The Slave Trade in the South.

INTERESTING REVELATIONS.

A correspondent of the New Orleans *Crescent*, writing from Brownsville, July 4, furnishes some singular revelations in reference to the slave trade as it now exists in the South:

The peculiarity to which I desire to attract the Southern attention is the adaptability of the Padre island as a *recess* for the initiation of those measures which were necessary in order to make popular a matter of vital importance to the South. A few have lately ventured into New Orleans with negroes freshly imported from Africa, would not only have brought down upon the head of the importer the vengeance of the very philanthropic Uncle Sam, but also the indignation of the whole sect of philanthropists and "negrophilists" every where. To import them for years into quiet places, where the insanity the penalty of the law and avoid the ill-timed sympathies of South Africa, to gradually to pave the way for the open and public revival of the slave trade.

To this end, a few men, bold and energetic, determined, twenty years ago, to commence the business of importing niggers, slowly, at first, and merely, and for this purpose, they selected a few secluded places on the coasts of Florida, Georgia, and Texas, for the purpose of concealing their stock until it could be sold. Without mentioning other places, let me bring the attention of the reader to a deep pocket or indentation in the coast of Texas, about thirty miles from Brazos Santiago. Into this pocket a slaver could run at night, discharge her cargo of movables upon the shore, and again proceed to sea. The live cargo could be marched a short distance across the main island, over a narrow gulf, which refused to retain a footprint, and easily took cover and were concealed upon some of the innumerable little islands which rear above the waters of the lagoon in the rear, covered then being covered with a thick growth of bushes and grass, after inscrutable hiding places for the "black diamonds."

The plan sometimes was, when it was supposed to be hazardous to land upon this shore, that the niggers were discharged at the coast of Cuba, and there retained until an opportunity offered for their importation into Texas. A gentleman tells me that several years ago, while investigating the business of some parties who had purchased provisions from him of Padre island, he came suddenly upon an unchained African, who had strayed off from camp. This piece of property told my informant that several were there, his fort, had just been landed from Bayou Honda, in Cuba, and that most of them had already been sold to Texas planters. Searching further, my informant found the camp, delivered the stray nigger, and received the proprietor's thanks. There was immediately created a kind of tacit understanding between all hands that the subject should be ignored; and my adviser considered he made money by attending to his own business and letting the negro-traders attend to theirs.

In pursuance of the above line of policy, it is my pleasure to inform you that quite recently a cargo of niggers were imported into Padre island, and that before this they are all probably distributed amongst the planters of southwestern Texas. It is said that this importation was made by a man named Forrest, and as I happen to know that such a man is engaged in that commerce, and that this is about the right time for him to be along, I feel pretty well satisfied that the report is true. It is further said that he burned his vessel off the island, and that the light was seen at Brazos Santiago.

Padre island is at present under the dominion of Mr. John V. Singer, brother of the famous sewing-machine man. John V. Singer is sixty-five years old, small in stature, long and muscular, with a will like a mule and an energy like a beaver. He settled there in 1849, after the Mexican war, and although a rough sailor, at once proceeded to shingle making, a business he perhaps knew as much about as you do. The island projects into the Gulf considerably, and is therefore so situated that a considerable volume of the Gulf-stream constantly rushes against it, throwing up evermore whatever floats upon the surface of that mysterious current. Of these waifs, a large number of cypress logs from the Mississippi composed a part, and of these Singer readily found his first means by making one hundred thousand shingles.

Mr. Singer has since bought a large Mexican grant, which covers almost the entire island. He has also bought up island script, warrants under the Texas laws, and located them upon a portion of the adjoining island, Brazos Santiago. This gives him almost the entire command of the harbor of Brazos Santiago, the only port on the coast from Aransas Bay to Tampico, a distance of three hundred miles, into which vessels drawing eight and more feet of water can enter. Through this harbor all the importations of the Rio Grande Valley must pass, and it is not an exaggeration to say that in ten years that trade will amount to $100,000,000 annually.

Letter from Abraham Lincoln before his Nomination.

[From the Augusta (Me.) Journal.]

The Republicans of Boston celebrated Thomas Jefferson's birthday on the 13th of April, 1859. Among those invited to be present was the Hon. Abraham Lincoln, who responded in the following letter:

SPRINGFIELD, Ill., April 6, 1859.

GENTLEMEN: Your kind note, inviting me to attend a festival in Boston, on the 13th instant, in honor of the birthday of Thomas Jefferson, was duly received. My engagements are such that I cannot attend.

Bearing in mind that, about seventy years ago, two great political parties were first formed in this country; that Thomas Jefferson was the head of one of them, and Boston the headquarters of the other, it is both curious and interesting that those supposed to have descended from the party opposed to Jefferson should now be celebrating his birthday in their own original seat of empire, while those claiming political descent from him have nearly ceased to breathe his name everywhere.

Remembering, too, that the Jefferson party was formed upon its supposed superior devotion to the personal rights of men, holding the rights of property to be secondary only, and greatly inferior; and then assuming that the so-called Democracy of to-day are the Jefferson, and their opponents the anti-Jefferson parties, it will be equally interesting to note how completely the two have changed ground as to the principle upon which they were originally supposed to be divided.

The Democracy of to-day hold the *liberty* of one man to be absolutely nothing, when in conflict with another man's right of *property*. Republicans, on the contrary, are for both the man and the dollar; but in case of conflict, the man before the dollar.

I remember once being much amused at seeing two partially intoxicated men engage in a fight with their great-coats on, which fight, after a long and rather harmless contest, ended in each having fought himself out of his own coat and into that of the other. If the two leading parties of this day are really identical with the two in the days of Jefferson and Adams, they have performed the same feat as the two drunken men.

But, soberly, it is now no child's play to save the principles of Jefferson from total overthrow in this nation.

One would state with great confidence that he could convince any sane child that the simpler propositions of Euclid are true; but, nevertheless, he would fail with one who should deny the definitions and axioms. The principles of Jefferson are the axioms of free society. And yet they are denied and evaded with no small show of success. One dashingly calls them "glittering generalities." Another bluntly styles them "self-evident lies." And others insidiously argue that they apply only to "superior races."

These expressions, differing in form, are identical in object and effect—the supplanting the principles of free government, and restoring those of classification, caste, and legitimacy. They would delight a convocation of crowned heads plotting against the people. They are the vanguard, the sappers and miners of returning despotism. We must repulse them, or they will subjugate us.

This is a world of compensations, and he who would be no slave must consent to have no slave. Those who deny freedom to others deserve it not for themselves; and, under a just God, cannot long retain it.

All honor to Jefferson—to the man who, in the concrete pressure of a struggle for national independence by a single people, had the coolness, forecast, and capacity to introduce into a merely revolutionary document an abstract truth, applicable to all men and all times, and so to embalm it there that to-day, and in all coming days, it shall be a rebuke and a stumbling-block to the harbingers of reappearing tyranny and oppression.

Your obedient servant,

A. LINCOLN.

Messrs. H. L. PIERCE, and others, &c.

POLITICAL.

THE Nashville *Banner* says it is madness for the Seceders to hope to carry a single Congressional district in Tennessee.

