings, and all the steamers drifted down the river. Everything with which they came in contact was compelled to give way before them. The little sunflower steamer Cotton Plant was sunk; the ferry-boat was badly damaged, and several coal boats were injured. No lives were lost as far as heard from."

THE Government has selected Watch Hill for trying the success of new rifled cannon. Five miles of continuous beach, found nowhere else in New England, decided the locality. The experiments are conducted at the expense of the Government, under oversight of the distinguished inventor, Gen. James, who is said to have $200,000 "planked" the moment success crowns his efforts. They had one trial, sending a ball 2½ miles, half of the intended distance. On the 16th of the ensuing month another test is to be made. They will then see the largest cannon, whose ball costs $50. No fears are felt in regard to entire success. Watch Hill is situated about six miles from Westerly. General Winfield Scott is to lend his presence at the next trial.

SICKNESS IN CONCORDIA.—The Concordia *Intelligencer* says: "We regret to announce that the diptheria, or putrid sore throat conjoined with typhoid fever, has prevailed to an alarming extent on Forest Home plantation, belonging to Douglas L. Rivers, Esq., 18 miles below Vidalia, on the river. Up to Wednesday morning there had been thirteen deaths, three of the deceased belonging to the overseer on the estate. There were twenty remaining on the sick list, but generally considered convalescent."

M. AMEDEA TURCK, of St. Genevieve, says that iron is an effectual remedy for that terrible malady, pleuro-pneumonia, since it contributes to the production and enters into the composition of the sanguineous globules. One of the most distinguished cultivators of La Moselle, M. Carny, last year treated five diseased oxen with sulphate of iron, and by continuous use for twelve days they were completely restored to health.

SWALLOWING A SNAKE.—The Lyons (N. Y.) *Republican* says: "A boy who lives in Sodus, near the Ridge, drank from a spring, a few evenings since, and very soon after was seized with violent pains in the stomach, which increased to such an extent that medical aid was summoned. An emetic was administered and the boy ejected from his stomach a live blacksnake, about five inches in length, and about as large round as a pipe stem."

IMPORTATIONS.

[Reported for the Press.]

BOSTON—Steamship Cambridge, Howes—1150 pkgs domestics & W Chase & Sons; 126 do A Slade & Co; 84 do Frothingham & Wells; 10 do Wain, Learning & Co; 17 do Sapps & Maxwell; 15 do J L Bailey; 24 ro Farnham, Kirkham & Co; 47 do James Kent, Santee & Co; 29 do F Laber & Co; 20 do George F Peabody & Co; 498 cases boots and shoes Haddock Reed & Co; 119 do P Ford & Co; 129 do Whelan & Co; 45 do B P Williams & Co; 12 do Brown & Pratt; 43 do Levick, Rasin & Co; 35 do Siedenbach & Friedman; 33 do bats C H Garden & Co; 41 bh's fish J E Levin; 63 bbls paper C Maxwell & Co; 40 pkgs glassware, Muzzey & Munroe; 45 sticks boxwood C B Linn; 750 bags saltpetre Jordan & Bro; 16 cases sewing machines Grover, Baker, &c; 20 Cogs? cases linseed oil Wm Gulager & Bro; 10 bbls varnish Allen & Needles; 30 kegs herring S Auberbach; 11 bales skins E & S C Spooner; 100 pkgs mdse Leech & Co

PHILADELPHIA BOARD OF TRADE.
GEORGE N. TATHAM,
T. FROTHINGHAM, } COMMITTEE OF THE MONTH.
ROBERT S. REED.

LETTER BAGS
At the Merchants' Exchange, Philadelphia.

Ship Wyoming, Burton .... Liverpool, July 25
Ship Southern Rights, Harwood .... Liverpool, soon
Bark Margaret, Guig .... Pernambuco, soon
Bark St. James, Grue .... Rio de Janeiro, soon
Bark Jos. Maxwell, Davis .... Laguayra, soon
Brig B T Martin, Carver .... Cienfuegos, soon
Brig Æolus, Allen .... Demerara, soon
Brig Mary E Milliken, Norden .... Cardenas, soon
Ketch Commerce, Barnes .... Mayaguez, PR, July 1?
Schr Evelyn, Yorke .... Havana, soon
Schr Fannie, Vance .... Havana, soon

SAILING OF THE OCEAN STEAMERS.
FROM THE UNITED STATES.

SHIPS	LEAVE	FOR	DAYS
Adriatic	New York	Havre	July 14
Edinburgh	Boston	Liverpool	July 14
Teutonia	New York	Hamburg	July 14
Persia	New York	Liverpool	July 18
Ætna	New York	Qu't'n & Liverpool	July 18
Golden Fleece	New York	Galway	July 19
Fulton	New York	Havre	July 21
Glasgow	New York	Liverpool	July 21
Arabia	Boston	Liverpool	July 25
Vanderbilt	New York	Havre	July 28
Africa	New York	Liverpool	Aug 1
Canada	Boston	Liverpool	Aug 8
Arago	New York	Havre	Aug 18

FROM EUROPE.

SHIPS	LEAVE	FOR	DAYS
Arago	Southampton	New York	July 4
Vanderbilt	Havre	New York	July 4
C of Baltimore	Liverpool	New York	July 4
Africa	Liverpool	New York	July 7
Jura	Liverpool	New York	July 10
Canada	Liverpool	Boston	July 14
Asia	Liverpool	New York	July 21
Australasian	Liverpool	New York	July 24

The California Mail Steamers sail from New York on the 5th and 20th of each month.

The Havana Steamers leave New York on the 3d, 7th, 13th, 17th, and 27th of each month.

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, July 13, 1860.

SUN RISES .... 4 41—SUN SETS 7 19
HIGH WATER 9 32

ARRIVED.

Brig Ormus, Baker, 4 days from New Bedford, in ballast to Shober, Bunting & Co.

Schr Chas Williams, Golden, 7 days from Plymouth, NC, with shingles to Saml Bolton & Co.

Schr Reddington, Clark, 4 days from Richmond, with coal to S Morris Wain & Co. Passed at the Lazaretto, ship Villa Franca, from Newcastle, Eng, and brig Mary, from St Jago.

Schr R R Howlett, Somers, 5 days from Wilmington, NC, with 2000 bbls rosin to Rowley, Ashburner & Co.

Schr Horace Staples, Gibbs, 4 days from New Bedford, in ballast to Noble, Hammett & Caldwell.

Schr M A Shropshire, from Boston.
Schr Lady Ellen, Corson, from Boston.
Schr Ellen, Hallett, from Boston.
Schr Hannah Blackman, Corson, from Boston.
Schr B E Sharp, Mayhew, from Boston.
Schr Rhodella Blew, Peterson, from Boston.
Schr Martha J Gause, Smith, from Providence.
Schr Neptune, Magee, from Lynn.
Schr John Compton, Elliott, from Mauricetown.
Schr N B T Thompson, Steelman, from Salem.
Schr Jos Marsh, Mathias, from Marblehead.
Schr Hickman, Dickerson, from Roxbury.

CLEARED.

Steamship Kennebec, Johnson, New York, via Cape May, J Allderdice.
Schr Neptune, Magee, Washington, Noble, Hammett & Caldwell.
Schr H Staples, Gibbs, Boston, do
Schr M A Shropshire, Shropshire, Boston, N Sturtevant & Co.
Schr B E Sharp, Mayhew, Boston, do
Schr R Blew, Peterson, Boston, C A Heckscher & Co.
Schr Lady Ellen, Corson, Salem, do
Schr Alert, Champion, Boston, Rothermel & Wallace
Schr N B T Thompson, Steelman, Boston, Van Dusen, Norton & Co.
Schr Ellen, Hallett, Boston, do
Schr M J Gause, Smith, Norwich, B Milnes & Co.
Schr John Compton, Elliott, Providence, Sinnickson & Glover.
Schr Hickman, Dickerson, West Dennis, do
Schr J Marsh, Mathias, Marblehead, Baum, Ogle & Co
Schr H Blackman, Corson, Gloucester, Tyler, Stone & Co.
Str Rich Willing, Claypoole, Baltimore, A Groves, Jr.

(Correspondence of the Philadelphia Exchange.)
LEWES, Del., July 11.

A bark came in last night, and is the only vessel at the Breakwater. Mr Scott, pilot, landed last evening, and reports that the pilot boat Enoch Turley supplied, yesterday forenoon, a bark and three or schooners with pilots. A full-rigged brig is now off the Beacon Light, coming in. Wind N N W—weather fine.
Yours, &c., N. W. HICKMAN.

BY TELEGRAPH.
(Correspondence of The Press.)
NORFOLK, July 12.

Arrived, ship Josiah Bradlee, from Baker's Island, awaiting orders.

HAMPTON ROADS, July 12.
Arrived, ship Conquest, from Callao.

(Correspondence of The Press.)
HAVRE DE GRACE, July 11, 1860.

The Wyoming left with 6 boats, laden and consigned as follows:
S B Bailey & Son and Thomas Craig, lumber to John Craig; Hiram Mudge, do to Malone & Taylor; T M Nothermel, do to R Wolverton; Perkins & McCann, do to M Trump & Sons; C R Buckalew, coal to Delaware City.

(Correspondence of The Press.)
READING, July 10.

The following boats from the Union Canal passed into the Schuylkill Canal to day, bound to Philadelphia, laden and consigned as follows:
E Buckwalter, lumber to D R Buckwalter; F Coleman, do to Saml Bolton & Co; Emma, do to John Call; Samuel Christ, do to Norcross & Sheets; Barbara, do to captain; Col Bebee, do to Malone & Taylor; M Stearns, bituminous coal to McIlvaine & Son; Mary M Lind, do to Rodgers, Grammer & Co; Commerce, blooms to Wm der Morris.

MEMORANDA.

Ship Twilight, Gates, from Callao, arrived up at Baltimore 11th inst.

Bark Chase, Raffle, for Rio de Janeiro, cleared at Baltimore 11th inst.

