THE PRESIDENTIAL CANVASS.

MORE LETTERS FROM THE POLITICIANS.

Epistles from Howell Cobb, R. A. Pryor, John Tyler, Jr., John Hickman, T. L. Clingman, and Benjamin Fitzpatrick.

LETTER FROM HOWELL COBB.

Howell Cobb, of Georgia, has written the following letter to Reoliga:

WASHINGTON CITY, July 14, 1860.

GENTLEMEN:—I sincerely wish it was in my power to respond at once to your kind and flattering request to address my fellow-citizens of Columbus and vicinity.

It would afford no ordinary pleasure to meet them at this time. Toward the present contest as one rising far above the ordinary party struggles through which we have heretofore passed. It involves the future destiny of the South. It is a question of right, justice, and equality on the one hand, and wrong and degradation on the other. It is the triumph of constitutional principles in the election of Breckinridge and Lane, or the declaration of war upon the Constitution and the rights of the South by the election of Lincoln and Hamlin. This is the issue that has to be met, and our people should look that danger full in the face, and govern their actions accordingly. The part which the supporters of Douglas and Johnson at the South take in the contest is only important in view of the strength it gives the Black Republicans of the North, by weakening the party and the only candidates who can by any possibility, defeat this treasonable Abolition organization.

Surely the recent course of Mr. Douglas and the present position of his friends at the North, present no claim to Southern gratitude or Southern confidence that should induce on their part a support of his claims to the Presidency at such a sacrifice of their rights and interests. His withdrawal from the contest would at once insure the success of Breckinridge and the triumph of constitutional principles, whilst his continuance in the field gives aid and encouragement to the enemies of Democracy, and the enemies of the South. Under these circumstances—apart from the manifold objections to the political doctrines which Mr. Douglas and his faction seek to force upon us—it seems clear, beyond dispute or question, that there should be a united and earnest effort on the part of the South in support of the only candidates who are entitled to her confidence, and at the same time have the slightest prospect of election.

To urge and press upon my fellow-citizens of Georgia these considerations in favor of the election of Breckinridge and Lane, to unite my counsels with those of many of the dangers which threaten our present peace and future prosperity; to contribute my efforts to the work of preserving the Constitution from the ruthless assaults of its open and secret enemies; to join my voice with those who proclaimed to the country the firm, fixed, and unalterable purpose of the South to maintain her equality in the Union," and to recognize as worthy of her loyalty and support no Government that does not guarantee that equality—present to my mind a field of duty upon which I would gladly enter. My heart is in the contest; and you may feel assured that I desire no other inability at once to enter the canvass, and that, too, upon the soil of my native State.

I am, very truly, yours, &c.

HOWELL COBB.

To Messrs. John A. Jones, Charles J. Williams, Robert E. Dixon, and A. B. Lamar.

LETTER FROM ROBERT A. PRYOR.

Mr. Pryor writes the following letter to the Virginia *Index*:

PETERSBURG, July 27, 1860.

GENTLEMEN:—One or two misstatements in the article from the *Atlanta Confederacy*, which appears in your paper of this morning, demand a prompt correction.

The writer represents me to have taken in 1858, "the strongest possible ground in favor of Judge Douglas as the Democratic nominee for the Presidency in 1860." The truth is, that I was then an earnest and avowed advocate of Mr. Hunter's rights. The *eleven reasons* which the *Confederacy* reproduces were assigned in justification of my support of Judge Douglas in his contest with Lincoln for a seat in the Senate.

Again, the editor of the *Confederacy* represents that the *States* newspaper, while under my control, was committed to the nomination of Judge Douglas. Here is another error. During my connection with the *States*, that paper uniformly protested against the idea that its conductors preferred Judge Douglas for the Presidency.

It is due to candor, I should say, that by one of the *eleven reasons* for my support of Judge Douglas, I imputed to him opinions which he does not entertain. Among these "reasons" I attached especial consequence to the following: "7. He (Judge Douglas) supports the decision of the Supreme Court in the Dred Scott case, which asserts for slavery the right of colonization in the Territories."