THE State Central Committee of Delaware have issued a call for a Democratic State Convention at Dover on the 8th of August.

HON. GEORGE S. HOUSTON arrived at his home, in Athens, last week. We are happy to say he is strong for Douglas.—*Decatur (Alabama) Times.*

IT is said that ex-Governor Foote, ex-Senator Foote, Henry S. Foote, is about to establish a Douglas and Johnson paper at Nashville.

HON. JOHN W. NOELL, member of Congress from Missouri, who was charged with going for Breckinridge, is out in a most forcible address for Douglas and Johnson.

LETTERS from Austin, Texas, to the 1st of July report that the canvass for General Houston is going on in that State with great activity and enthusiasm.

HAGADORN, of the Troy *Budget*, who holds a Federal office and wants to keep it, has retired from that paper. W. W. Whitman succeeds him, and will make the *Budget* a live Douglas paper during the campaign.

WILLIAM DUER, formerly a Whig member of Congress from the Oswego district of New York, and a man of much ability and influence, has lately published a letter in which he takes ground for Douglas for the Presidency.

THE Republicans of Indiana have made the following nominations for Congress: Third district, Wm. McKee Dunn; Fourth, Jas. L. Yates; Fifth, Geo. W. Julian; Sixth, Albert G. Porter; Eighth, James A. Rice; Ninth, Schuyler Colfax; Eleventh, John P. C. Shanks.

THE Breckinridge party in Indiana is the happiest little party in the world. They have just got members enough to fill the Federal offices to be given in the State, and they don't want any more. They despise crowds, and noise, and confusion, and any and everything vulgar. They are a select party, and are still weeding out.—*Indiana Sentinel.*

WE see that Stevens, of Oregon, is chairman of the bogus Democratic Committee of the bogus Democratic party, and all communications are to be addressed to him at Washington. He is Governor of Washington Territory, and we should like to know if he has nothing to do there? We should like to know if the treasury of the United States is to support this committee; if officials are to neglect their duties at home, go to Washington to serve the Administration in its purpose to destroy Douglas, and then draw their salaries for duties they never performed?—*Louisville Democrat.*

UPON the authority of an intimate personal and political friend of the Hon. A. G. Brown, whose peculiar relations with him justify the utmost confidence in what he asserts, we deny that the distinguished Senator intends opposing the election of Breckinridge and Lane. The last conversation held by Gov. Brown, previous to his departure from Washington on Thursday morning, was with our informant, when he distinctly avowed his determination to support our ticket, though, it is true, he was not pleased with the letter of acceptance of Mr. Breckinridge, so far as it embraces doctrines of popular sovereignty that the friends of constitutional equality do not, and never did, demand as slave code.—*Constitution.*

The Captain's Story.

[From Tom Brown at Oxford.]

It will be forty years ago next month since the ship I was then in came home from the West India station, and was paid off. I had nowhere in particular to go just then, and so was very glad to get a letter, the morning after I went ashore at Portsmouth, asking me to go to Plymouth for a week or so. It came from an old sailor, a friend of my family, who had been commodore of the fleet. He lived at Plymouth; he was a thorough old sailor—what you young men would call "an old salt"—and couldn't live out of sight of the blue sea and the shipping. It is a disease that a good many of us take who have spent our best years on the sea. I have it myself—a sort of feeling that we must be under another kind of Providence when we look out and see a hill on this side and a hill on that. It's wonderful to see the trees come out and the corn grow, but then it doesn't come so home to an old sailor. I know that we're all just as much under the Lord's hand on shore as at sea; but you can't read in a book you haven't been used to, and they that go down to the sea in ships, they see the works of the Lord and His wonders in the deep. It isn't their fault if they don't see His wonders on the land so easily as other people.

But, for all that, there's no man enjoys a cruise in the country more than a sailor. It's forty years ago since I started for Plymouth, but I haven't forgotten the road a bit, or how beautiful it was; all through the New Forest, and over Salisbury Plain, and then on by the mail to Exeter, and through Devonshire. It took me three days to get to Plymouth, for we didn't get about so quick in those days.

The commodore was very kind to me when I got there, and I went about with him to the ships in the bay, and through the dock yard, and picked up a good deal that was of use to me afterwards. I was a lieutenant in those days, and had seen a good deal of service, and I found the old commodore had a great nephew whom he had adopted, and had set his whole heart upon. He was an old bachelor himself, but the boy had come to live with him, and was to go to sea; so he wanted to put him under some one who would give an eye to him for the first year or two. He was a light slip of a boy then, fourteen years old, with deep-set blue eyes and long eyelashes, and cheeks like a girl's, but as brave as a lion and as merry as a lark. The old gentleman was pleased to see that we took to one another. We used to bathe and boat together; and he was never tired of hearing my stories about the great admirals, and the fleet, and the stations I had been on.

Well, it was agreed that I should apply for a ship again directly, and go up to London with a letter to the Admiralty from the commodore, to help things on. After a month or two I was appointed to a brig, lying at Spithead; and so I wrote off to the commodore, and he got his boy a midshipman's berth on board, and brought him to Portsmouth himself, a day or two before we sailed for the Mediterranean. The old gentleman came on board to see his boy's hammock slung, and went below into the cockpit to make sure that all was right. He only left us by the pilot boat, when we were well out in the channel. He was very low at parting from his boy, but bore up as well as he could; and we promised to write to him from Gibraltar, and as often afterwards as we had a chance.

I was soon as proud and fond of little Tom Holdsworth as if he had been my own younger brother; and, for that matter, so were all the crew, from our captain to the cook's boy. He was such a gallant youngster, and yet so gentle. In one cutting-out business we had, he climbed over the boatswain's shoulders, and was almost first on deck; how he came out of it without a scratch I can't think to this day. But he hadn't a bit of bluster in him, and was as kind as a woman to any one who was wounded or down with sickness.

After we had been out about a year we were sent to cruise off Malta, on the look-out for the French fleet. It was a long business, and the post wasn't so good then as it is now. We were sometimes for months without getting a letter, and knew nothing of what was happening at home, or anywhere else. We had a sick time too on board, and at last he got a fever. He bore up against it like a man, and wouldn't knock off duty for a long time. He was midshipman of my watch; so I used to make him turn in early, and tried to ease things to him as much as I could; but he didn't pick up, and I began to get very anxious about him. I talked to the doctor, and turned matters over in my own mind, and at last I came to think he wouldn't get any better unless he could sleep out of the cockpit. So one night, the 20th of October it was—I remember it well enough, better than I remember any day since; it was a dirty night, blowing half a gale of wind from the southward, and we were under close-reefed topsails—I had the first watch, and at nine o'clock I sent him down to my cabin to sleep there, where he would be fresher and quieter, and I was to turn into his hammock when my watch was over.