Bark Lapwing, Kelly, cleared at Baltimore 11th inst. for Rio de Janeiro.

Brig J D Lincoln, Webber, from Havana 22d ult, at Boston 11th inst. Spoke 24th, lat 26 02, long 79 35, brig Geranium, of Farmingdale, 9 days from Pensacola for Rio de Janeiro.

Brig Croton, Blye, for Delaware City, sailed from Bristol 7th inst.

Schr Fidelia, Wheaton, hence, arrived at Providence 10th inst.

Schrs Caroline Grant, Pressey, and Emeline Treat, Wasson, from Providence for Philadelphia, sailed from Newport 10th inst.

Schrs Mary Elizabeth, Ring, and Czar, Hammond, hence, arrived at Picton 30th ult.

Schr Julia Fox, Leeming, at Boston 11th inst. from Savannah.

Schrs Daniel Townsend, Townsend, Saratoga, Eldridge, Isaac Rich, Crowell, and Ada Herbert, Furvere, for Philadelphia, cleared at Boston 11th inst.

Schr Minerva, Brooks, at Boston 11th inst. from Delaware City.

Schr Selena Helen, for Philadelphia, sailed from Newburyport 10th inst.

Schr M Morris, Davis, from Bristol for Delaware City, at Newport P M 9th inst.

Schrs John Farnum, Hall, Amelia C Reeves, Lake, and Lottie Sanders, Johnson, for Philadelphia, sailed from Providence 10th inst.

Schr Sarah Clark, Griffin, at Warren 9th inst. from Delaware City.

Schr Far Reed, Smith, sailed from Warren 10th inst. for Philadelphia.

Schr Geo G Baker, Barnard, hence, arrived at Savannah 9th inst. for Galveston.

RAILROAD LINES.

NEW TRI-WEEKLY PASSENGER AND FREIGHT ROUTE TO NORFOLK and PORTSMOUTH, Va., via the Philadelphia, Wilmington, and Baltimore, and Delaware Railroads, thence by the new steamer Philadelphia to Norfolk and Portsmouth, Va.

On and after July 9th, passengers from Philadelphia will take the 8.15 A. M. train at the depot, corner Broad street and Washington Avenue, on Tuesdays, Thursdays and Saturdays, arriving at Seaford at 1.30 P. M., and at Norfolk early the next morning. The steamer Philadelphia will leave Norfolk on the evenings of Monday, Wednesday, and Friday, connecting with the train at Seaford, which arrives at Philadelphia at 1 P. M.

Fare for first-class passengers, including meals on the boat, $7.

Second-class passengers, including meals on the boat, $4.50.

Freight taken as low as by any other route.

For further particulars, see small hand-bills at the hotels, and other public places, or inquire of
C. P. DARE, Agent, corner Broad st. and Washington av.
H. F. KENNEY, Master of Transportation, P. W. & B. R. R. Co.
jy3 18t

WEST CHESTER AND PHILADELPHIA RAILROAD VIA MEDIA.
SUMMER ARRANGEMENT.

On and after Monday, July 16th, 1860, the passenger trains will leave PHILADELPHIA, from the Station, corner of Market and Lehman or Thirty-first streets, West Philadelphia, at 7.30 and 10.30 A. M., and 2.30, 4.45, and 6.30 P. M.

Leave WEST CHESTER, from the Depot, on East Market street, at 6.40, 8, and 10.30 A. M., and 1.45 and 5.15 P. M.

ON SUNDAYS.

Leave Philadelphia, from the depot, northeast corner of Eighteenth and Market streets, at 8 A. M. and 2 P. M.

Leave West Chester, at 7.30 A. M., and 5 P. M.

The last passenger railway car will leave Front and Market streets 30 minutes, and Eighth and Market streets 25 minutes, before the starting time from the depot, and will carry a flag to denote it.

Office and waiting room, southeast corner of Eighth and Market streets, where passengers, purchasing tickets for West Chester, will be furnished with a ticket over the passenger railway.

On and after July 9th, and till the above arrangement takes effect, the trains will leave the depot, N. E. corner of Eighteenth and Market streets, 15 minutes before the above hours from West Philadelphia. Leave West Chester as above.
HENRY WOOD, General Superintendent.
jy3-tf

NORTH PENNSYLVANIA RAILROAD.

For BETHLEHEM, DOYLESTOWN, EASTON, MAUCH CHUNK, HAZLETON, ECKLEY, WHITE HAVEN, WILKESBARRE, WILLIAMSPORT, &c.

THREE THROUGH TRAINS.

On and after MONDAY, July 2d, 1860, Passenger Trains will leave FRONT and WILLOW Streets, Philadelphia, DAILY, (Sundays excepted,) as follows:

At 6.30 A. M. (Express), for Bethlehem, Allentown, Mauch Chunk, Hazleton, Wilkesbarre, Williamsport, &c.

At 2.30 P. M. (Express), for Bethlehem, Easton, &c. This train reaches Easton at 6.30 P. M., and makes close connection with New Jersey Central for New York.

At 5 P. M. for Bethlehem, Allentown, Mauch Chunk, &c.

At 9 A. M. and 4 P. M. for Doylestown.

At 10.30 A. M. and 6.30 P. M. for Fort Washington.

The 6.30 A. M. Express Train makes close connection with the Lehigh Valley Railroad at Bethlehem being the shortest and most desirable route to Wilkesbarre, and to all points in the Lehigh Coal Region.

TRAINS FOR PHILADELPHIA.

Leave Bethlehem at 5.53 A. M., 9.30 A. M. and 5.22 P. M.

Leave Doylestown at 7.30 A. M. and 4.15 P. M.

Leave Fort Washington at 6.35 A. M. and 2.15 P. M.

ON SUNDAYS:

Philadelphia for Bethlehem at 8 A. M.
Philadelphia for Doylestown, at 5 P. M.
Doylestown for Philadelphia at 6.40 A. M.
Bethlehem for Philadelphia at 5.00 P. M.

Fare to Bethlehem..$1 50 | Fare to Mauch Chunk..$2 60
Fare to Easton........1 50 | Fare to Doylestown....0 80

Through Tickets must be procured at the Ticket Offices at WILLOW Street, or BERKS Street, in order to secure the above rates of fare.

All Passenger Trains (except Sunday Trains) connect at Berks street with Fifth and Sixth streets and Second and Third-street Passenger Railroads, 20 minutes after leaving Willow street.
jy3 ELLIS CLARK, Agent.

PHILADELPHIA AND READING RAILROAD.
REDUCTION OF FARES!

On and after APRIL 2d, 1860, Commutation Tickets, with twenty-six coupons, will be issued, good for the holder and any member of his family, on any Passenger Train, and at any time. They will be sold by the Treasurer, at the office of the company, No. 227 South FOURTH Street, at a reduction of twenty-five per cent. from the regular fares. Parties wishing to enjoy the Summer in the Country will find this a very desirable route, the Schuylkill and Lebanon Valleys being among the most beautiful and healthy in the State, and accessible by four trains from and to Philadelphia daily.
S. BRADFORD, Treasurer.
PHILADELPHIA, March 26th, 1860. mh27-tf

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD—SUMMER ARRANGEMENT.—
On and after MONDAY, May 14, 1860,
FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, and 12 A. M., 1, 2, 3¼, 4, 5, 6, 6¾, 7, 8, 9, 10½, and 11½ P. M.

Leave Germantown 6, 7, 7½, 8, 8¾, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 6¾, 7, 8, 9, 10½ P. M.

ON SUNDAYS.

Leave Philadelphia 9.05 min. A. M., 2, 3, 5, 7¾, and 10½ P. M.

Leave Germantown 8.10 min. A. M., 1.10 min., 4, 6¾, and 9¼ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 4, 6, 8¾, 9, 9, and 10¾ P. M.

Leave Chestnut Hill 7.10, 7.40, 8.40, 9.40, 11.40 A. M., 1.40, 3.40, 5.10, 6.40, and 7.10 P. M.

ON SUNDAYS.

Leave Philadelphia 9.05 A. M., 2, and 7½ P. M.

Leave Chestnut Hill 7.50 A. M., 12.50, 5.10 and 9.10 min. P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 5.50, 7¾, 9.05, 11.05, min., A. M., 1.05, 3.05, 4¾, 5.35, 6.40, and 11½ P. M.

Leave Norristown 6, 7, 8.05, 9, 11 A. M., 1½, 4½, and 7½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., and 3 and 5 P. M.

Leave Norristown 7½ A. M., and 5 P. M.

FOR MANAYUNK.

Leave Philadelphia 5.50, 7¾, 9.05, 11.05 A. M., 1.05, 2.05, 3.05, 4¾, 5.40, 6¾, and 11½ P. M.

Leave Manayunk 6¾, 7¾, 8.36, 9¾, and 11½ A. M., 2, 3.05, 5, 6¾, 8, and 9¾ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 3, 5, and 8 P. M.

Leave Manayunk 7½ A. M., 1½, 6½, and 9¼ P. M.

H. K. SMITH, General Superintendent,
DEPOT, NINTH and GREEN Streets.
my19-tf

PHILADELPHIA AND READING RAILROAD.—PASSENGER TRAINS for POTTSVILLE, READING and HARRISBURG.

MORNING LINE, DAILY, (Sundays excepted.)

Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowhill streets,) at 8 A. M., connecting at Harrisburg with the PENNSYLVANIA RAILROAD, 1 P. M. train running to Pittsburg; the CUMBERLAND VALLEY 1.55 P. M. train running to Chambersburg, Carlisle, &c.; and the NORTHERN CENTRAL RAILROAD 1 P. M. train, running to Sunbury, &c.

AFTERNOON LINES.

Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowhill streets,) for POTTSVILLE and HARRISBURG, at 3.30 P. M., DAILY, for READING only, at 5 P. M., DAILY, (Sundays excepted.)

DISTANCES VIA PHILADELPHIA AND READING RAILROAD.