These are vital propositions, and I was gratified to infer from Judge Douglas' speech at Alton, that he conceded them in the interest of the South.

Afterward, however, in his Harper article and his controversy with Judge Black, he corrected my impression, denying the decision of the Supreme Court in the Dred Scott case, and controverting the principle, that *slavery exists in the Territories, under or by virtue of the Constitution.* In the main, I have nothing to object against your own statement of my position. You err, however, in supposing I endorsed the "soundness" of Judge Douglas, for I always opposed his dogma of Territorial Sovereignty. That I had confidence in his patriotism; that I would have supported him in the event of his nomination with the sanction of party usage; that I was anxious for the unity of the Democracy at Baltimore, and exerted myself to avert the rupture of the Convention—that these were my sentiments you are correct in representing.

Nevertheless, I support Mr. Breckinridge, and for reasons that are perfectly satisfactory to my own judgment.

Very respectfully, ROGER A. PRYOR.

A CALORIC COMPOSITION FROM JOHN TYLER, JR.

John Tyler, Jr., thus concludes a long letter in the *Richmond Enquirer*:

"My hopes, my fears, my anxieties, and my suggestions as to the salvation of the Union, were to them fully disclosed. But they were blind to destruction, and his vaulting ambition overleaped itself." I will say to the Cincinnati *Enquirer* that, as matters now stand, *I consequently believe Lincoln will be elected President, and that dissolution is inevitable.* Whether I advocate or oppose dissolution is a different question, on which I have not entered in any speech made by me in New Kent. I only say, as I said in New Kent, and also in my letter in the Richmond *Enquirer*, that when dissolution does come, as does it will *this contingency*, I will stand in the presence of the graves of my ancestors, and by the side of my kith, my kin, and my friends, and their God and cause shall be my God and cause, to the end forever.

Very respectfully, JOHN TYLER, JR.

JOHN HICKMAN APPLAUDS MR. CHAVEZ.

Hon. John Hickman, of Pennsylvania, wrote as follows, in reply to a letter from Hon. Eli Thayer, asking him to be present at a Republican meeting held in Worcester, Massachusetts, on the 30th of July:

WEST CHESTER, Pa., July 28, 1860.

MY DEAR MR. THAYER:—How much I regret I cannot attend your meeting on Monday night! It would be gratifying to me, as you well know, to give my testimony to your people in your behalf. They cannot complain, with reason, of your course. The future will prove it right. I should say so with emphasis if I could be with you. There can be no more ruinous policy for the North than this eternal change of Representatives. Your re-election should be resolved upon at once by all who desire equality in the halls of Congress. Why will not our people be taught by our brethren of the South? Do they not see that practical legislation depends very much upon experience. Until the farmer or mechanic can go into the court and defend himself against the skilful lawyer with success, it will be in vain for the inexperienced member of Congress to battle against the experienced. You will understand I am not arguing my own case, as you are aware it is my ambition, should my friends be allowed to return home. I trust the people of your district will again return you without division. I know their own good demands it. They neither strength nor voice. If I find, I would exhaust both in your battle, if you should have any, which I hope you may not. Truly yours, JOHN HICKMAN.

A LETTER FROM T. L. CLINGMAN.

ASHEVILLE, July 22, 1860.

DEAR SIR: I am much gratified to see the position you have taken in the *Standard* of the 18th inst. I have myself uniformly advised our political friends, without regard to their individual preferences, to sustain the Democratic electoral ticket already in the field. Any other course, by dividing our strength, might defeat the object which every Democrat has at heart. No one acquainted with our electors can doubt, but that, if elected, they will do whatever intelligence and patriotism may indicate as best calculated to advance the interest of the Democratic party and promote the welfare of the country.

From all I have seen since I came into the State, we shall have a decisive victory in August, and unity of action will ensure the same result in November.

You are at liberty to publish this note should there be any doubts as to my opinions in your section of the State. Very truly yours, &c.