I was on deck three hours or so after he went down, and the weather got dirtier and dirtier, and the scud drove by, and the wind sang and hummed through the rigging—it made me melancholy to listen to it. I could think of nothing but the youngster down below, and what I should say to his poor old uncle if anything happened. Well, soon after midnight I went down and turned into his hammock. I didn't go to sleep at once, for I remember very well listening to the creaking of the ship's timbers as she rose to the swell, and watching the lamp, which was slung from the ceiling, and gave light enough to make out the other hammocks swinging slowly all together. At last, however, I dropped off, and I reckon I must have been asleep about an hour, when I woke with a start. For the first moment I didn't see anything but the swinging hammocks and the lamp, and then suddenly I became aware that some one was standing by me. I see any one of you now, for the foot of the hammock was close to the lamp, and the light struck full across on the head and shoulders, which was all that I could see of him. There he was, the old commodore; his grizzled hair coming out from under a red woollen night-cap, and his shoulders wrapped in an old, threadbare, blue dressing-gown, which I had often seen him in. His face looked drawn and pale, and there was a wistful, disappointed look about the eyes. I was so taken aback I couldn't sleep, but lay watching him. He looked full at my face once or twice, but didn't seem to recognize me; and just as I was getting back my tongue, and going to speak, he said, slowly, "Where's Tom? this is his hammock. I can't see Tom;" and then he looked vaguely about and passed away somehow, but how I couldn't see. In a moment or two I jumped out and hurried to my cabin, but young Holdsworth was fast asleep. I sat down, and wrote down just what I had seen, making a note of the exact time, twenty minutes to two. I didn't turn in again, but sat watching the youngster. When he woke I asked him if he had heard anything of his great uncle by the last mail. Yes, he had heard; the old gentleman was rather feeble, but nothing particular the matter. I kept my own counsel, and never told a soul in the ship; and, when the mail came to hand a few days afterwards, with a letter from the commodore to his nephew, dated late in September, saying that he was well, I thought the figure by my hammock must have been all my own fancy.

However, by the next mail came the news of the old commodore's death. It had been a very sudden break up, his executor said. He had left all his property, which was not much, to his great nephew, who was to get leave to come home as soon as he could.

The first time we touched at Malta Tom Holdsworth left us, and went home. We followed about two years afterwards, and the first thing I did after landing was to call on the old commodore's executor. He was a quiet, dry little Plymouth lawyer, and very civilly answered all my questions about the last days of my old friend. At last I asked him to tell me as near as he could the time of his death; and he put on his spectacles, and got his diary, and turned over the leaves. I was quite nervous till he looked up and said: "Twenty-five minutes to two, sir, A. M. on the morning of October 21st; or it might be a few minutes later."

"How do you mean, sir?" I asked.

"Well," he said, "It is an odd story. The doctor was sitting with me, watching the old man, and, as I tell you, at twenty-five minutes to two, he got up and said it was all over. We stood together talking in whispers, for it might be, four or five minutes, when the body seemed to move. He was an odd old man, you know, the commodore, and we never could get him properly to bed, but he lay in his red night-cap and old dressing-gown, with a blanket over him. It was not a pleasant sight, I can tell you, sir. I don't think one of you gentlemen, who are bred to face all manner of dangers, would have liked it. As I was saying, the body first moved, and then sat up, propping itself behind its hands. The eyes were wide open, and he looked at us for a moment, and said, slowly, 'I've been to the Mediterranean, but I didn't see Tom.' Then the body sank back again, and this time the old commodore was really dead. But it was not a pleasant thing to happen to one, sir. I do not remember anything like it in my forty years' practice."

IMPORTATIONS.

[Reported for the Press.]

KINGSTON, Jam.—Bark Tremont, Baker—75 hhds sugar 13 tcs do 5 bbls do 63 puncheons rum 5 bags pimento 12 bbls mixed metal 1 bbl lead a quantity of logwood D N Wetzlar & Co.

RICHMOND—Steamship Pennsylvania, Teal—13 bales domestics Shipley, Hazard & Hutchinson; 300 kegs spikes Penna Railroad Co; 42 bxs 43 cases tobacco Thos Webster, Jr; 50 do 13 do Mercer & Antelo; 82 do 18 do Dohan & Taitt; 57 empty casks Massey, Collins & Co; 150 bbls various consignees.

PHILADELPHIA BOARD OF TRADE.

GEORGE N. TATHAM, } COMMITTEE OF THE MONTH.
B. FROTHINGHAM, }
ROBERT S. REED. }

LETTER BAGS

At the Merchants' Exchange, Philadelphia.

Ship Wyoming, Burton.........Liverpool, July 25
Ship Southern Rights, Harwood.........Liverpool, soon
Bark Margaret, Craig.........Pernambuco, soon
Bark St James, Cruse.........Rio de Janeiro, soon
Bark Joe Maxwell, Davis.........Laguayra, soon
Brig E F Martin, Carver.........Cienfuegos, soon
Brig Eolus, Allen.........Demerara, soon
Brig Mary E Milliken, Nordon.........Cardenas, soon
Brig War Eagle, Williams.........Port au Prince, soon
Brig Doris, Edson.........Cienfuegos, soon
Schr. Fannie, Vance.........Havana, soon

SAILING OF THE OCEAN STEAMERS.

FROM THE UNITED STATES.

SHIPS	LEAVE	FOR	DATE
Persia	New York	Liverpool	July 18
Etna	New York	Qu'tn & 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
Saxonia	New York	Hamburg	Aug 1
Asia	New York	Liverpool	Aug 8
Canada	Boston	Liverpool	Aug 15
Arago	New York	Havre	Aug 18

FROM EUROPE.

SHIPS	LEAVE	FOR	DATE
Vigo	Liverpool	New York	July 4
Arago	Southampton	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 14
Fulton	Southampton	New York	July 17
Australasian	Liverpool	New York	July 21
Europa	Liverpool	Boston	July 28
Persia	Liverpool	New York	Aug 7

The California Mail Steamers sail from New York on the 5th, 11th, and 20th of each month.

The Havana Steamers leave New York on the 2d, 7th, 12th, 17th, and 27th of each month.

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, July 17, 1860.

SUN RISES.........4 41 SUN SETS.........7 13
HIGH WATER.........1 17

ARRIVED.

Steamship Pennsylvania, Teal, 26 hours from Richmond, via Norfolk, with mdse and passengers to Thos Webster, Jr.

Bark Tremont, Baker, from Falmouth, Ja, 15th ult, with sugar, rum, &c. to D N Wetzlar & Co. 3d inst, lat 32 35, long 76 35, spoke brig Ashby, from New York for Turks Island.

Brig Mary & Susan, Eaton, 5 days from New Bedford, with oil to captain.

Schr R G Whilden, Neal, 5 days from Boston, in ballast to Nevin, Sawyer & Co.

Schr C F Fay, Sheppard, 5 days from Boston, in ballast to Sinnickson, Hammett & Caldwell.

Schr Wm H Mailler, Colley, 6 days from Boston, with mdse to Wm Baird & Co.

Schr Grace Girdler, Clark, 4 days from Boston, with mdse to captain.

Schr A S Weston, Long, 4 days from Salem, in ballast to E A Souder & Co.

Schr Richard Borden, Ireland, 3 days from Fall River, in ballast to Castner, Stickney & Wellington.

Schr R B Sumner, Taylor, 4 days from Providence, in ballast to L Audenried & Co.