FROM PHILADELPHIA	Miles.	
To Phœnixville	28	Philadelphia and Reading and Lebanon Valley R. R.
Reading	58	
Lebanon	86	
Harrisburg	112	
Dauphin	126	Northern Central Railroad.
Millersburg	143	
Trevorton Junction	152	
Sunbury	169	
Northumberland	171	Sunbury and Erie R. R.
Lewisburg	178	
Milton	182	
Muncy	197	
Williamsport	209	
Jersey Shore	222	
Lock Haven	235	Williamsport and Elmira Railroad.
Ralston	237	
Troy	237	
Elmira	287	

The 8.00 A. M., and the 3.30 P. M. train, connect daily at Port Clinton, (Sundays excepted,) with the CATAWISSA, WILLIAMSPORT and ERIE RAILROAD, making close connections with lines to Niagara Falls, Canada, the West and Southwest.

DEPOT IN PHILADELPHIA: Corner of BROAD and CALLOWHILL Streets.
ap24-tf W. H. McILHENNEY, Secretary.

PHILADELPHIA AND READING RAILROAD.

On and after July 1, 1860, Mileage Tickets will be issued at $45 each, a discount of 25 per cent., giving the holder a right to travel 2,000 miles at any time, between any points, on the No. 1 and No. 2 routes of the Company, or on any of the branches worked by said Company.

Business men and others, having occasion to travel frequently between different points, will find the arrangement convenient and economical.

For said tickets or other information apply to the Ticket Agents on the Line, G. A. NICOLLS, General Superintendent, Reading, or to S. BRADFORD, Treasurer, Philadelphia.
je28 1m

ELMIRA ROUTE.—PHILADELPHIA AND ELMIRA RAILROAD.

QUICKEST ROUTE to Tamaqua, Catawissa, Rupert, Wilkesbarre, Scranton, Danville, Milton, Williamsport, Troy, Ralston, Canton, Elmira, Buffalo, Niagara Falls, Rochester, Cleveland, Detroit, Toledo, Chicago, St. Louis, Milwaukee, and all points North and West.

Passenger trains will leave the new Depot of the Philadelphia and Reading Railroad, corner BROAD and CALLOWHILL Streets, (Passenger entrance on Callowhill street,) daily (Sundays excepted), for above points, as follows:

DAY EXPRESS .... 8.00 A. M.
NIGHT EXPRESS .... 3.30 P. M.

The 8.00 A. M. train connects at Rupert, for Wilkesbarre, Pittston, Scranton, and all stations on the LACKAWANNA AND BLOOMSBURG RAILROAD.

The above trains make direct connections at Elmira with the trains of the New York and Erie, Canandaigua and Niagara Falls, and Buffalo, New York and Erie, and New York Central Railroads, from all points North and West, and the Canadas.

Baggage checked to Elmira, Buffalo, and Suspension Bridge, and all intermediate points.

Tickets can be procured at the Philadelphia and Elmira Railroad's Ticket Office, northwest corner of SIXTH and CHESTNUT Streets, and at the Passenger Depot, corner of THIRTEENTH and CALLOWHILL.

THROUGH EXPRESS FREIGHT TRAIN

Leave the Philadelphia and Reading Depot, Broad and Callowhill streets, daily (Sundays excepted), for all points West and North, at 5 P. M.

Freights must be delivered before 3 P. M. to insure their going the same day.

For further information apply at Freight Depot, THIRTEENTH and CALLOWHILL, or to
CHAS. S. TAPPEN, General Agent,
Northwest corner SIXTH and CHESTNUT Streets,
ap13-tf Philadelphia.

1860. 1860.
SPRING ARRANGEMENT—NEW YORK LINES. THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD CO.'S LINES FROM PHILADELPHIA TO NEW YORK AND WAY PLACES.
From Walnut-street Wharf,
Will leave as follows—viz:

	FARE.
At 6 A M, via Camden and Amboy, C. & A. Accommodation	$2 25
At 6 A M, via Camden and Jersey City (N. J.) Accommodation	2 25
At 8 A M, via Camden and Jersey City, Morning Mail	3 00
At 11 A M, by Steamboat, via Tacony and Jersey City, Western Express	3 00
At 12½ P M, via Camden and Amboy, Accommodation	2 25
At 2 P M, via Camden and Amboy, C. and A. Express	3 00
At 4 P M, by Steamboat via Tacony and Jersey City, Evening Express	3 00
At 4 P M, by Steamboat via Tacony and Jersey City, 2d Class Ticket	2 25
At 6 P M, via Camden and Jersey City, Evening Mail	3 00
At 11 P M, via Camden and Jersey City, Southern Mail	2 25
At 5 P M, via Camden and Amboy, Accommodation, (Freight and Passenger,)—1st Class Ticket	2 25
Do. 2d Class do	1 50

The 6 P M Mail Line runs daily. The 11 P M, Southern Mail, Saturdays excepted.

For Belvidere, Easton, Lambertville, Flemington, &c., at 6 A M and 4 P M, from Walnut-street wharf, and 7.10 A M from Kensington.

For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, &c., at 6 A. M. from Walnut-street wharf, and 7.10 A. M. from Kensington, via Delaware Lackawanna and Western, R. R.

For Mount Holly, at 6 and 8 A. M., 2 and 4½ P. M.

For Freehold, at 6 A. M., and 2 P. M.

WAY LINES.

For Bristol, Trenton, &c., at 2½ and 4 P. M. from Walnut street wharf, 7.10 A. M. and 5¾ P. M. from Kensington.

For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 12½, 1, and 4½ P. M.

Steamboat Jos Belknap for Bordentown and Intermediate Places, at 2½ P. M.

Steamboat Trenton for Tacony, at 11 A. M. and Tacony, Beverly, Burlington, and Bristol, at 4 P. M.

Fifty Pounds of Baggage, only, allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100, except by special contract.
ap16 WM. H. GATZMER, Agent.

NOTICE.—CHESTER VALLEY RAILROAD—PASSENGER TRAINS FOR DOWNINGTOWN AND INTERMEDIATE STATIONS.—On and after 28th May, 1860, the Passenger Trains for DOWNINGTOWN will start from the new Passenger Depot of the Philadelphia and Reading Railroad Company, corner of BROAD and CALLOWHILL Streets, (passenger entrance on Callowhill.)

MORNING TRAIN for Downingtown, leaves at 8.00 A. M.

AFTERNOON TRAIN for Downingtown, leaves at 3 P. M.

DAILY (Sundays excepted.)

By order of the Board of Managers of the Philadelphia and Reading Railroad Company.
ap2 W. H. McILHENNEY, Secretary.

WEST CHESTER RAILROAD TRAINS via PENNSYLVANIA RAILROAD, Leave Depot, corner ELEVENTH and MARKET Streets, daily (except Sunday) at 7.15 A. M., 12.30 P. M., and 4 P. M. Leave West Chester at 6.45 A. M., 10.45 A. M., and 3.10 P. M.

THE PENNSYLVANIA CENTRAL RAILROAD,
250 MILES DOUBLE TRACK.
1860. 1860.

THE CAPACITY OF THIS ROAD IS NOW EQUAL TO ANY IN THE COUNTRY.

THREE THROUGH PASSENGER TRAINS BETWEEN PHILADELPHIA AND PITTSBURG,

Connecting direct at Philadelphia with Through Trains from Boston, New York, and all points East, and in the Union Depot at Pittsburg with Through Trains to and from all points in the West, Northwest, and Southwest—thus furnishing facilities for the transportation of Passengers unsurpassed for speed and comfort by any other route.

Express and Fast Lines run through to Pittsburg, without change of Cars or Conductors. All through Passenger Trains provided with Loughridge's Patent Brake—speed under perfect control of the engineer, thus adding much to the safety of travelers.

Smoking Cars are attached to each Train; Woodruff's Sleeping Cars to Express and Fast Trains. The EXPRESS RUNS DAILY; Mail and Fast Lines, Sundays excepted.

Mail Train leaves Philadelphia at 7.30 A. M.
Fast Line " 11.50 A. M.
Express Train leaves " 10.45 P. M.

WAY TRAINS LEAVE AS FOLLOWS:

Harrisburg Accommodation, via Columbia, 2 P. M.
Columbia " 4.00 P. M.
Parkesburg " 5.40 P. M.
West Chester " 12.30 P. M.

West Chester Passengers will take the Mail, West Chester Accommodation, and Columbia Trains.

Passengers for Sunbury, Williamsport, Elmira, Buffalo, Niagara Falls, and intermediate points, leaving Philadelphia at 7.15 A. M. and 2 P. M. go directly through.

Tickets Westward may be obtained at the offices of the Company in Philadelphia, New York, Boston, or Baltimore; and Tickets Eastward at any of the important Railroad Offices in the West; also on board any of the regular Line of Steamers on the Mississippi or Ohio rivers.

Fare always as low, and time as quick, as by any other Route.

For further information apply at the Passenger Station, Southeast corner of Eleventh and Market Streets.

The completion of the Western connections of the Pennsylvania Railroad to Chicago, make this the DIRECT LINE BETWEEN THE EAST AND THE GREAT WEST.

The connection of tracks by the Railroad Bridge at Pittsburg, avoiding all drayage or ferriage of Freight, together with the saving of time, are advantages readily appreciated by Shippers of Freight, and the Traveling Public.

Merchants and Shippers entrusting the transportation of their Freight to this Company, can rely with confidence on its speedy transit.

THE RATES OF FREIGHT to and from any point in the West by the Pennsylvania Railroad are *at all times as favorable as are charged by other Railroad Companies.*

Be particular to mark packages "via Penna. Railroad."