T. L. CLINGMAN.

Wm. W. Holden, Esq.

A LETTER FROM MR. FITZPATRICK.

Hon. Benjamin Fitzpatrick, of Alabama, has written a letter in which he explains why he did not accept the nomination of Vice President on the ticket with Mr. Douglas. He says:

"When spoken to on the subject of the nomination for Vice President, previous to the assembling of the Convention at Baltimore, I uniformly said that the Vice Presidency was a high position, and one a nomination for which I would not may be tendered to me by my political friends upon a proper platform. I said this to you, and many other of my friends among the delegates, as you passed through Washington on your way to the Convention at Baltimore. No one, I suppose, at that time apprehended—I know I did not—the bitter and serious division in the Convention that subsequently took place. These divisions, it will be remembered, took place on Friday and Saturday. Early on Saturday morning you called to see me at my room in Washington, and gave me the first authentic information of the retirement from the Convention of some States. Finally, and of others for consultation; telegraphic accounts of some of which I had seen. During our conversation, which was rather hurried, because you wished to return to Baltimore by the early morning train, you informed me that Mr. Douglas would probably be nominated for President, and that Mr. Stephens or Johnson, of Georgia, or myself, would be put on the ticket with him. I told you that one of the above-named gentlemen, or some one else, must be nominated, and that my name must be excluded, as I did not desire the nomination, and would not accept it unless made on a good platform, and by a majority of two thirds. On your leaving, in reply to some remark that I "must not desert you" or my friends, or one of similar character, I said to you emphatically, standing at the door of my room, that "before God I E. would not go on the same ticket with Mr. Douglas or anybody else without a good platform, and the two-thirds majority of two hundred and two votes." You said you "would do the best you could," and I replied that you must keep my name off the ticket." This was the only conversation I had on this subject with any delegate to the Convention after it assembled.

In addition to this, a little before 11 o'clock A. M. of the same day, while in the Senate chamber, I learned that several other States had finally seceded or would. I had not before heard enough to satisfy me that there was a complete split in the Convention. I then met Col. J. E. Powell, the year

MEDICINAL.

DYSPEPSIA.

Dyspepsia, Debility of the System, Dyspepsia,

Dyspepsia, Debility of the System; Dyspepsia,

LIVER COMPLAINT, ACIDITY,

LIVER COMPLAINT, ACIDITY,

BILIOUS COMPLAINTS, SICK HEADACHE,

BILIOUS COMPLAINTS, SICK HEADACHE,

FLATULENCY, LOSS OF APPETITE,

FLATULENCY, LOSS OF APPETITE,

THE OXYGENATED BITTERS,

THE OXYGENATED BITTERS.

RELIABLE TESTIMONY.

We call the attention of the reader to the following letter from President Smith, formerly of Wesleyan University, and now attached to the Scientific Corps of the Expedition which recently sailed for Greenland:

MIDDLETOWN, Conn., Feb. 28, 1859.

SETH W. FOWLE & CO.—Gentlemen: I first made use of the *Oxygenated Bitters* some seven or eight years since. Having suffered for twenty years from a form of dyspepsia, which was attended with a nervous headache, on an average of not less than one day in a week, I was induced, by the unpretending recommendation of Dr. Green, "to try one bottle, and if no benefit was received to discontinue the use."

The use of one bottle warranted a further trial, to the extent of some three or four, with a careful observance of the accompanying directions. The result was, an almost entire relief from the usual dyspeptic symptoms and their depressing, painful consequences. I believe these Bitters produced an entire change in the habits of my system, and upon the active energies of the digestive organs. I now deem myself as exempt from Dyspepsia as most persons. These Bitters have also been of service to *other members of my family.*

Very respectfully yours,

AUGUSTUS W. SMITH.

THE OXYGENATED BITTERS,

THE OXYGENATED BITTERS.

RICHMOND, Tioga co., Pa., Aug. 25, 1858.