Schr E Pratt, Sherman, 5 days from New Bedford, in ballast to captain.

Schr John Farnum, Hall, 5 days from Providence, with mdse to Crowell & Collins.

Schr Louisa, Hallett, 6 days from Boston, with mdse to Crowell & Collins.

Schr Richmond, Pitcher, 5 days from Bristol, RI, in ballast to Nevin, Sawyer & Co.

Schr Damon, Pitcher, 5 days from New York, in ballast to Nevin, Sawyer & Co.

Schr Alphonso, Vincent, 1 day from Salem, NJ, with wheat to Jas L Bewley & Co.

Schr Velma, Hulten, 1 day from Odessa, Del, with wheat to Jas L Bewley & Co.

Schr A W Russell, Duffell, 1 day from Lewes, Del, with grain to Jas L Bewley & Co.

Schr Marcia Van Dusen, Ireland, from Dahyersport.
Schr A M Edwards, Somers, from Hingham.
Schr Restless, Smith, from Salem.
Schr J B Dickerson, Smith, from Boston.
Schr J B Johnson, Johnson, from Boston.
Schr L B Ferguson, Smith, from Boston.
Schr Alabama, Vangilder, from Boston.
Schr Ivy, Henderson, from Boston.
Schr Volta, Brooks, from Green Point.
Schr War Steed, Smith, from Warren.
Schr H W Benedict, Ellis, from Newport.
Schr J M Bayles, Thompson, from Bridgeport.
Schr Cordelia, Lawrence, from New York.
Schr C W Holmes, McElwell, from Lynn.
Schr Amelia, Rockhill, from Providence.
Schr R H Daily, Stephens, from Norwich.
Schr Mary Emma, Haldereon, from Derby.

CLEARED.

Steamship Kennebec, Johnson, New York, via Cape May, Alderdice.
Bark Arcadia, Kallogh, Cardenas, Madeira & Cabada.
Bark Union, Heard, Pernambuco, Lewis & Damon.
Brig Wm McGilvery, Warren, Boston, Rogers & Co.
Schr Virginia, Borden, Indianola, Texas, Twells, Mellon & Co.
Schr E L Tay, Sheppard, Alexandria, Noble, Hammett & Caldwell.
Schr Corbula, Lawrence, Richmond, Blakiston & Cox.
Schr Halo, Newman, Newburyport, Galloway & Morris.
Schr Grace Girdler, Clark, Boston, do
Schr R B Sumner, Taylor, Newburyport, L Audenried & Co.
Schr R H Daily, Stephens, Providence, do
Schr J M Bayles, Thompson, Greenwich, do
Schr Volta, Brooks, Providence, do
Schr W H Mailler, Colley, Boston, do
Schr J B Dickerson, Smith, Roxbury, do
Schr Maggie Van Dusen, Ireland, Providence, Van Dusen, Norton & Co.
Schr Mary Emma, Halderson, Georgetown, do
Schr Restless, Smith, Providence, N Mitnes & Co.
Schr Amelia, Rockhill, Baker's Landing, do
Schr J B Johnson, Johnson, Providence, do
Schr L B Ferguson, Smith, Fall River, Bancroft, Lewis & Co.
Schr H W Benedict, Ellis, Newport, J R White.
Schr Damon, Pitcher, Boston, Nevin, Sawyer & Co.
Schr Silver Magnet, Ferry, Boston, do
Schr Richmond, Pitcher, do, do
Schr H E Weston, Long, Salem, N Sturtevant & Co.
Schr A M Edwards, Somers, Hingham, do
Schr R G Whilden, Neal, Boston, do
Schr Lady Suffolk, Baker, Portland, do
Schr C W Holmes, McElwell, Malden, Sinnickson & Glover.

MEMORANDA.

Steamship Delaware, Cannon, hence, arrived at New York 15th inst.

Ship John Trucks, Teal, for Philadelphia, entered for loading at Liverpool 30th ult.

Ship Washington Booth, Pescud, from Baltimore for Valparaiso, was spoken 5th ult, lat 33 N, long 43.

Ship Cincinnatus, Sellers, from London for Bombay, sailed from Deal 30th ult.

Ship Sir John Franklin, Despeaux, cleared at Baltimore 14th inst. for Marseilles.

Ship Horatio, Palmer, from New York May 12th for Shanghae, was spoken 8th ult, lat 11 N, long 31 W.

Ship Panama, Soule, from New York 24 ult for San Francisco, was spoken 17th, lat 38 02 N, long 39 10 W.

Bark Paladin, Wilson, from Baltimore for Montevideo, was spoken June 17, lat 25 02 N, long 39 10 W.

Bark Acacia, Pinkham, was at Cardenas 30th ult, for New York in 5 days.

Bark Canada, Mitchell, was loading at Matanzas 5th inst. for Portland.

Brig Mary Jane, for Philadelphia, remained at Guantanamo 24th ult.

Brig Phebe A Paige, Lewis, for Philadelphia, was loading at Cardenas 30th ult.

Schr Black Squall, Day, cleared at Newbern, NC, 13th inst. for Philadelphia.

Schr Jos Crandall, Megathlin, cleared at Newcastle 30th ult, for Philadelphia.

Schr Jos. Ogden, cleared at Baltimore 14th inst. for Philadelphia.

Steamer C C Alger, Fenton, sailed from Alexandria 14th inst. for Philadelphia.

BREAD.

PURE AND CHEAP BREAD,

MANUFACTURED BY THE

MECHANICAL BAKERY,

CAN BE OBTAINED AT THE FOLLOWING PLACES:

MECHANICAL BAKERY	S. W. corner of Broad and Vine streets.
C. M. CLARK	Poplar street, below Tenth.
H. McNEIL	S. E. corner Sixth and Coates street.
JATHO & SON	No. 266 North Fifth street.
JOHN G. MOXEY	No. 1233 Vine street.
T. P. SMITH	No. 115 North Fifth street.
S. SOOY	S. E. corner Fifth and Spruce streets.
W. W. MATHEWS	S. E. corner Eleventh and Locust streets.
D. KNIGHT	Broad street, below Walnut.
GEORGE GARVIN	No. 1419 Lombard street.
D. COURTNEY	N. W. corner Sixteenth and Pine streets.
WM. COURTNEY	No. 506 South Twelfth street.
S. R. WANAMAKER	Federal street, above Sixth.
S. LENTZ	Corner South Fourth and Johnston streets.
L. HOLLAND	S. W. corner Sixteenth and Ogden streets.
DAVID SADDLER	No. 260 North Eleventh street.
J. WEIGHTMAN	Thirteenth street, below Thompson street.
S. S. TOMKINS	No. 1060 North Front street.
H. BROOKS	S. W. corner of Seventh and Pine streets.
F. MORRIS	N. W. corner Tenth and Shippen streets.
E. B. TURNER	No. 1216 South Front street.
THOS. T. [illegible]	N. E. corner Broad and Ridge avenue.
S. S. BOWN	N. E. corner Ninth and Federal streets.
J. McINTYRE	Twenty-second street, ab. Coates.
ALEX. FULLERTON	Corner of Fifth and Christian streets.
MRS. E. RAMBLER	No. 1731 Coates street.
D. F. & T. W. WOLF	833 Girard avenue.
WM. McCRACKEN	2263 Hamilton street.
R. R. BEAZLY	N. W. corner of Twelfth and Melon street.
JULIUS KLEIN	S. W. cor. of Thirteenth and Parrish street.
M. NIPPES	N. E. corner of Fourth and Green street.
MRS. F. ELLIOTT	S. W. corner Tenth and Green street.
J. L. HICKS	Camden, N. J., store 119 Arch street.
C. H. RAINIER	West Philadelphia, 35th st. ab. Haverford road.
N. L. YARNELL	Lenni, Penna.
JOHN BARNDT	Tremont and Pine Grove Penna.
GEO. B. TOWNSEND	West Chester, Penna.
M. McCLEES	Atlantic City, N. J.
D. HORTON	Florence, N. J.
S. F. EBERLEIN	Columbia, Pa.

je5-tf

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. je16-tf

WINES AND LIQUORS.