For Freight Contracts or Shipping Directions, apply to, or address either of the following Agents of the Company:

D. A. STEWART, Pittsburg;
H. S. Pierce & Co., Zanesville, O.; J. J. Johnston, Ripley, O.; R. McNeely, Maysville, Ky.; Ormsby & Cropper, Portsmouth, O.; Paddock & Co., Jeffersonville, Indiana; H. W. Brown & Co., Cincinnati, O.; Athern & Hibbert, Cincinnati, O.; R. C. Meldrum, Madison, Ind.; Jos. E. Moore, Louisville, Ky.; P. G. O'Riley & Co., Evansville, Ind.; N. W. Graham & Co., Cairo, Ill.; R. F. Sass, Shuler & Glass, St. Louis, Mo.; John H. Harris, Nashville, Tenn.; Harris & Hunt, Memphis, Tenn.; Clarke & Co., Chicago, Ill.; W. H. H. Koontz, Alton, Ill.; or to Freight Agents of Railroads at different points in the West.

S. B. KINGSTON, Jr., Philadelphia.
MAGRAW & KOONS, 80 North street, Baltimore.
LEECH & CO., 1 Astor House, or 1 S. William st., N. Y.
LEECH & CO., No. 77 State street, Boston.
H. H. HOUSTON, Gen'l Freight Agent, Phila.
L. L. HOUPT, Gen'l Ticket Agent, Phila.
E. LEWIS, Gen'l Sup't Altoona, Pa.
ja3-ly

SUMMER ARRANGEMENT. PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

On and after MONDAY, July 9, 1860,
PASSENGER TRAINS LEAVE PHILADELPHIA.

For Baltimore at 8.15 A. M., 12 noon, (Express,) and 11.10 P. M.

For Chester at 8.15 A. M., 12 noon, 1.15, 5.00, 7.00 and 11.10 P. M.

For Wilmington at 8.15 A. M., 12 noon, 1.15, 5.00, 7.00, and 11.10 P. M.

For New Castle at 8.15 A. M., and 5.00 P. M.

For Middletown at 8.15 A. M., and 5.00 P. M.

For Dover at 8.15 A. M., and 5.00 P. M.

For Harrington at 8.15 A. M., and 5 P. M.

For Milford at 8.15 A. M. Tuesdays, Thursdays, and Saturdays at 5.00 P. M.

For Farmington at 8.15 A. M. Mondays, Wednesdays, and Fridays at 5.00 P. M.

For Seaford at 8.15 A. M. Mondays, Wednesdays, and Fridays at 5.00 P. M.

For Salisbury at 8.15 A. M.

Train at 8.15 A. M. will connect at Seaford on Tuesdays, Thursdays, and Saturdays, with steamboat to Norfolk.

TRAINS FOR PHILADELPHIA.

Leave Baltimore at 8.30 A. M., (Express,) 10.15 A. M., and 5.25 P. M.

Leave Wilmington at 6.50, 8.30, and 11.30 A. M., 1.45, 4.50, and 8.55 P. M.

Leave Salisbury at 1.30 P. M.

Leave Seaford, Tuesdays, Thursdays, and Saturdays, at 7.20 A. M., and 3.50 P. M.

Leave Farmington, Tuesdays, Thursdays, and Saturdays, at 8.00 A. M., and 4.15 P. M.

Leave Milford, Mondays, Wednesdays, and Fridays, at 7.50 A. M., and 4.00 P. M.

Leave Harrington at 8.15 A. M., and 4.20 P. M.

Leave Dover at 9.06 A. M., and 5.25 P. M.

Leave Middletown at 10.06 A. M., and 6.40 P. M.

Leave New Castle at 8.00, 10.56 A. M., and 7.25 P. M.

Leave Chester at 7.40, 9.10 A. M., 12.04, 2.22, 5.30, and 9.16 P. M.

Leave Baltimore for Salisbury and Delaware Railroad at 10.15 A. M., and 5.25 P. M.

TRAINS FOR BALTIMORE

Leave Chester at 8.45 A. M., 12.28 and 11.40 P. M.

Leave Wilmington at 9.25 A. M., 12.55 P. M., and 12.20 A. M.

FREIGHT TRAIN, with PASSENGER CAR attached, will run as follows:

Leave Philadelphia for Perryville and intermediate places at 5 P. M.

Leave Wilmington for Perryville and intermediate places at 6.00 P. M.

Leave Havre-de-Grace for Baltimore and intermediate places at 6.00 A. M.

Leave Baltimore for Havre-de-Grace and intermediate places at 4.00 P. M.

SUNDAYS

Only at 11.10 P. M., from Philadelphia to Baltimore.

Only at 5.25 P. M., from Baltimore to Philadelphia.
jy7 S. M. FELTON, President.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, July 9th, 1860, the trains will run as follows: Leave the passenger depot of the West Chester and Philadelphia Railroad, corner Market and Thirtieth streets, West Philadelphia, daily (Sundays excepted) at 7.30 A. M. and 4.45 P. M.

On Wednesdays and Saturdays an extra train at 2.30 P. M.

Leave West Grove at 5.50 and 8.50 A. M., and 4.30 P. M.

The 7.30 A. M. train from Philadelphia connects direct with a daily line of stages at New London and Oxford. Returning leaves Oxford at 6.30 A. M., connecting with the 8.50 A. M. train from West Grove.

The beautiful scenery and well-known healthfulness of Delaware and Chester counties offer superior inducements to those looking for summer boarding.

Freight to be received at No. 1014 Market St.
A. L. BURTON,
Philadelphia, June 28, 1860. tau16 Superintendent.

SAVING FUNDS.

"A little, but often, fills the Purse."

FRANKLIN SAVING FUND, No. 136 South FOURTH Street, between Chestnut and Walnut, Philadelphia, pays all Deposits on demand.

Depositors' money secured by Government, State, and City Loans, Ground Rents, Mortgages, &c.

This Company deems safety better than large profits, consequently will run no risk with depositors' money, but have it at all times ready to return, with 5 per cent. interest, to the owners, as they have always done. This Company never suspended.

Females, married or single, and Minors, can deposit in their own right, and such deposits can be withdrawn ONLY by their consent.

Charter perpetual. Incorporated by the State of Pennsylvania with authority to receive money from trustees and executors.

LARGE AND SMALL SUMS RECEIVED.

Office open daily, from 9 to 3 o'clock, and on Wednesday evening until 8 o'clock.

DIRECTORS.

Jacob B. Shannon, | Cyrus Cadwallader,
John Shindler, | George Russell,
Malachi W. Sloan, | Edward T. Hyatt,
Lewis Krumbhaar, | Henry Delany,
Nicholas Rittenhouse, | Nathan Smedley,
Jos. H. Satterthwaite, | Jones Yerkes,
Joseph W. Lippincott.
JACOB B. SHANNON, President.
CYRUS CADWALLADER, Treasurer.
ap3-y

"Application in youth makes age comfortable." "A frugal man makes the best of Citizens."

"A Dollar saved is twice earned."

SAVING FUND—FIVE PER CENT INTEREST.—NATIONAL SAFETY TRUST COMPANY, WALNUT Street, southwest corner of THIRD, Philadelphia. Incorporated by the State of Pennsylvania.

Money is received in any sum, large or small, and interest paid from the day of deposit to the day of withdrawal.

The office is open every day from nine o'clock in the morning till five o'clock in the evening, and on Monday and Thursday evenings till eight o'clock.

Hon. HENRY L. BENNER, President.
ROBERT SELFRIDGE, Vice President.
WILLIAM J. REED, Secretary.

DIRECTORS:

Hon. Henry L. Benner, | F. Carroll Brewster,
Edward L. Carter, | Joseph B. Barr
Robert Selfridge, | Francis Lee,
Samuel K. Ashton, | Joseph Yerkes,
C. Landreth Munns, | James L. Stephenson.

Money is received and payments made daily.

The investments are made, in conformity with the provisions of the Charter, in Real Estate Mortgages, Ground Rents, and such first-class securities as will always insure perfect security to the depositors, and which cannot fail to give permanency and stability to this institution. au1-ly

SAVING FUND—UNITED STATES TRUST COMPANY, corner THIRD and CHESTNUT Street.

Large and small sums received, and paid back on demand without notice, with FIVE PER CENT. INTEREST from the day of deposit to the day of withdrawal.

Office hours, from 9 until 5 o'clock every day, and on MONDAY EVENINGS from 7 until 9 o'clock.

DRAFTS for sale on England, Ireland, and Scotland, from £1 upwards.

President—STEPHEN R. CRAWFORD.
Treasurer—JAMES R. HUNTER.
PLINY FISK, Actuary. se17-ly

JOB PRINTING.

THE NEW JOB PRINTING OFFICE OF "THE PRESS"

is prepared to execute neatly, cheaply and expeditiously EVERY DESCRIPTION OF PLAIN AND ORNAMENTAL PRINTING,

BOOKS,
PAMPHLETS,
PAPER BOOKS,
CIRCULARS,
BILL HEADS,
BLANKS OF EVERY DESCRIPTION,
CARDS,
POSTERS,
HANDBILLS,
LABELS.

Printing for AUCTIONEERS, LAWYERS, MERCHANTS, MANUFACTURERS, MECHANICS, BANKS, RAILROAD AND INSURANCE COMPANIES.

All orders left at the Publication Office of The Press, No. 417 CHESTNUT STREET, will be promptly attended to. ja16-tf

COPARTNERSHIP NOTICES.

DISSOLUTION.—The Partnership heretofore existing in the names of LEE & BEARE is dissolved by limitation. The business will be settled at 430 CHESTNUT Street.
FRANCIS LEE.
PHILADELPHIA, June 30 1860. WM. H. BEARE.

The undersigned continue the business of Lee & Beare at the old place, 430 CHESTNUT Street, and respectfully invite the early attention of the trade to their fall importation of LACE GOODS, WHITE GOODS, and EMBROIDERIES, now opening and being offered on the most liberal terms.
jy13 3t LEE BROTHERS & CO.