GENTLEMEN: After suffering for more than thirty years with Dyspepsia, and trying many semedies recommended for that disease without any good result, I was induced, by Dr. F. H. White, of Mansfield, to give the Oxygenated Bitters a trial. I took two bottles, which gave me so much relief that I purchased two more, which have nearly or quite effected a cure. I am now nearly seventy-five years of age, and for three months past have felt no inconvenience from my food. I take great pleasure in recommending the Bitters to all afflicted with Dyspepsia and its concomitant diseases.

A. HEBARD.

THE OXYGENATED BITTERS,

THE OXYGENATED BITTERS.

PROM DR. WHITE.

MANSFIELD, Tioga co., Pa., Aug. 26, 1858.

I have used the Oxygenated Bitters in my practice with decided success in debility and general prostration, &c., and confidently recommend them in general debility, and diseases of the digestive organs.

F. H. WHITE, M. D.

THE OXYGENATED BITTERS,

THE OXYGENATED BITTERS.

PREPARED BY S. W. FOWLE & CO.,

18 TREMONT Street, Boston.

Sold by Druggists, Dealers, and Merchants in every town and city throughout the country.

IMPORTATIONS.

Reported for The Press.

LIVERPOOL—Ship Atalanta—49 pkgs mdse Geo D Parrish; 21 do Stuart & Bro; 5 do Sitler, Price & Co; 1 do Shaler, Bates & Co; 40 do Wilkins & Co; 3 do Martin, Peddle & Co; 4 do W Watson & Co; 4 do Lee Bros & Co; 2 do Smith, Williams & Co; 14 do W J Pingham; 3 cases soda ash Dullee & Coop; 100 do do Jones & Co; 50 cases *Sims & Halsted*; 129 do Yarnall & Trimble; 31 do Philadelphia powders Jesup & Moore; 108 crates earthenware J Stevenson; 212 crates ware do J Wright & Sons; 47 crates and casks do S B Pierce & Sons & Co; 7 bales matting Jas H Orne; 1 do J F & E D Orne; 92 tons pig iron S & W Welsh; 127 boxes tin plates N Trotter & Co; 17 cases 64 bdls steel J G Hand & Co; 26 cases do H Fillmore; 234 bdls do do Hunter; 185 bdls do do 2268 bars iron W S Fotis; 4455 bars 3060 bdls 659 sheets 555 bdls sheet iron Morris, Wheeler & Co; 50 tons bleaching powders Tyndale & Co; 2 casks sal soda 30 pkgs mdse 37 cases bottled porter 2210 sacks common salt 750 do fine do 11 casks hollow ware order.

TRINIDAD DE CUBA—Brig C C Billings, Cort—327 hhds molasses 31 tcs do 29 bbls do 9 tcs honey 13 bbls do order.

RICHMOND—Steamship Virginia, Kelly—1600 bbls flour Thos A Newhall & Sons; 184 bags feathers 1 bbl do Jas Dunlap; 1 bale wool 1 box wax Miller & Bro; 5 bags feathers 8 do wool 1 cask wax Parker & Toland; 13 bags dried fruit Martien & Coy 1 box mdse T S Peterson & Bro; 1 do do J E Weyl; 1 do do Thos Massey, Collins & Co; 11 kegs 278 bxs 9 cases tobacco Buckner, McCammon & Co; 55 bxs do Meier & Antelo; 13 bxs 19 cases do Boldin & Penrose; 76 bxs 31 cases Dohan & Taitt; 99 bxs 45 cs do Thos Webster, Jr; 183 bbls 27 kegs do produce 170 empty bbls 14 pkgs mdse various consignees.

PHILADELPHIA BOARD OF TRADE.

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

LETTER BAGS

At the Merchants' Exchange, Philadelphia.

Ship Westmoreland, Decan.....Liverpool, soon
Bark St James, Cruse,.....Rio de Janeiro, soon
Bark Cordilia, Farrell,.....Batchelder, soon
Bark Leighton, Speights,.....Rio de Janeiro, soon
Brig Ella Reed, Tuco,.....St Jago de Cuba, soon
Brig Brighton, Wells,.....Rio de Janeiro, soon
Schr A M Bartlett, Bartlett,.....Cienfuegos, soon

SAILING OF THE OCEAN STEAMERS.