THE VINE-GROWERS' COMPANY OF COGNAC.

CAPITAL, THREE MILLIONS OF FRANCS.
THE COUNT DE SAINT-LEGER, PRESIDENT.
JULES DURET, Esq., MANAGER.
AGENT IN NEW YORK, JOHN OSBORN.

THIS CORPORATION, numbering amongst its shareholders fourteen hundred Proprietors of the best Vineyards in the District of Cognac, is the extensive Establishments located in the centre of the town of that name, was organized for the express purpose of maintaining the standard character of PURE COGNAC BRANDY, by shipping that article, in all its native purity and excellence, to Correspondents in Foreign Countries, and is bound down by its Statute of Regulation to confine its transactions entirely to the Brandy grown within the District of Cognac, and wholly the produce of Vineyards in that highly-favored locality; on no condition whatever admitting into its storehouses any Brandy which may have been produced without the limits of said District.

With the object of extending the just reputation of their brand by such means only as will meet the approval and co-operation of the Company, the Company has appointed as Correspondents in the United States, Merchants in the United States. THE VINE GROWERS' COMPANY has authorized the Agency in New York to put up their choice Cognac Brandy in cases of one dozen full-sized bottles each, and the same will be disposed of to the Trade and the Public, by the undermentioned respectable firm.

Every bottle is sealed with the capsule of the Company—the corks bear the same stamp, and the labels contain an exact description of the quality, duly signed in fac-simile, by the Agent of the Company.

The Brandies now offered consist of two different qualities, both guaranteed to be equally pure in quality, differing only in point of age, and degrees of strength depending thereon, the oldest being the least potent. One description, termed THE VINE-GROWERS' THREE YEARS OLD, is an excellent article of the age represented, suitable for family or medicinal purposes; and another quality is designated the VINE-GROWERS' ANTEDILUVIAN, so called on account of its extreme age, and because the remote year of its actual production is beyond verification.

Objections having been urged that the bottles are too large, and the Brandy of a greater strength than is usually supplied to the public, the Agent of the Company ventures to express the opinion that a large bottle may be preferred to a smaller one, and that in obtaining the article of the exact strength at which it was exported from Cognac, consumers may recognise the advantage of adding water to suit their own taste, instead of purchasing water at the price of Brandy.

For sale only by GREEN, BROTHER, & COOPER, No. 116 WALNUT Street. au14-stuth 8m*

FAIRFIELD SEMINARY.—This large and flourishing institution is located at Fairfield, Herkimer county, N. Y. The faculty consists of twelve thorough and experienced teachers, four of whom are college graduates. The libraries number over 5 000 volumes. The cabinet, philosophical, and chemical apparatus are extensive and complete. There are two regular graduating courses of study—one of three years, and one of five, and also a commercial course. Upon the completion of either, parchment diplomas are conferred, and, if possible, positions secured. Schools desirous of well-qualified and excellent female teachers, whose ability will be guaranteed, can secure them by addressing the principal. *Fall term begins August 22d.*

Tuition from $4 to $6 per term of fourteen weeks. Board, washing, and room rent (furnished room) per term, $27.50. For catalogue, or to engage rooms, address REV. J. B. VAN PETTEN, A. M., je25-m6t* Principal.

SOAPS.—VAN HAAGEN & McKEONE'S CELEBRATED ORIENTAL DETERSIVE, CHEMICAL OLIVE, EXTRA PALE, PALE, BROWN, FULLING TOILET, &c.

For sale by the sole agents for the manufacturers, THAIN & McKEONE, 23 and 24 S. WHARVES. Also wholesale dealers in COCOANUT, COTTON SEED, PALM AND ELAINE OILS. je16-swtf

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,
jy3-18t P. W. & B. R. R. Co.

WEST CHESTER AND PHILADELPHIA RAILROAD VIA MEDIA.

SUMMER ARRANGEMENT.

On and after Monday, July 2d, 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 6.35 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.

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 6.50 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 5.33 A. M., 9.20 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 28th, 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 11¾ 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, 7¼, and 10¼ P. M.

Leave Germantown 8.10 min. A. M., 1.10 min., 4, 6¼, and 9¼ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 4, 6, 6¾, 8, 9, and 10½ P. M.

Leave Chestnut Hill 7.10, 7.40, 8.40, 9.40 11.40 A. M., 1.40, 3.40, 5.40, 6.10, 8.40, and 10.10 P. M.

ON SUNDAYS.

Leave Philadelphia 9.05 A. M., 2, 5, and 7¼ P. M.

Leave Chestnut Hill 7.50 A. M., 12.30, 5.10, and 9.10 min. P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 5.30, 7¼, 9.05, 11.05, min., A. M., 1.05, 3.05, 4¾, 5.35, 6.50, and 11¾ P. M.

Leave Norristown 6, 7, 8.05, 9, 11 A. M., 1¾, 4¾, 6 and 7¼ P. M.

ON SUNDAYS.

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

Leave Norristown 7¼ A. M., 1 and 5 P. M.

FOR MANAYUNK.

Leave Philadelphia 5.30, 7¼, 9.05, 11.05 A. M., 1.05, 2.05, 3.05, 4¾, 5.35, 6.50, 8¼, and 11¾ P. M.

Leave Manayunk 6¼, 7¾, 8.35, 9¼, and 11¾ A. M., 2, 5.05, 6, 6¾, 8, and 9¼ P. M.

ON SUNDAYS.

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

Leave Manayunk 7¾ A. M., 1¾, 6¾, and 9¼ P. M.

H. K. SMITH, General Superintendent.

m19-tf DEPOT, NINTH and GREEN Streets.

PHILADELPHIA AND READING RAILROAD. PHILADELPHIA AND READING RAILROAD TO HARRISBURG, POTTSVILLE, &c.

MORNING LINE, DAILY, (Sundays excepted.)

Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowhill streets) at 8.00 A. M., connecting at Harrisburg with the PENNSYLVANIA RAILROAD, 1 P. M. train running to Pittsburg; the CUMBERLAND VALLEY 1.05 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, (Sundays excepted.)