DISSOLUTION.—The Copartnership heretofore existing between STERLING & WINGATE, is this day dissolved by mutual consent. The business of the late firm will be settled by HENRY STERLING, No. 1814 ARCH Street.
J. F. STERLING,
WALTER WINGATE.
PHILADELPHIA July 7, 1860. jy12-12t

PARIS GREEN—For sale by WETHERILL & BROTHER, 47 and 49 North SECOND Street. ja28

500,000 HAVANA CIGARS, of different brands, all sizes and prices, in store, by recent arrivals, and for sale by
je30-3w CHARLES TETE, 130 WALNUT Street.

INSURANCE COMPANIES.

SABINE & DUY, INSURANCE AGENTS, No. 424 WALNUT Street, Insure against loss or damage by Fire, on Cotton and Woollen Mills, and other Manufactories; Buildings, Merchandise, Furniture, and other property, on favorable terms, in the following well-known companies:

PHŒNIX INSURANCE CO., OF HARTFORD. Cash Capital and Surplus $382,325 91.
METROPOLITAN FIRE INS. CO., OF NEW YORK. Cash Capital and Surplus $382,888 60.
PROVIDENCE WASHINGTON INS. CO., PROV. Cash Capital and Surplus $345,786 15.
ARCTIC FIRE INSURANCE CO., OF NEW YORK. Cash Capital and Surplus $283,148 02.
HOPE FIRE INSURANCE CO., OF NEW YORK. Cash Capital and Surplus $224,844 51.
CITY FIRE INSURANCE CO., OF NEW HAVEN. Cash Capital and Surplus $324,302 77.
GERMANIA FIRE INS. CO., OF NEW YORK. Cash Capital and Surplus $315,359 07.
HUMBOLDT FIRE INS. CO., OF NEW YORK. Cash Capital and Surplus $235,968 51.

Applications in person or by note will receive prompt attention. SABINE & DUY, Agents,
je4 3m No. 424 WALNUT Street.

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.
(FIRE INSURANCE EXCLUSIVELY.)
COMPANY'S BUILDING, S. W. CORNER FOURTH AND WALNUT STREETS.

DIRECTORS.

F. Ratchford Starr, | Mordecai L. Dawson,
William McKee, | Geo. H. Stuart,
Nalbro Frazier, | John H. Brown,
John M. Atwood, | B. A. Fahnestock,
Benj. T. Tredick, | Andrew D. Cash,
Henry Wharton, | J. L. Erringer.
F. RATCHFORD STARR, President.
CHARLES W. COXE, Secretary. fe18

AMERICAN FIRE INSURANCE CO., INCORPORATED 1810—CHARTER PERPETUAL.

No. 310 WALNUT Street, above Third, Philadelphia.

Having a large paid-up Capital Stock and Surplus invested in sound and available Securities, continue to insure on Dwellings, Stores, Furniture, Merchandise, Vessels in Port and their cargoes, and other Personal Property. All losses liberally and promptly adjusted.

DIRECTORS.

Thos. R. Maris, | John T. Lewis,
John Welsh, | James R. Campbell,
Samuel C. Morton, | Edmund G. Dutilh,
Patrick Brady, | Chas. W. Poultney,
Israel Morris.
THOMAS R. MARIS, President.
ALBERT C. L. CRAWFORD, Secretary. fe23-tf

QUAKER CITY INSURANCE COMPANY—FRANKLIN BUILDINGS, 408 WALNUT STREET, PHILADELPHIA. CAPITAL AND SURPLUS $249,740.70.—Insures against Loss or Damage by Fire, and the Perils of the Sea, Inland Navigation and Transportation.

GEORGE H. HART, President.
E. P. ROSS, Vice President.
H. R. COGGSHALL, Sec'y and Treasurer.
S. H. BUTLER, Assistant Secretary.

DIRECTORS.

George H. Hart, | E. P. Ross,
A. C. Cattell, | Foster S. Perkins,
E. W. Bailey, | Andrew R. Chambers,
H. R. Coggshall, | Samuel Jones, M. D.,
Hon. H. M. Fuller. mh5-tf

DELAWARE MUTUAL SAFETY INSURANCE COMPANY.
INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1835.
OFFICE S. E. CORNER THIRD AND WALNUT Streets, Philadelphia.

MARINE INSURANCE
ON VESSELS, CARGO, FREIGHT, } To all parts of the World.

INLAND INSURANCES
On Goods, by River, Canals, Lakes, and Land Carriage to all parts of the Union.

FIRE INSURANCES
On Merchandise generally.
On Stores, Dwelling Houses, &c.

ASSETS OF THE COMPANY,
November 1, 1859.

Par.		Market Value
$123,050	Philadelphia City 6 ⅌ cent. Loan	$123,880 00
100,000	Pennsylvania State 5 ⅌ ct. Loan	95,668 00
21,000	Pennsylvania State 6 ⅌ ct. Loan	21,000 00
25,000	U. S. Treasury 5½ ⅌ cent. Notes and interest due	25,362 54
20,000	U. S. Treasury 6 ⅌ ct. Notes and interest due	20,618 00
25,000	Temporary Loan to the City of Philadelphia	25,000 00
30,000	Pennsylvania Railroad 2d Mortgage 6 ⅌ cent. Bonds	29,800 00
20,000	North Pennsylvania Railroad Mortgage 6 ⅌ cent. Bonds	12,800 00
14,000	West Philadelphia Passenger Railway Company 6 ⅌ ct. coupon bonds	13,600 00
12,000, 896	shares stock Germantown Gas Company, interest and principal guarantied by the city of Philadelphia	15,000 00
5,000, 100	shares Pennsylvania Railroad Company	3,775 00
5,000, 100	shares North Pennsylvania Railroad Company	500 00
2,820,	shares Philadelphia Ice Boat and Steam Tug Company, Philadelphia and Savannah Steam Navigation Company, Ocean Steam Navigation Company, Philadelphia and Havre de Grace Steam Tow Boat Company, Philadelphia Exchange Company	2,218 00
$435,550		$408,718 54
	Bonds and Mortgages, and Real Estate, Office Building	79,000 00
	Bills receivable for Insurances made	131,000 00
	Balance due at Agencies—Premiums on Marine Policies, interest, and other debts due the Company	62,544 00
	Scrip and stock of sundry Insurance Companies	4,868 00
	Cash on Deposit in Bank	37,008 31
		$691,026 87

DIRECTORS.

William Martin, | Samuel E. Stokes,
Edmund A. Souder, | J. F. Peniston,
Theophilus Paulding, | Henry Sloan,
John R. Penrose, | Edward Darlington,
John C. Davis, | H. Jones Brooke,
James Traquair, | Spencer M'Ilvaine,
William Eyre, Jr., | Thomas C. Hand,
James C. Hand, | Robert Burton,
William C. Ludwig, | Jacob P. Jones,
Joseph H. Seal, | James B. M'Farland,
Dr. R. M. Huston, | Joshua P. Eyre,
George G. Leiper, | John B. Semple, Pittsb'g,
Hugh Craig, | D. T. Morgan, "
Charles Kelly, | A. B. Berger, "
WILLIAM MARTIN, President.
THOS. C. HAND, Vice President.
HENRY LYLBURN, Secretary. d16

INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA—FIRE AND MARINE INSURANCE—No. 4 EXCHANGE BUILDINGS.

Chartered in 1794—Capital $200,000—Assets, January 1, 1860, $467,446 50-100.

All invested in sound and available securities—continue to insure on Vessels and Cargoes, Buildings, Stocks of Merchandise, &c., on liberal terms.

DIRECTORS.

Henry D. Sherrerd, | George H. Stuart,
Simeon Toby, | Samuel Grant, Jr.,
Charles Macalester, | Tobias Wagner,
William S. Smith, | Thomas B. Wattson,
John B. Budd, | Henry G. Freeman,
William R. White, | Charles S. Lewis,
George C. Carson,
HENRY D. SHERRERD, President.
WILLIAM HARPER, Secretary. ja 8-wfm tf

EXCHANGE INSURANCE COMPANY—Office No. 409 WALNUT Street.

FIRE INSURANCE on Houses and Merchandise generally, on favorable terms, either limited or perpetual.

DIRECTORS.

Jeremiah Bonsall, | Edward D. Roberts,
John Q. Ginnodo, | John J. Griffiths,
Joshua T. Owen, | Reuben C. Hale,
Thomas Marsh, | John M'Dowell, Jr.,
Saml. L. Smedley, | Jas. T. Hale, Bellefonte.
JEREMIAH BONSALL, President.
JOHN Q. GINNODO, Vice President.
EDWARD W. DAVIS, Secretary. mh31-wfmtf

LIFE INSURANCE AND TRUST COMPANY.—THE PENN MUTUAL LIFE INSURANCE COMPANY, Northeast corner of THIRD and DOCK Streets. Assets, $987,691 52.

INSURES LIVES for the whole term of life—grants annuities and endowments—purchases life interests in Real Estate, and makes all contracts depending on the contingencies of Life.

They act as Executors, Administrators, Assignees Trustees, and Guardians.

TRUSTEES.

Daniel L. Miller, | Samuel E. Stokes,
Benjamin Coates, | William Martin,
Richard S. Newbold, | James B. McFarland,
William P. Hacker, | Joseph H. Trotter,
William H. Kern, | James Easton,
Samuel C. Huey, | Theophilus Paulding,
Charles Hallowell, | Edmund A. Souder,
Henry C. Townsend, | Daniel L. Hutchinson,
Rodolphus Kent, | John W. Hornor,
William H. Carr, | Ellis S. Archer,
P. V. Bulkley, | Samuel J. Christian,
William Robertson, | Joseph M. Thomas,
Warner M. Rasin, | John G. Brenner,
P. B. Mingle, Easton.
DANIEL L. MILLER, President.
SAML. E. STOKES, Vice Pres't.
JOHN W. HORNOR, Secretary. au18

BUSINESS CARDS.

V. B. PALMER, THE ADVERTISING AGENT, FIFTH and CHESTNUT, gives his views of the principle and best mode of Advertising; daily, between 10 and 4 o'clock. Address
my11-3m V. B. PALMER.