FROM THE UNITED STATES.

SHIPS	LEAVE	FOR	DAYS
Vigo	New York	Liverpool	Aug 4
Europa	Boston	Liverpool	Aug 4
North Britain	Quebec	Liverpool	Aug 4
Connaught	Boston	Galway	Aug 7
Canada	New York	Liverpool	Aug 8
City of Washington	Boston	Liverpool	Aug 11
Illinois	New York	Havre	Aug 11
Saxonia	New York	Liverpool	Aug 15
Saxonia	New York	Hamburg	Aug 15
Great Eastern	New York	Milford Haven	Aug 16
Australasian	New York	Liverpool	Aug 16
Prince Albert	New York	Galway	Aug 16
Kangaroo	New York	Liverpool	Aug 18
Arago	New York	Havre	Aug 18
Europa	New York	Liverpool	Aug 22
Persia	New York	Liverpool	Aug 22
Adriatic	New York	Havre	Aug 25

FROM EUROPE.

SHIPS	LEAVE	FOR	DAYS
Saxonia	Southampton	New York	July 18
Asia	Liverpool	New York	July 21
Prince Albert	Galway	New York	July 21
Australasian	Liverpool	New York	July 24
Pacific	Galway	New York	July 24
Arago	Southampton	New York	July 25
Kangaroo	Liverpool	New York	July 28
Canadian	Liverpool	Quebec	July 28
Europa	Liverpool	Boston	July 28
Persia	Liverpool	New York	Aug 7

The California Mail Steamers sail from New York on the 1st, 11th, and 20th of each month.

The Havana Steamers leave New York on the 3d, 7th, 12th, 17th, and 27th of each month.

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Aug. 3, 1860.

SUN RISES.....4 49—SUN SETS.....7 1
HIGH WATER.....4 49—SUN SETS.....7 1

ARRIVED.

Ship Atalanta, Whitmore, 37 days from Liverpool, with mdse to Peter Wright & Sons, July 4, lat 44 50, long 34 44, saw ship Ann Sullivan, John Yonsawanda, from Liverpool for Philadelphia; 9th lat 44 47, long 37 32, spoke Brig Hindoo, (Br) from Cienfuegos, bound to Boston, 32 days out. Towed up by steamtug Quaker City.

Brig C O Billings, Cort, from Trinidad de Cuba 15th inst, with molasses and honey to S K Wetzel. July 26th, lat 39 56, long 79 50, passed schr Osauna, from Trinidad for Philadelphia.

Schr William Sanisbury, Hudson, 6 days from Boston, in ballast to N Sturtevant & Co.

Schr P A Sanders, Somers, from Marblehead.

Schr E Y Perry, Sampson, from Nantucket.

Schr Harriet & Sarah, Tice, from Lynn.

Schr Alert, Champion, from Boston.

Schr L Audenried, Bartlett, from Boston.

Schr M A Shropshire, Shropshire, from Boston.

Schr R S Miller, Gifford, from Boston.

Schr A M Wilson, Bateman, from Boston.

Schr C H Wilson, Smith, from Boston.

Steamer C D Risley, Fenton, 36 hours from Alexandria, with mdse to Thos Wattson, Jr.

Steamer Vulcan, Morrison, 24 hours from New York, with mdse to W M Baird & Co.

CLEARED.

Steamship Kennebec, Johnson, New York, via Cape May, J Alderdice.

Brig Orinoco, Williams, Portland, Van Dusen, Norton & Co.

Schr E W Perry, Sampson, Nantucket, do

Schr J B Johnson, Johnson, Danversport, do

Schr E W Perry, Sampson, Nantucket, do

Schr Dorcas Ireland, Baker, Charleston, do

Schr Ocean Bird, Jones, Georgetown, do

Schr Pearl Nelson, Hallett, Boston, J S & E L Perot.