DISTANCES VIA PHILADELPHIA AND READING RAILROAD.

From Philadelphia	Miles.	
To Phoenixville	28	Philadelphia and Reading and Lebanon Valley R. R.
Reading	58	
Lebanon	86	
Harrisburg	112	
Dauphin	126	Northern Central Railroad.
Millersburg	144	
Trevorton Junction	158	
Sunbury	169	
Northumberland	171	Sunbury and Erie R. R.
Lewisburg	178	
Milton	183	
Muncy	197	
Williamsport	209	
Jersey Shore	223	Williamsport and Elmira Railroad.
Lock Haven	235	
Ralston	234	
Troy	278	
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.

ay28-tf W. H. McILHENNEY, Secretary.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. SUMMER ARRANGEMENT.

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, 3.30, 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 11.50 A. M., 1.45, 4.50, and 8.30 P. M.

Leave Salisbury at 1.30 P. M.

Leave Seaford, Tuesdays, Thursdays, and Saturdays, at 7.20 A. M., and 2.50 P. M.

Leave Farmington, Tuesdays, Thursdays, and Saturdays, at 5.00 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 9.05 A. M., and 5.25 P. M.

Leave Middletown at 10.05 A. M., and 6.40 P. M.

Leave New Castle at 8.00, 10.55 A. M., and 7.35 P. M.

Leave Chester at 7.40, 9.10 A. M., 12.44, 2.22, 6.30, and 9.15 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., 12.38 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 3 P. M.

Leave Wilmington for Perryville and intermediate places at 5.00 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 5.00 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.

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 9 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
2d Class Ticket	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 Joe Belknap for Bordentown and Intermediate Places, at 3½ 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 18th 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 3.30 P. M.

DAILY (Sundays excepted.)

By order of the Board of Managers of the Philadelphia and Reading Railroad Company.

ap3 W. H. McILHENNEY, Secretary.

WEST CHESTER RAILROAD TRAINS, via PENNSYLVANIA RAILROAD, leave Depot, corner ELEVENTH and MARKET Streets, daily (except Sunday) at 7.25 P. M., 12.30 P. M., and 4 P. M. Leave West Chester at 6.45 A. M., 10.45 A. M., and 3.15 P. M.

THE PENNSYLVANIA CENTRAL RAILROAD.

260 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 travellers.

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 7.30 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 Travelling 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, Shaler & 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.

E. 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

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, and in the name of any Passenger Train on the above Railroad or the branches worked by said Company.

Business men and others, having occasion to travel frequently between different points, will find this 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, je28-1m Treasurer, Philadelphia.

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 connection 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 Line'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 sts. 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,
ap18-tf Philadelphia.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, July 9th, 1860, the trains will run as follows: Leave the Philadelphia Depot of the West Chester and Philadelphia Railroad Co., 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 6.50 and 8.30 A. M., and 4.30 P. M.

The 7.30 A. M. Train from Philadelphia connects at Oxford, with a daily line of stages via New London and Newark. Returning leaves Oxford at 6.30 A. M., connecting with the 8.30 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.

Freights for the line received at No. 1318 Market St.

Philadelphia, June 28, 1860. A. B. BURTON, je16 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 owner, 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.
ap28-y

"A frugal man makes the best of Citizens."

"Application in youth makes age comfortable."

"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

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 their anguish, pain and inflammation, by a timely application of this *marvellous healer*, and the flesh is renewed as if by a charm, no blemish or scar remaining.

THE FRIEND OF THE NURSERY.

Children are frequent sufferers from external injuries, especially from *Fluid* and *Camphene Explosions*—therefore every mother should have this healing preparation constantly on hand. It heals *Sores*, *Breasts*, and quickly removes the TETTER or RINGWORM, so prevalent in the nursery.

TO TRAVELLERS BY SEA AND LAND.

The Machinist, the Traveller, and every other individual whose lot in life throws him within the chance of accident from *explosion*, *fire*, or *collision*, should bear in mind that this Magic Extractor is his best and only friend. It is both portable and 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,	Fistula,	Shot Wounds,
Boils,	Frost Bites,	Scrofula,
Broken Breasts,	Fever Sores,	Scurvy,
Bites of Reptiles,	Felons,	Scalds,
Cancer,	Glandular Diseases,	Scurf,
Crooked Lips,		Scald Head,
Chapped Hands,	Mercurial Sores,	Sprains,
Chilblains,	Pains generally,	Small Pox,
Cramp,	Pimples,	Tumors,
Contracted Cords,	Piles,	Tetter,
Chafes,	Poison,	Ulcers,
Diseases of the Skin,	Rheumatism,	Venereal Sores,
	Rashes,	&c.

Sold at the principal Depots, 14 Broadway, New York, and 21 and 161 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.

F. V. DYOTT & SONS,
818 North SECOND Street,
fely Wholesale Agents for Pennsylvania.

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. E. Harberts, corner Juniper and Pine streets.
E. J. Pennell, 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.
E. H. 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,
my28-lm Philadelphia.

ENVELOPES.—Over 200 different styles and sizes, selling from 50c. per 1,000 upward. Orders by mail promptly attended to. PERRY, Stationer, FOURTH and RACE. je23-1m

CASTOR OIL.—East India, for sale by WETHERILL & BROTHER, 47 and 49 North SECOND Street. je23

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 $462,373 91.
METROPOLITAN FIRE INS. CO., OF NEW YORK.
Cash Capital and Surplus $322,668 50.
PROVIDENCE WASHINGTON INS. CO., PROV.
Cash Capital and Surplus $246,786 18.
ARCTIC FIRE INSURANCE CO., OF NEW YORK.
Cash Capital and Surplus $268,143 02.
HOPE FIRE INSURANCE CO., OF NEW YORK.
Cash Capital and Surplus $234,344 81.
CITY FIRE INSURANCE CO., OF NEW HAVEN.
Cash Capital and Surplus $224,302 77.
GERMANIA FIRE INS. CO., OF NEW YORK.
Cash Capital and Surplus $218,399 77.
HUMBOLDT FIRE INS. CO., OF NEW YORK.
Cash Capital and Surplus $238,958 81.

Applications in person or by note will receive prompt attention.

SABINE & DUY, Agents,
fe6 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. fe16

ANTHRACITE INSURANCE COMPANY.—Authorized Capital $400,000—CHARTER PERPETUAL.

Office No. 311 WALNUT Street, between Third and Fourth Street, Philadelphia.

This Company will insure against loss or damage by Fire, on Buildings, Furniture, and Merchandise generally.

Also, Marine Insurances on Vessels, Cargoes, and Freights. Inland Insurance to all parts of the Union.

DIRECTORS.

Jacob Esher, Joseph Maxfield,
D. Luther, Dr. George N. Eckert,
L. Audenried, John R. Blakiston,
Davis Pearson, Wm. F. Dean,
Peter Sieger, J. E. Baum.