E. J. BAYLIS THOMAS, ATTORNEY-AT-LAW, Has removed his office from No. 523 Arch street to No. 429 WALNUT Street.

Particular attention given to the recovery of Mercantile Claims. The drafting and examination of Wills, Conveyances, Assignments, Briefs of Title, and other Instruments of Writing. The management of Executorships, Administratorships, and Trusts, superintended; and the best securities procured for the permanent investments of Money. Satisfactory reference given when required. ap30-6m*

HENRY E. KEENE, ATTORNEY-AT-LAW, Has REMOVED his office from No. 530 Walnut street to No. 238 South THIRD Street. mh29-6m*

HORACE SEE, MECHANICAL ENGINEER, and PATENT ATTORNEY, No. 114 South SIXTH Street, (Nearly opposite the County Courthouse,) Prepares Specifications, Drawings, &c., and transacts all other business connected with the obtaining of Letters Patent. ap28 4m*

J. WAGNER JERMON, ATTORNEY AND COUNSELLOR-AT-LAW, Office, No. 116 South SIXTH Street, (Opposite Independence Square,) PHILADELPHIA.

By the aid of reliable Attorneys, at different points in the United States, is enabled to prosecute and collect claims of every description.

Particular attention given to the examination and recovery of the claims of Legatees and Devisees, and the examination of Land Titles and securing the interests of heirs and all persons interested in the same, in all parts of the Union.

Has the Statutes of all the States and is Commissioner for most of them.

Depositions carefully taken under Commissions.
ap11-6m

S. FUGUET & SONS, IMPORTERS OF HAVANA CIGARS, No. 216 South FRONT Street, Receive regularly a full assortment of desirable CIGARS, which they offer at low rates, for cash or approved credit. fe15 ly

ALFRED L. HOUGH, PAPER MANUFACTURERS' AGENT. Orders solicited for every description of PAPER AND PAPER-MAKER'S MATERIALS, No. 17 South SIXTH Street, Philadelphia.
fe11-6m*

PAWSON & NICHOLSON, BOOKBINDERS, NOS. 519 AND 521 MINOR STREET, Between Market and Chestnut streets PHILADELPHIA.
JAMES PAWSON. JAS. B. NICHOLSON.
ja7 ly*

MRS. STILL'S CRYSTALINE LIQUID HAIR COLORER! A preparation new to the public, but which has long been in private use, for restoring Gray Hair to its natural color, imparting to it a glossy appearance, and rendering it soft and silky.

It is entirely different in its nature and effects from any article now in use for the same purpose, being a cleanly fluid, nearly as clear as water, requiring no washing before or after its application, free from sulphur or any other objectionable ingredient, and applied as easily as an ordinary Hair Oil.

Can be had of the following persons:
W. Z. Harbert, corner Juniper and Pine streets.
E. J. Fennell, No. 26 North Eighth street.
Thomas Lancaster, Spruce and Eighteenth streets.
Thomas Weaver, Vine and Eighteenth streets.
Wm. B. Thompson, Mt. Vernon and Seventeenth st's.
Edward Gaillard, Jr., Arch below Second street.
R. B. Garrigues, Coates and Tenth streets.
George C. Bower, Vine and Sixth streets.
A. H. Bowman, Spruce and Second streets.
Charles Shivers, Spruce and Seventh streets.
Caleb R. Keeney, Arch and Sixteenth streets.

For sale wholesale and retail by
A. TATEM, Druggist,
FIFTEENTH and LOCUST Streets,
my26 3m Philadelphia.

MACKEREL, SHAD, HERRING, &c.—1000 bbls Nos. 1, 2 and 3 large and medium Mackerel, in assorted packages, of a very choice quality; also
50 bbls. new No. 3 large Mackerel.
50 half bbls new No. 3 do. do.
50 bbls new No. 3 medium do.
50 do new Eastern Mess Shad.
50 half bbls new do do do.
1500 bbls new Eastport No. 1 Herring.
300 do do Halifax No. 1 do.
300 do new Boston No. 1 do.
100 do do No. 1 scale Fish.
25 do prime No. 1 Salmon.
100 quintals Grand Bank Codfish.
100 boxes new Herkimer county Cheese.
Now landing and in store, for sale by
MURPHY & KOONS,
ja8 146 NORTH WHARVES.

JAVA COFFEE.—1,000 pockets prime Java Coffee, for sale by JAMES GRAHAM & CO. LETITIA Street.

SALES BY AUCTION.

FURNESS, BRINLEY & CO., No. 429 MARKET STREET.

B. SCOTT, Jr., AUCTIONEER, No. 431 CHESTNUT Street, opposite the Custom House, between Fourth and Fifth streets.

ATTRACTIVE PEREMPTORY SALE OF RICH FANCY GOODS, MARBLE VASES, GLASSWARE, &c., &c.

This Morning,

July 13, commencing at 10 o'clock precisely.

Consisting in part of—

Richly carved marble mantel vases, Parian marble and bisque figures and busts, richly decorated Bohemian glassware, French China tea sets, cut-glass goblets, decanters, fine Paris clocks, &c.

Now open for examination.

PHILIP FORD & CO., AUCTIONEERS, No. 530 MARKET Street, and 521 MINOR Street.

MEDICINAL.

THE CHIEF AMONG TEN THOUSAND. DALLEY'S MAGICAL PAIN EXTRACTOR HAS universally supplanted all other Ointments and healing applications in both the Eastern and Western Hemispheres, wherever introduced; and its *intrinsic merit* is the true secret of its success in all *cutaneous affections*, whether the cause be *accident* or *disease*.

BURNS & SCALDS are instantly relieved of inflammation, by a timely *wellness healer*, and the charm, no blemish or scar remaining. THE FRIEND OF Children are frequent sufferers from external injuries, especially from fire *and Camphene Explosions*—therefore every mother should have this healing preparation constantly on hand. It heals *sore Breasts*, and quickly removes the TETTER or RINGWORM, *so prevalent in the nursery.*

THE NURSERY.

The mechanist, the travellers BY SEA AND LAND, the individual whose lot in life chance or accident from *explosion, fire, or collision*, should bear in mind throws him within the sion, should bear in mind cheap, and should ever be in need. There are thousands of living witnesses to testify to its marvellous virtue, who owe their sound limbs and muscles to its saving efficacy.

The following are a few of the *leading diseases* for which DALLEY'S MAGICAL PAIN EXTRACTOR is a PREVENTIVE as well as CURE:

Burns,	Erysipelas,	Sores of all kinds,
Bruises,	Piles,	Shot Wounds,
Boils,	Frost Bites,	Scrofula,
Broken Breast,	Fever Sores,	Scurvy,
Bites of Reptiles,	Felons,	Scalds,
Cancer,	Glandular Diseases,	Scurf,
Cracked Lips,	Itch,	Scald Head,
Chapped Hands,	Mercurial Sores,	Sprains,
Chilblains,	Pains generally,	Small Pox,
Cramp,	Pimples,	Tumors,
Contracted Cords,	Poison,	Tetter,
Chafes,	Rheumatism,	Ulcers,
Diseases of the Skin,	Rashes,	Venereal Sores, &c.

Sold at the principal Depots, 14 Broadway, New York, and 31 and 181 Chartres street, New Orleans, by J. WRIGHT & CO., General Agent. It can also be obtained of all respectable Druggists and Merchants throughout the United States and Canada.

DYOTT & SONS,
232 North SECOND Street,
fe1y Wholesale Agents for Pennsylvania.

SHIPPING.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

FROM NEW YORK TO LIVERPOOL.
Chief Cabin Passage $130
Second Cabin Passage 75

FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage $110
Second Cabin Passage 60

The ships from New York call at Cork Harbor.
The ships from Boston call at Halifax and Cork Harbor.

PERSIA, Capt. Judkins. | CANADA, Capt. Lang,
ARABIA, Capt. J. Stone, | AMERICA, Capt. Millar,
ASIA, Capt. E. G. Lott, | NIAGARA, Capt. Anderson,
AFRICA, Capt. Shannon, | EUROPA, Capt. J. Leitch,
SCOTIA, (now building.)

These vessels carry a clear white light at masthead; green on starboard bow; red on port bow.

NIAGARA, Millar,	leaves Boston,	Wednesday, June 27.
ASIA, Lott,	" N. York,	Wednesday, July 4.
EUROPA, Leitch,	" Boston,	Wednesday, July 11.
PERSIA, Judkins,	" N. York,	Wednesday, July 18.
ARABIA, Stone,	" Boston,	Wednesday, July 25.
AFRICA, Shannon,	" N. York,	Wednesday, Aug. 1.
CANADA, Lang,	" Boston,	Wednesday, Aug. 8.
ASIA, Lott,	" N. York,	Wednesday, Aug. 15.
EUROPA, Leitch,	" Boston,	Wednesday, Aug. 22.
PERSIA, Judkins,	" N. York,	Wednesday, Aug. 29.

Berths not secured until paid for.

An experienced Surgeon on board.

The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Precious Stones, or Metals, unless bills of lading are signed therefor, and the value thereof therein expressed. For freight or passage apply to E. CUNARD,
my3 4 Bowling Green, New York.

FOR THE SOUTH.—CHARLESTON AND SAVANNAH STEAMSHIPS, FREIGHT REDUCED.

Heavy Freight at an average of FIFTEEN per cent. below New York Steamship rates.

FOR CHARLESTON, S. C.

The U. S. Mail Steamship KEYSTONE STATE, Captain Charles P. Marshman, will sail on Wednesday, July 25, at 10 A. M.

Through in 48 to 50 hours—only 40 hours at Sea.

FOR SAVANNAH, GA.

The U. S. Mail Steamship STATE OF GEORGIA Captain John J. Garvin, will sail on Friday, July 20, at 10 A. M.

Through in 50 to 60 hours—only 48 hours at Sea.

Sailing days changed from every Saturday to every five days. Goods received, and Bills of Lading signed every day.