Schr A M Aldridge, Bateman, Salem, C A Heckscher & Co.

Schr C M Wilson, Smith, Roxbury, do

Schr P A Sanders, Somers, Weymouth, Tyler, Stone & Co.

Schr Harriet & Sarah, Tice, Lynn, N Sturtevant & Co.

Schr W Sanisbury, Hudson, Boston, do

Schr L Audenried, Bartlett, Boston, L Rothermel & Co

Schr Alert, Champion, Boston, do

Schr M A Shropshire, Shropshire, Boston, Bancroft, Lewis & Co.

Schr R S Miller, Gifford, Boston, L Audenried & Co.

Schr D Ireland, Baker, Great Egg Harbor, captain.

Schr Rich Willing, Clayton, Baltimore, A Groves, Jr.

(Correspondence of the Philadelphia Exchange.)

LEWES, Del., Aug 1, 9 A M.

The brig G W Barter, for Boston, and some twelve schooners went to sea last evening. There are five schooners at harbor, and a ship is now passing in. Wind fresh from northeast.

Yours, &c., N. W. HICKMAN.

(Correspondence of The Press.)

HAVRE DE GRACE, Aug 2, 1860.

The Kingston left with 11 boats in tow, laden and consigned as follows:

John Grigg, railroad iron to David Reeves & Son; Mary Ann McConkey, slate to Mr Taylor; Jas Barrett, Jr, flour, corn, bark, straw, &c, to Poplar street wharf; J C Kemp, lumber to Sam'l Hudson & Co; J P Corson, H F Durell and Mary Deckert, do to M Trump & Sons; Wm Dugan, Singh & Kurtz, and J Brubaker, coal to Delaware City; James Cox, lime to Bohemia.

MEMORANDA

Steamships Illinois, Griffin, from Havre, arrived at N York 1st inst.

Ship Emily Augusta, Strickland, from Liverpool for Philadelphia, was passed 30th ult, lat 43 15, long 60.

Schr Indiana, Tyler, hence, arrived at Norfolk 30th ult.

Schrs Edwin Lewis, Parker, D L Sturges, Norris, John M Allen, Babcock, and Stephen Lossier, Lawrence, arrived at Boston 1st inst.

Schr West Wind, Gilman, from Dighton for Philadelphia, at Newport 31st inst.

Schr Ann Elizabeth, Calder, for Philadelphia, sailed from Providence 31st inst.

Schrs E Sexton, Mackerson, for Philadelphia, and Thomas Ferriter, for do, was Wilmington, Del, cleared at Boston 1st inst.

Bark Theodore Curtis, at Boston, from Havana, was in contact off Cohasset Monday, morning, off Long Island, with the schr Triumph, which was in ballast. The bark had bulwarks and two boats of molasses stove.

NOTICES.

NOTICE.—All Persons are cautioned against lending Money or making Bargains to any one without the written order of the undersigned.

JOHN LEMON.

Jy30-6t* 47 South FOURTH street, above Chestnut.

OFFICE FAIRMOUNT AND ARCH-ST. PASSENGER RAILWAY COMPANY,

FAIRMOUNT, July 28, 1860.

DIVIDEND NOTICE.—The Board of Directors have this day declared a dividend of ONE DOLLAR AND FIFTY CENTS per share ($1.50) out of the earnings of the Company, payable to the stockholders on and after TUESDAY, August 7, next, at the Office of the Company.

The Transfer Books will be closed until August 7, next. Jly30-tau7 JOHN S. LANGE, Treasurer.

OFFICE FAIRMOUNT PASSENGER RAILWAY COMPANY,

FAIRMOUNT, July 23, 1860.

DIVIDEND NOTICE.—The Board of Directors have this day declared a semi-annual dividend of TWO DOLLARS per share ($2) from the earnings of the Company, payable to the stockholders on and after TUESDAY, August 7, next, at the Office of the Company.

The Transfer Books will be closed until August 7 next.