JACOB ESHER, President.
WM. F. DEAN, Vice President.
W. M. SMITH, Secretary. ap3-tuthstf

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 $359,744.70.—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. mh9-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
$123,000	Philadelphia City 6 ₩ cent. Loan	$123,030 00
100,000	Pennsylvania State 5 ₩ ct. Loan	93,465 00
22,000	Pennsylvania State 6 ₩ ct. Loan	21,000 00
22,000	U. S. Treasury 6 ₩ ct. Notes and interest due	22,393 64
50,000	U. S. Treasury 6 ₩ ct. Notes and interest due	30,618 00
25,000	Temporary Loan to the City of Philadelphia	25,000 00
50,000	Pennsylvania Railroad 2d Mortgage 6 ₩ cent. Bonds	46,000 00
20,000	North Pennsylvania Railroad Mortgage 6 ₩ cent. Bonds	15,600 00
14,000	West Philadelphia Passenger Railway Company 7 ₩ ct. coupon bonds	12,600 00
15,000	300 shares stock Germantown Gas Company (interest and principal guarantied by the city of Philadelphia)	15,000 00
5,000	100 shares Pennsylvania Railroad Company	5,775 00
5,000	100 shares North Pennsylvania Railroad Company	950 00
2,850	shares Philadelphia Ice Boat and Steam Tug Company, Philadelphia and Savannah Steam Navigation Company, Philadelphia and Havre de Grace Steam Tow Boat Company, Philadelphia Exchange Company	2,216 00
$466,850		$409,718 64
	Bonds and Mortgages, and Real Estate, Office Building	5,965 35
	Bills receivable for insurances made	151,896 69
	Balance due at Agencies—Premiums on Marine Policies, interest, and other debts due the Company	65,544 68
	Scrip and stock of sundry Insurance Companies	2,360 00
	Cash on Deposit in Bank	67,050 51
		$801,655 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,
Dr. R. M. Huston, James B. M'Farland,
George G. Leiper, Joshua P. Eyre,
Hugh Craig, Dr. S. Semple, Pittsb'g,
Charles Kelly, D. T. Morgan, "
A. B. Berger, "

WILLIAM MARTIN, President.
THOS. C. HAND, Vice President.
HENRY LYLBURN, Secretary. d16

LIFE INSURANCE AND TRUST COMPANY.—THE PENN MUTUAL LIFE INSURANCE COMPANY, Northeast corner of THIRD and DOCK Streets. Assets, $837,531 53.

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 Hollowell, Edmund A. Souder,
Henry C. Townsend, Daniel L. Hutchinson,
Rudolphus Kent, John W. Hornor,
William H. Carr, Wm. S. Archer,
P. V. Dufour, Joseph W. Lippincott,
William Robertson, Samuel J. Christian,
Warner M. Rasin, Joseph M. Thomas,
John G. Brenner,
P. S. Michler, Easton.

DANIEL L. MILLER, President.
SAML. E. STOKES, Vice Pres't.
JOHN W. HORNOR, Secretary. au15

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. 923 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, Administrationships, 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. 255 South THIRD Street. mh23-6m*

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. ap25 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. fe16 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. ja27 ly*

COPARTNERSHIP NOTICES.

THE FIRM OF AUNER & SCHOFIELD, Carpenters, is this day dissolved by mutual consent.

GEO. A. AUNER,
LANE SCHOFIELD.

July 1, 1860—jy14-3t*

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

MRS. JAMES BETTS' INVENTIONS FOR LADIES.—Approved of and highly recommended by the *Medical profession throughout the United States*. Thirty Thousand have ids having been advised by their physicians to use her Surgical Appliances. She would caution Merchants and others against purchasing except at her residence, 1039 WALNUT Street, where she can be consulted daily, between the hours of 10 and 5. Her book of testimonials will be given on application. Sent free to any part of the United States. Her signature is on each article. my29 tuths tf

CLAIMS ON IRELAND.

O'GORMAN & WILSON,
(RICHARD O'GORMAN, EDWARD J. WILSON,)
ATTORNIES AND COUNSELLORS AT LAW,
No. 122 BROADWAY, New York.

Having established extensive Correspondence and Agencies throughout Ireland, will take charge of the collection of Claims, Legacies, &c., and attend to other business in any part of that country. je10-stuth3m

PARIS GREEN.—For sale by WETHERILL & BROTHER, 47 and 49 North SECOND Street. je23

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.

PORTO RICO SUGAR.—250 hhds medium and strictly prime quality, for sale by JAMES GRAHAM & CO., LETITIA street.

ACCOUNT BOOKS for the 1st of July, made expressly for our Retail Sales. PERRY, Manufacturing Stationer, FOURTH and RACE. je23-1m

GREASE.—450 bbls., 675 half do., 400 quarter do., 250 kitts, 200 1-quart cans, 375 2-quart cans Patent Tallow Grease, a superior article, in store and for sale by ROWLEY, ASHBURNER, & CO., No. 16 South WHARVES. jy16

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 17, commencing at 10 o'clock precisely.

Consisting in part of—

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

Now open for examination.

SALE OF STAPLE AND FANCY DRY-GOODS, EMBROIDERIES, NOTIONS, &c., [illegible]

On Wednesday,

July 18, commencing at 10 o'clock.

Consisting in part of—

A general assortment of desirable goods for present sales.

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

ST. LOUIS, MO.

WILLIAMS, BOYLE, & CO., AUCTIONEERS & COMMISSION MERCHANTS, No. 6 North MAIN St., ST. LOUIS, Mo., (formerly with Messrs. Myers, Claghorn, & Co., Phila.,) offer their services to the merchants, manufacturers, and others of Philadelphia, for the sale of dry goods, carpets, boots, shoes, hardware, jewelry, &c., &c.

Cash advances made on receipt of goods.

Settlements made three days after sale.

REFERENCES.

Messrs. Myers, Claghorn, & Co., Philadelphia.
" Stuart & Brother, Philadelphia.
" Van Wyck, Townsend, & Warrens, New York.
" L. & B. Curtis & Co., New York.
" Wood, Christy, & Co., St. Louis, Mo.
" Crow, McCreary, & Co., " mh15-thstuly

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,
my9 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 55 to 60 hours—only 45 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 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:

To		INLAND FARE.	
Charleston	$15 00	Charleston	$23 80
Savannah	15 00	Savannah	31 00
Augusta	18 00	Augusta	26 00
Macon	21 00	Macon	31 00
Atlanta	23 00	Atlanta	35 00
Columbus	23 00	Columbus	36 00
Albany	26 00	Albany	42 00
Montgomery	28 00	Montgomery	39 00
Mobile	33 00	Mobile	45 00
New Orleans	36 75	New Orleans	51 00

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.

NOTICE TO BUILDERS.—The Board of Commissioners under an act of Assembly entitled "An act providing for the erection of Public Buildings in the City of Philadelphia," approved April 2, 1860, hereby invite plans and estimates of cost for the buildings proposed to be erected. These buildings are designed for the accommodation of the courts of justice, and their appropriate offices, and the several offices of records of the county; and also for the accommodation of the several departments and offices of the municipal government of the city of Philadelphia.

They are to be placed on Penn Square; the buildings for the courts, &c., on the northwestern section, and those for the municipal government on the northeastern section of said Square.