The splendid first-class side-wheel Steamships KEYSTONE STATE and STATE OF GEORGIA are now run as above every ten days, thus forming a five-day communication with Charleston and Savannah, and the South and Southwest.

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

INSURANCE.

Freight and Insurance on a large proportion of Goods shipped South will be found to be lower by these ships than by sailing vessels, the premium being one-half the rate.

N. B.—Insurance on all Railroad Freight is entirely unnecessary, farther than Charleston or Savannah, the Railroad Companies taking all risks from these points.

GREAT REDUCTION IN FARE.

Fare by this route 25 to 40 per cent. cheaper than by the Inland Route, as will be seen by the following schedule. Through tickets from Philadelphia, via Charleston and Savannah steamships, INCLUDING MEALS on the whole route, except from Charleston and Savannah to Montgomery:

		INLAND FARE.	
To Charleston	$15 00	Charleston	$22 50
Savannah	15 00	Savannah	21 00
Augusta	18 00	Augusta	25 00
Macon	22 00	Macon	30 00
Atlanta	23 00	Atlanta	31 00
Columbus	25 00	Columbus	33 00
Albany	25 00	Albany	32 00
Montgomery	26 00	Montgomery	37 00
Mobile	35 00	Mobile	44 50
New Orleans	38 00	New Orleans	51 50

No bills of lading signed after the ship has sailed.

For freight or passage apply on board, at second wharf above Vine street, or to
ALEX. HERON, Jr.,
Southwest corner FOURTH and CHESTNUT.
Agents in Charleston, T. S. & T. G. BUDD.
" Savannah, HUNTER & GAMMELL.

For Florida from Charleston, steamer Carolina every Tuesday.

For Florida from Savannah, steamers St. Mary's and St. John's every Tuesday and Saturday.

NOTICES.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD COMPANY.—PHILADELPHIA, July 11, 1860.—The rates of Freight and Tolls on Coal transported by this company will be as follows, from July 15, until further notice:

FROM	Port Carbon.	Mount Carbon.	Schuyl. Haven.	Auburn.	Port Clinton.
To Richmond	$1 51	$1.52	$1.46	$1.35	$1.30
Philadelphia	1.63	1.62	1.66	1.45	1.40
Inclined Plane	1.63	1.62	1.56	1.45	1.40
Nicetown	1.63	1.62	1.55	1.45	1.40
Germantown R. R.	1.63	1.62	1.56	1.45	1.40
Falls of Schuylkill	1.43	1.42	1.36	1.25	1.20
Manayunk	1.38	1.37	1.30	1.20	1.15
Egbert's	1.33	1.32	1.26	1.15	1.10
Conshohocken	1.28	1.27	1.20	1.10	1.05
Swede Furnace	1.25	1.24	1.17	1.07	1.02
Rambo's	1.24	1.23	1.16	1.06	1.01
Norrist'n or Bridgeport	1.23	1.22	1.15	1.05	1.00
Port Kennedy	1.17	1.16	1.09	99	94
Valley Forge	1.14	1.13	1.06	96	91
Phœnixville	1.08	1.07	1.00	90	85
Royer's Ford	1.05	1.04	97	87	82
Aramingo	1.05	1.04	97	87	82
Limerick	1.03	1.02	95	85	80
Pottstown	98	97	90	80	75
Douglassville	94	93	86	76	71
Monocacy	93	91	84	74	69
Birdsboro	90	89	82	72	67
Exeter	90	89	82	72	67
Reading	85	82	78	68	60
Tuckerton	81	80	73	65	58
Leesport	78	77	70	60	55
Mohrsville	75	74	67	57	52
Hamburg	72	72	65	55	50
Orwigsb'g and Auburn	81	80	43	—	—

By order of the Board of Managers.
jy13 1m W. H. McILHENNEY, Sec'y.

AUDITOR'S NOTICE.—The undersigned Auditor, appointed by the Orphans' Court of Lancaster county, to distribute the portion of the balance in the hands of Daniel Kreider, Executor of the last Will and Testament of Daniel Kreider, Sr., late of Carnarvon Township, Lancaster county, deceased, which belongs to Jacob Kreider, to those legally entitled thereto, will sit for the purpose of his appointment in the Library Room, in the Court House, in the city of Lancaster, on TUESDAY, the 7th day of August next, at 2 o'clock P. M., when and where all persons interested may attend. WM. P. BRINTON, Auditor.
LANCASTER, June 20th, 1860. je22-f-4t

PLANTERS' BANK OF TENNESSEE.
NASHVILLE, June 30, 1860.

This Bank has this day declared a dividend of thirty-seven dollars and three-quarters per share out of the surplus or undivided profits of the Bank payable to the Philadelphia stockholders at the WESTERN BANK, as follows, viz: Ten per cent. and fractional parts of one share in CASH on and after the 16th July next, and the balance either in cash or new Stock at par, at the option of the Bank, on or after September 17, 1860.

By order of the Board.
jy6 1m D. WEAVER, Cashier.

COAL.

T. W. NEILL & Co., YARD, S. E. Corner BROAD and CALLOWHILL DEALERS IN Superior WHITE ASH, TAMAQUA, and LEHIGH COALS.

Prepared and kept under cover expressly for Family use. Orders by Despatch will receive prompt attention. ap23-3m

HARDWARE PACKAGE HOUSES.

PACKAGE HARDWARE HOUSE.—We would respectfully call the attention of the General Hardware Trade to our extensive Stock of BIRMINGHAM HARDWARE, which we offer at a small advance by the package.

Orders for direct importation solicited, and Goods delivered either in this city, New York, or New Orleans.
W. G. LEWIS & Son,
417 COMMERCE Street,
Importing and Commission Merchants
And Agents for Foreign and Domestic Hardware. au27-tf

GOFFEE'S PATENT KNITTING MACHINES, For Plain Stocking and Fancy Knitting; Also, Machines for Knitting Drawers, Shirts, &c., of all sizes.

Rib Machines of 1 and 1, 2 and 1, 2 and 2, and 3 and 2 Rib, on hand and made to order.

These Machines use the plain English Spring Needle, on a new principle, and are the cheapest and most rapid Machines for Knitting in use.

The Goffee Patent Family Knitting Machine, *for Family and Plantation use*, is a new and successful feature in the useful inventions of the age, and ranks with the Sewing Machine.

Agency and Salesroom,
No. 577 BROADWAY, New York.
je1-3m HENRY C. LEE, Agent

PHILADELPHIA TERRA COTTA MANUFACTORY, SEVENTH and GERMANTOWN road and 1010 CHESTNUT Street. Vitrified Drain and Water Pipes, Ventilating Flues, Hot Air Flues, and Smoke Flues made of Terra Cotta, and of suitable size for every class of buildings. This article is worthy the attention of all parties putting up buildings. Large size sewerage pipes for city drainage, water pipes warranted to stand a severe pressure. We are now prepared to contract with cities or corporations for this article in any quantity. We warrant our goods to be equal if not superior to any other made in the United States or Europe. Ornamental Chimney Tops and Garden Vases. je23-tf

SLATE ROOFING.—JOHN WELCH, SLATER, is prepared to put on any amount of roofing at low rates. All work warranted to give satisfaction. Orders sent to THIRD Street and GERMANTOWN Road will be promptly attended to.
a29 3m

STEWART'S PAISLEY MALT.—11 Puncheons of this WHISKEY just received and for sale in bond by GEORGE WHITELEY.
my19-3m* 136 SOUTH FRONT Street.

REFINED SUGAR.—1,000 Barrels LOVERING'S Crushed, coarse and fine pulverized, A, B, and C Coffee, and refined yellow Sugar, for sale by JAMES GRAHAM & CO., LETITIA street.

SALES BY AUCTION.

M. THOMAS & SONS. Nos. 139 and 141 South FOURTH Street. (Formerly Nos. 67 and 69.)

STOCKS AND REAL ESTATE.

SALES AT THE EXCHANGE EVERY TUESDAY. During the business season in July and August only occasional sales.

Handbills of each property issued separately, in addition to which we publish, on the Saturday previous to each sale, one thousand catalogues, in pamphlet form, giving full descriptions of all the property to be sold on the following Tuesday.

STOCKS AND REAL ESTATE.

Sale at the Exchange Tuesday, 17th July.
Sale at the Exchange Tuesday, 24th July.

Part of the handbills for each sale now ready.

CARD.—Our sales of real estate and stocks, at the Exchange, will hereafter be held at 12 o'clock, noon; and, in the evening, at 7 o'clock.

Contributors have the option of either sale.

REAL ESTATE AT PRIVATE SALE.

We have a large amount of real estate at private sale, including every description of city and country property. Printed lists may be had at the auction store.

PRIVATE SALE REGISTER.

Real estate entered on our private sale register and advertised occasionally in our public sale abstract (of which 1,000 copies are printed weekly,) free of charge.

TO BOOKSELLERS.

THE FIFTY-FIFTH PHILADELPHIA TRADE SALE OF BOOKS, STEREOTYPE PLATES, &c., will commence on MONDAY, September 17, 1860.

Catalogues in press.

STOCKS AND LOANS.

Peremptory Sale.

$20,000 RAILROAD BONDS.

On Tuesday,

July 17, at 12 o'clock noon, at the Philadelphia Exchange, will be sold without reserve, for account of whom it may concern,

20 six per cent. coupon bonds, $1,000 each ($20,000) of the Southern Railroad Company. Coupons payable in New York 1st of January and 1st of July.

1 share Havre de Grace Steam Tow-boat Co.
1 share Philadelphia and Savannah Steam Navigation Company. Par $500.
2 shares Mercantile Library Company.

TWO BURIAL LOTS, Philadelphia Cemetery, section W and V, No. 3. There is a large vault under the two lots.

BOUNTY LAND WARRANTS.

Also, by order of an executor, a United States Bounty Land (act of 1855) Warrant for 80 acres, and one, also of 80 acres, act of 1855.