P. B. CORNELIUS, Secretary.

Jy30-tau7

NOTICE TO BUILDERS.—The Board of Commissioners under an act of Assembly entitled "An act providing for the election of Public Buildings in the City of Philadelphia," approved May 2, 1859, 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 record of the county, and also for the accommodation of the several executive departments of the municipal government of the city of Philadelphia.

They are to be placed on a plan square; the buildings for the courts, &c., on the northwestern section, and those for the municipal government on the northeastern section of the 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 for copies to any of the Board of Commissioners.

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

The estimates will also 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 offering a plan should indicate the materials to be employed in constructing the buildings under his plans.

The compensation will be awarded or paid by the Commissioners for the plans to be submitted, as hereby invited, until the means of carrying the said act of Assembly into effect shall be provided, in accordance with its terms.

ALEXANDER HENRY, President.

JAMES R. LUDLOW, Secretary.

Philadelphia, July 11, 1860. Jy13-4w

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 13, until further notice:

	FROM				
	Port Carbon.	Mount Carbon.	Schuyl. Haven.	Auburn.	Port Clinton.
To Richmond	$1.53	$1.52	$1.46	$1.38	$1.30
Philadelphia	1.63	1.62	1.56	1.48	1.40
Inclined Plane	1.63	1.62	1.56	1.48	1.40
Kensington	1.63	1.62	1.56	1.48	1.40
Germantown R. R.	1.63	1.62	1.55	1.45	1.40
Falls of Schuylkill	1.63	1.57	1.50	1.28	1.20
Manayunk	1.63	1.57	1.50	1.28	1.20
Egbert's	1.33	1.32	1.26	1.16	1.10
Conshohocken	1.26	1.25	1.19	1.09	1.03
Swede Furnace	1.24	1.23	1.17	1.07	1.01
Kambo's	1.24	1.23	1.16	1.06	1.01
Norristown Bridgeport	1.18	1.17	1.10	1.00	0.94
Fort Kennedy	1.17	1.16	1.09	99	94
Valley Forge	1.14	1.13	1.06	96	91
Phœnixville	1.08	1.07	1.00	90	85
Royer's Ford	1.06	1.04	97	87	82
Aramingo	1.06	1.04	97	87	82
Limerick	1.03	1.02	95	85	80
Pottstown	98	97	90	80	75
Douglassville	94	93	86	76	71
Monocacy	89	88	81	71	66
Birdsboro	86	85	78	68	63
Exeter	86	85	78	68	63
Reading	83	82	75	65	60
Tuckerton	81	80	73	63	58
Leesport	78	77	70	60	55
Mohrsville	76	75	68	58	53
Hamburg	73	72	65	55	50
Orwigsburg and Auburn	51	50	43		

By order of the Board of Managers.

W. H. McELHENNEY, Sec'y.

Jy12-1m

PLANTERS' BANK OF TENNESSEE.

NASHVILLE, Tenn., 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 on MONDAY, July 23, 1860, Passenger Trains will leave FRONT and WILLOW Streets, Philadelphia, DAILY, (Sundays excepted,) as follows:

At 2.30 A. M. (Express), for Bethlehem, Easton, &c.

This train reaches Easton at 5.50 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 6.50 P. M. for Fort Washington.

The 6.40 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 6.45 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 8.25 A. M. and 2.15 P. M.

ON SUNDAYS:

Philadelphia for Bethlehem at 8 A. M.

Philadelphia, for Doylestown, at 3 P. M.

Doylestown for Philadelphia at 6.40 A. M.

Bethlehem for Philadelphia at 3.00 P. M.

Fare to Bethlehem.....$1 00 Fare to Mauch Chunk.$2 50
Fare to Easton..... 1 50 Fare to Doylestown.. 0 60

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.

ELLIS CLARK, Agent.

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REDUCTION OF FARES.

ON and after APRIL 2d, 1860, Commutation Tickets, with twenty rides, between any Stations, to any Passenger Train, and to any time, will be sold by the Agents at the Office of the Company, No. 227 DOCK STREET, at a reduction of twenty-five per cent. below the regular rates. Persons 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.