A statement, in detail, of the extent of accommodation required for the respective departments and offices to be located in these buildings has been printed, and persons designing to prepare plans are hereby referred to copies to aid them in their work.

Ground plans, sections, elevations, and perspective views of each building will be requisite, accompanied with clear and full explanations.

The estimates are to be accompanied by complete specifications, and with explanations of the whole so simple, minute, and full that they may be readily comprehended by persons not specially instructed in architecture.

The said plans, estimates, and specifications to be directed to the President of the Board, and furnished before the first day of September, A. D. 1860.

Each person submitting a plan must indicate the materials to be employed in constructing the buildings under his plans.

No compensation will be awarded or paid by the Commissioners for the plans to be submitted, as hereby invited, unless the plan shall be accepted and put into effect shall be provided, in accordance with its terms.

ALEXANDER HENRY, President.
JAMES R. LUDLOW, Secretary.
Philadelphia, July 11, 1860. jy13-tw

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:

To	Port Carbon.	Mount Carbon.	Schuyl. Haven.	Auburn.	Port Clinton.
Richmond	$1 55	$1 52	$1 45	$1 32	$1 30
Philadelphia	1 53	1 52	1 45	1 45	1 40
Inclined Plane	1 63	1 52	1 55	1 45	1 40
Nicetown	1 63	1 52	1 55	1 45	1 40
Germantown R. R.	1 61	1 52	1 55	1 45	1 40
Falls of Schuylkill	1 48	1 45	1 38	1 35	1 15
Manayunk	1 38	1 37	1 30	1 30	1 15
Ebert's	1 33	1 32	1 25	1 15	1 10
Conshohocken	1 33	1 32	1 25	1 10	1 05
Swede Furnace	1 33	1 31	1 17	1 07	1 02
Rambo's	1 28	1 22	1 17	1 08	1 02
Norrist'n or Bridgeport	1 23	1 22	1 15	1 05	1 00
Port Kennedy	1 17	1 15	1 12	98	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	83
Aramingo	1 03	1 04	97	87	83
Limerick	1 03	1 02	95	85	80
Pottstown	98	97	90	80	75
Douglassville	95	93	88	78	71
Monocacy	94	91	84	76	70
Birdsboro	92	90	83	72	68
Exeter	90	89	82	72	67
Reading	86	85	78	68	63
Tuckerton	81	80	73	63	58
Leesport	78	77	70	60	55
Mohrsville	75	74	67	57	52
Hamburg	73	72	65	55	50
Orwigsb'g and Auburn	61	60	53	45	40

By order of the Board of Managers.
jy12-1m W. H. McILHENNEY, Sec'y.

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 Dispatch 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,
411 COMMERCE Street,
Importing and Commission Merchants
And Agents for Foreign and Domestic Hardware. au8-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.

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.
200 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,
je6 146 NORTH WHARVES.

HAVANA CIGARS.—Just received, per bark Ann Elizabeth, a large and varied assortment, comprising several new brands, together with others of the most celebrated—

"Black Sea," Adoracion,
Figaro, Neptuno,
Cabanas, Partagas,
Lightning, Arroyo Hondo,
Arquelle, Pruebese, &c., &c.

Of all the Regalia, Conchas, Opera, Londres, Militar, Figurines, and pressed sizes—now in store, and for sale low, by CHARLES TETE, je30 3w 130 WALNUT Street.

HAVANA CIGARS—A LARGE, HANDSOME and VARIED ASSORTMENT, consisting of such brands as CABANAS, FIGARO, NEPTUNO, PARTAGAS, ESPANOLA, ARGUELLES, &c., of all sizes and qualities, on hand constantly, and for sale low, by CHARLES TETE, 130 Walnut street. je15-1m

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 registers 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.

This Day,

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

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 1850) Warrant for 80 acres, and one, also for 80 acres, act of 1855.

REAL ESTATE SALE JULY 24.

Executor's Sale—Estate of Jacob B. Lancaster, dec'd. Handsome modern well-built RESIDENCE, No. 1626 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. 825 Dilwyn street, south of Green street. The house is well built and has the modern conveniences, &c. $2,700 may remain on mortgage. Immediate possession.

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

BUILDING LOT, Spring street, Camden, N. J.

Same Estate—150 ACRES TIMBER LAND, Limestone township, Warren county, Pennsylvania, about 10 miles north of Warren. Sale absolute.

Same Estate—Two BURIAL LOTS, Nos. 695 and 696, 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 Hassan, 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 2 600 acres very valuable mineral lands, ore, 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 after.

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 day to thousands, for any length of time agreed on.

The Oldest Established House in the city.

Private entrance on RACE Street.

Business hours from 7 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 original selling prices, gold lever and lepine watches, silver lever and lepine watches, English, Swiss, and French watches, at astonishing low prices, jewelry of every description, very low, guns, pistols, musical instruments, first quality of Havana cigars, at half the 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 guaranteed.

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 at 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, J. VAUGHAN MERRICK,
WILLIAM H. 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 & Wolsey'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 today—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.

my17-3m 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,
je16-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 Mr. 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
m18-tf 603 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. fe5-tf

PIANOS.

PIANOS! PIANOS!! PIANOS!!!

PIANO-FORTES, MELODEONS,
PIANO-FORTES,
MELODEONS.

Made by Raven, 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, d2-ly 1006 CHESTNUT Street.

TO THE PUBLIC.

CALHOUN'S ANNULAR VENTILATOR.

The above patent is deemed, by scientific and practical men, to be the very best ever offered to the public, and needs only to be seen in actual operation for its merits to be appreciated. Nothing ever introduced is so perfectly adapted for ventilating private and public buildings, schools, hospitals, engine houses, mines, steam and sailing vessels, and for the cure of smoky chimneys they have no equal.

Manufactured and for sale, wholesale and retail, at the Heating and Ventilating Warerooms of CHAS. WILLIAMS, 1132 MARKET Street, Phila.

Personal attention will be given to all descriptions of heating and ventilating by the undersigned, who has been many years practically engaged in the above business. Also for sale, Culver's justly-celebrated warm-air furnaces, cooking ranges, bath boilers, registers, &c., by fe18-stuthm CHAS. WILLIAMS.

SYRUP MOLASSES, &c.—500 hhds and Barrels LOVERING'S No Plus Ultra, Golden Syrup, and extra Golden. Also, Sugar-house, Muscovado, and Porto Rico Molasses in hogsheads and barrels, for sale by JAMES GRAHAM & Co., LETITIA street.

3,600 REAMS WRITING PAPERS, assorted, selling from 75c. to $4 per ream, at PERRY'S, FOURTH and RACE. je23-1m

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.

PARIS GREEN.—Ground in Oil, and for sale by WETHERILL & BROTHER, 47 and 49 North SECOND Street. jy11

STEEL PENS.—4,000 Gross assorted, selling from 15c. per gross upward. PERRY, Stationer, FOURTH and RACE. je23-1m

HENNESSY BRANDY.—70 casks, in half pipes, quarter pipes, and ⅛ pipes, for sale [illegible]

BOOK-KEEPERS can get good Blankbooks and Stationery at PERRY'S, FOURTH and RACE. je23-1m

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