REAL ESTATE SALE JULY 24.

Executor's Sale—Estate of Jacob R. Lancaster, dec'd. Handsome modern well-built RESIDENCE, No. 1623 Arch street, west of Broad street. 24 feet 9 inches in front, 135 feet deep, through to Cuthbert street. The house has the modern improvements and conveniences.

Neat modern DWELLING, No. 826 Dilwyn street, south of Green street. The house is well built and has the modern conveniences, &c. $2,960 may remain on mortgage. Immediate possession.

Executors' Peremptory Sale—Estate of James Ball, deceased.

BUILDING LOT, Spring street, Camden, N. J. Same Estate—120 ACRES TIMBER LAND, Limestone township, Warren county, Pennsylvania, about 10 miles north of Warren. Sale absolute.

Same Estate—Two BURIAL LOTS, Nos. 405 and 440, section L, Philadelphia Cemetery. Sale absolute.

Two-story Brick DWELLING, No. 607 Hayes street, between Reed and Wharton streets, First ward.

REAL ESTATE—AUGUST 14.

Orphans' Court Sale—Estate of John Bannan, dec'd. Two story Brick DWELLING, Cathedral avenue, Twenty fourth ward.

Same Estate—Two-story Brick DWELLING, adjoining.

Same Estate—Two-story Brick DWELLING, adjoining.

VERY IMPORTANT SALE.

By order of Trustees.

Under a decree of the Supreme Court of Pennsylvania, MONTOUR IRON COMPANY'S WORKS AND ESTATE.

On Tuesday,

Sept. 4, 1860, at 12 o'clock, noon, at the Philadelphia Exchange—

The very valuable property belonging to the Montour Iron Company situated in Montour county, Pa., consisting of about 3,000 acres very valuable mineral lands, ores, mining rights, rolling mills, furnaces nearly 300 dwellings, offices, &c., &c.

Terms—$20,000 cash, when the property is struck off, balance on the execution of the deed, within 30 days of sale.

Full particulars ready in handbills.

Sale at Nos. 139 and 141 South FOURTH Street. SUPERIOR FURNITURE, FRENCH-PLATE MIRRORS, PIANO-FORTES, BRUSSELS CARPETS.

On Thursday Morning,

At 9 o'clock, at the Auction Store, an assortment of excellent second-hand furniture, elegant piano-fortes, fine mirrors, carpets, etc., from families declining housekeeping, removed to the store for convenience of sale.

MOSES NATHANS, AUCTIONEER AND COMMISSION MERCHANT, southeast corner of SIXTH and RACE Streets.

MONEY TO LOAN.

$25,000 to loan, at the lowest rates, on diamonds, watches, jewelry, silver plate, dry goods, clothing, groceries, segars, hardware, cutlery, pianos, mirrors, furniture, bedding, and on goods of every description, in large or small amounts, from one dollar to thousands, for any length of time agreed on.

The Oldest Established House in this city.
Private entrance on RACE Street.
Business hours from 6 A. M. to 7 P. M.

Heavy insurance for the benefit of depositors.

CHARGES ONLY TWO PER CENT.

Advances of $100 and upwards at two per cent. Advances of $100 and upwards, at one per cent, for short loans.

AT PRIVATE SALE.

Some of the finest GOLD PATENT LEVER and CHRONOMETER WATCHES, manufactured at half the usual selling prices, gold lever and lepine watches, silver lever and lepine watches, Swiss and French watches, at astonishing low prices, jewelry of every description, diamonds, silver plate, musical instruments, fine watch chains, &c., of every description, importation prices, in quantities to suit purchasers, and various other kinds of goods.

OUT DOOR SALES

Attended to personally by the Auctioneer.

Consignments of any and every kind of goods solicited. MOSES NATHANS.

MACHINERY AND IRON.

PENN STEAM ENGINE AND BOILER WORKS—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having, for many years, been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boats, Water Tanks, Propellers, &c., &c., respectfully offer their services to the public as being fully prepared to contract for Engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of Pattern making made at the shortest notice. High and Low Pressure, Flue, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings of all sizes and kinds; Iron and Brass Castings, of all descriptions; Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at their establishment, free of charge, and work guarantied.

The subscribers have ample wharf dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, &c., &c., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
je14-tf BEACH and PALMER streets.

POINT PLEASANT FOUNDRY, No. 951 BEACH Street, Kensington, Philadelphia.—WILLIAM H. TIERS informs his friends that, having purchased the entire stock of Patterns of the above Foundry, he is now prepared to receive orders for Rolling, Grist, and Saw Mill Castings, Soap, Chemical, and House Work, Gearing, Castings made from Reverberatory or Cupola Furnaces, in dry or green sand, or loam. my9-tf

SAMUEL V. MERRICK, WILLIAM H. MERRICK, J. VAUGHAN MERRICK.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON STREETS, PHILADELPHIA. MERRICK & SONS, ENGINEERS AND MACHINISTS, Manufacture High and Low Pressure Steam Engines, for Land, River, and Marine service.

Boilers, Gasometers, Tanks, Iron Boats, &c.; Castings of all kinds, either Iron or Brass.

Iron Frame Roofs for Gas Works, Work Shops, Railroad Stations, &c.

Retorts and Gas Machinery of the latest and most improved construction.

Every description of Plantation Machinery, such as Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, &c.

Sole Agents for N. Rillieux's Patent Sugar Boiling Apparatus; Nesmyth's Patent Steam Hammer; and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machine. au9-y

HOTELS.

ST. NICHOLAS HOTEL, BROADWAY, NEW YORK.

When completed, six years ago, the ST. NICHOLAS was universally pronounced the most magnificent, convenient, and thoroughly organized establishment of the kind on this continent. What it was then it remains to-day—without a rival in size, in sumptuousness, and in the general elements of comfort and enjoyment. The Hotel has accommodations for one thousand guests, including one hundred complete suites of apartments for families. Six hundred persons can be comfortably seated at the tables of its three public dining rooms, and nothing that modern art has devised for the convenience and social gratification of the travelling public has been omitted in its plan, or is neglected in its practical details. The early reputation of the house at home and abroad, derived from its magnitude, its superb appointments, and its home-like comforts and luxuries, has been enhanced every year by the unwearied exertions of the proprietors.
mv17-3m TREADWELL, WHITCOMB, & CO.

EXPRESS COMPANIES.

THE ADAMS EXPRESS CO., Office 320 CHESTNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own Lines or in connection with other Express Companies, to all the principal towns and cities of the United States.
E. S. SANDFORD,
fe16-tf General Superintendent.

EDUCATIONAL.

MRS. FREDERICK HODGES, OF BOSTON, intends opening a SCHOOL FOR YOUNG LADIES in this city, commencing in September next. Mrs. H. has the honor of referring to the Rev. Alex. H. Vinton, D. D., Rector of the Church of the Holy Trinity. Circulars, with full particulars, may be obtained of Mrs. F. H. Hodges, 701 VINE street. ap24-3m*

AMERICAN SCHOOL INSTITUTE is a reliable medium through which Schools and Families may obtain competent teachers. Parents may obtain, gratuitously, information and circulars of the best schools. SMITH, WOODMAN, & CO.,
346 BROADWAY, New York, or
m15-tf 629 CHESTNUT Street, Philadelphia.

BRYANT & STRATTON'S NATIONAL MERCANTILE COLLEGES, located at Philadelphia, S. E. corner SEVENTH and CHESTNUT, New York, Buffalo, Cleveland, Chicago, and St. Louis. For information, call or send for Catalogue. fe4-tf

PIANOS.

PIANOS! PIANOS!! PIANOS!!!
PIANO-FORTES,
MELODEONS,
PIANO-FORTES,
MELODEONS.

Made by Hayen, Bacon, & Co., Nunns & Clark, Hallet, Davis, & Co., and others.
J. E. GOULD,
my14-1 SEVENTH and CHESTNUT.

STEINWAY & SON'S NEW PATENT OVER-STRING GRAND PIANOS, SQUARE GRAND, AND SQUARE PIANOS, now preferred in concerts and in private circles by the best performers. Received the first premiums over the best makers, from judges like Gottschalk, Mason, and others. Challenge all competition. BLASIUS BROTHERS,
a9-ly 1006 CHESTNUT Street.

CAUTION!—ASTROLOGY.—LOOK OUT!—GOOD NEWS FOR ALL!—The never-failing Mrs. VAN HORN is the best; she succeeds when all others have failed. All who are in trouble, all who have been unfortunate, deceived by false promises, try to her for advice and comfort. *In love affairs she never fails.* She has the secret of winning the affections of the opposite sex. It is this fact which induces ill-paid pretenders to try to imitate her, and copy her advertisement. She shows you the likeness of your future wife, husband, or absent friend. It is well known to the public at large that she is the first and only person who can show the likeness in reality, and can give entire satisfaction on all the concerns of life, which can be tested and proved by thousands, both married and single, who daily and eagerly visit her. Come one, come all! to No. 1336 LOMBARD Street, between Juniper and Broad. jy10 3t*

FAIRBANKS' PLATFORM SCALES. For sale by FAIRBANKS & EWING, 715 CHESTNUT Street, Phila.

ACCOUNT BOOKS for the 1st of July, made expressly for our Retail Sales. PERRY, Manufacturing Stationer, FOURTH and RACE. je21-1m

HENNESSY BRANDY.—70 casks, in half pipes, quarter pipes, and 1/8 pipes, for sale by [illegible]

BOOK-KEEPERS can get good Blank-books and Stationery at PERRY'S, FOURTH and RACE. je23

CHLORATE POTASH — For sale by WETHERILL & BROTHER, 47 and 49 North SECOND Street.

VANDYKE BROWN—Ground Pure in Oil, and for sale by WETHERILL & BROTHER, 47 and 49 North SECOND Street. jy11

STEEL PENS.—4,000 Gross assorted, selling from 10c. per gross upward. PERRY, Stationer, FOURTH and RACE. je21-1m