Ap2 W. H. McELHENNEY, Secretary.

SUMMER ARRANGEMENT.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

On and after MONDAY, July 9, 1860,

PASSENGER TRAINS LEAVE PHILADELPHIA:

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

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

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

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

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

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

For Harrington at 8.15 A. M., and 5.00 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 5.30 A. M., (Express,) 10.15 A. M., and 6.35 P. M.

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

Leave Salisbury at 1.30 P. M.

Leave Seaford at 5.45 A. M. Mondays, Wednesdays, and Fridays, at 7.20 A. M., and 2.50 P. M.

Leave Farmington, Tuesdays, Thursdays, and Saturdays, at 8.00 A. M. and 3.15 P. M.

Leave Milford, Mondays, Wednesdays, and Fridays, at 10 A. M., and 5.45 P. M.

Leave Harrington at 8.15 A. M., and 4.30 P. M.

Leave Dover at 9.05 A. M., and 5.22 P. M.

Leave Middletown at 10.05 A. M. and 6.10 P. M.

Leave New Castle at 8.00, 10.55 A. M., and 7.55 P. M.

Leave Chester at 7.40, 9.10 A. M., 12.04, 2.22, 5.30, and 9.12 P. M.

☞ Leave Baltimore for Salisbury and Delaware Railroad at 10.15 A. M., and 5.35 P. M.

TRAINS FOR BALTIMORE

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

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

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

Leave Philadelphia for Perryville and intermediate places at 3 P. M.

Leave Wilmington for Perryville and intermediate places at 8.00 P. M.

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

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

ON SUNDAYS

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

Only at 5.35 P. M., from Baltimore to Philadelphia.

S. M. FELTON, President.

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SPRING ARRANGEMENT—NEW YORK LINES.

THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD CO.'S LINES FROM PHILADELPHIA TO NEW YORK AND WAY PLACES.

From Walnut-street Wharf, Will leave as follows:—viz:

	FARE.
At 6 A M, via Camden and Amboy, C. & A. Accommodation	$2 25
At 6 A M, via Camden and Jersey City (N. J.) Accommodation	2 25
At 8 A M, via Camden and Jersey City, Morning Mail	3 00
At 11 A M, by Steamboat, via Tacony and Jersey City Western Express	3 00
At 12½ P M, via Camden and Amboy, Accommodation	2 25
At 3 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 6½ P M, by Steamboat via Tacony and Jersey City, Camden Express	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 50
Do 2d "	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, and all points in the Lehigh Valley, Walnut-street wharf, and 7.10 A. M. from Kensington, via Delaware, Lackawanna and Western R. R.

For Mount Holly, at 6 A M, 3 P M, and 4½ P. M.

For Freehold, at 6 A. M., and 3 P. M.

WEST JERSEY LINES.

For Bristol, Trenton, &c., at 6¾ 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 12¼, 1, and 4½ P. M.

Steamboat Joe Helsmy for Bordentown and intermediate Places, at 2½ P. M.

Steamboat Trenton for Tacony, at 11 A. M., and Tacony, Beverly, Burlington, Bordentown, 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.

WM. H. GATZMER, Agent.

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ELMIRA ROUTE.—PHILADELPHIA AND ELMIRA RAILROAD.

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

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

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

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

The above trains make direct connections at Elmira with the trains of the New York and Erie, Cincinnati 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 Ticket Office, northwest corner of SIXTH and CHESTNUT Streets, and at the Passenger Depot, corner of THIRTEENTH and CALLOWHILL.

THROUGH EXPRESS FREIGHT TRAIN

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

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

Further information apply at Freight Depot, THIRTEENTH and CALLOWHILL, or to

CHAS. S. TAPPEN, General Agent,

Northwest corner SIXTH and CHESTNUT Streets, Philadelphia.

ap2 W. H. McELHENNEY, Secretary.