MORE LETTERS FROM POLITICIANS.

JOHN BELL EXPLAINS HIS RECORD.

THOS. H. CLAY FOR BELL.

J. L. Orr for Breckinridge and Lane.

He Anticipates Lincoln's Election, and Proposes Disunion.

LETTER FROM HON. JOHN BELL.

Hon. John Bell has written the following letter to Col. Thomas H. Watts, of Montgomery, Ala., who addressed him a note of inquiry, regarding his endorsement of the American and Whig platform in February, 1858:

NASHVILLE, July 23, 1860.

DEAR SIR: Your letter of the 9th inst. was received ten days since, and it is due to you, as well as myself, to state the causes which have delayed my answer to this late day, to explain what otherwise might be imputed to me as a discourtesy. Such a statement is due to numerous other gentlemen who, in the last month or six weeks, have addressed letters of inquiry to me, from different quarters of the country, as to my views and opinions on the more prominent questions at issue in the pending canvass, and which have received no answer.

HE THINKS AN EXPLANATION UNGRACIOUS.

To the inquiries in all such letters there was but one reply, as I conceived, which could consistently and properly be made under the circumstances of my position; which was to refer the writers to my past course; to the views and opinions I have heretofore held and expressed on the subjects or questions embraced in their letters. But it appears to me that a reply, containing nothing more than such a general reference, without pointing out the particular votes, speeches, and other evidences of what I had said or done in connection with the questions made the subjects of inquiry, or stating where they were to be found, would be ungracious to say the least of it. To make such references in my answers would far exceed the ordinary limits of a letter, and I concluded that it would be more convenient and satisfactory to both parties to accompany my answers with a printed collection of such of my speeches and letters as have a direct bearing upon the subjects of controversy, or of such copious extracts therefrom as to leave nothing to be supplied by further quotations from them. The preparation of such a compilation was immediately commenced by a member of the Central Union Committee of Tennessee. It is now completed, and I transmit herewith a copy of it, printed in the *National Union*. It was issued from the press a week later than was anticipated by me, and hence my answer to your letter as well as to others has been delayed a week beyond the time I had proposed to myself to answer you.

HE FAVORS THE PLATFORM.

For the reasons which impel me to decline any further answer to the inquiries in your letter, I refer you to the first and second pages of the *National Union*. You will observe that the ground there taken is, that it would be inconsistent with the declared views of the Convention which placed me in the position I now occupy before the public, to make any new declaration of principles. But I do not choose to shelter myself under the authority of the nominating Convention against any reproach I may incur in consequence of the course I have thought it my duty to pursue in relation to this subject. Had I been a member of the Convention, I would have resisted the adoption of any platform, or other declaration of principles, not embraced or implied in the three fundamental propositions or objects intended to be maintained and secured by the National Union party, and which constitute the basis of its organization: "The Constitution, the Union, and the Enforcement of the Laws." The great aim of the National Union party is, to restore peace, with justice to both sections of the Union—not to perpetuate strife.

HE CANNOT GO BEHIND HIS RECORD.

Whatever may be the policy or designs of others, North and South, who, in their letters, have insisted upon their right, as a matter of principle, to call upon me to declare my views and opinions upon any or all of the questions which have become the subject of controversy in the present canvass, and contend that I cannot refuse compliance with their demands without a violation of the obligations they assume to exist, on my part, as a candidate for public place, I have no distrust of your sincerity and good faith in making the earnest appeal to me which you do in your letter, to take a course which I hope you will, upon reflection, perceive would not be in conformity with the intentions and expectations of those who chose me to be their leader; and the representatives of those who support me. Nor do I doubt your sincere desire to support the Union ticket, if you can do so consistently with your sense of public duty. It is, therefore, with deep regret that I find myself constrained to differ with you in any of your views, and, most of all, to have to say to you that I cannot go beyond the record of my political life in responding to the questions presented in your letter.

IF WE DON'T LIKE HIS RECORD DON'T VOTE FOR HIM.

If, in the authentic exposition of my course upon the subject of slavery, running through a period of twenty-five years, you can find nothing to inspire you with confidence that, in the event of my election, I would so employ the power and influence of the Executive Department of the Government as to give no just ground of complaint to the South or any other section of the Union, while I would regret the loss of your support and that of your friends, I could not reasonably expect to receive it.

You are at liberty to make any use of this letter you may think proper.

I am, with great respect, and the most friendly regard, your obedient servant,

JOHN BELL.

Col. Thomas H. Watts.

LETTER FROM THOMAS H. CLAY.

Thomas H. Clay, a son of Henry Clay, has written a letter sustaining Bell and Everett. He says:

You know how long and how ardently, for the sake of our common country and of humanity, I have desired to see the downfall of this corrupt and bloated Democratic party. Entertaining the same political views which my father held, and so long advocated, I should be false to the principles inculcated, both by his example and his teaching, if I did not rejoice in the almost certain dissolution of this incubus, which has so long weighed upon the best interests and prosperity of the Confederacy.

LETTER FROM HON. J. L. ORR.

Hon. James L. Orr, of South Carolina, late Speaker of the House of Representatives, has written the following letter:

ANDERSON C. H., July 23, 1860.

GENTLEMEN: I have read and carefully considered your appeal to me to become a candidate for the Legislature in this district. The steadfast and cordial support you gave me throughout my public career of sixteen years, renders it painful to me to decline any position which you desire me to occupy; and yet private considerations, of too great weight to be disregarded, impel me reluctantly to decline your call.

HE HAS LOST HIS HOPES IN DEMOCRACY.

I am, like yourself, deeply impressed with the critical aspect of our Federal affairs, and believe we are drifting rapidly upon revolution. My hope, as you know, for years past, for the preservation of the rights of the South in the Union, has been upon the Democratic party. So long as it was united, harmonious, and triumphant, our rights and institutions were safe. That great party that has, in times gone by, won so many brilliant victories over Federalism, Abolitionism, and consolidation, and established so many sound and conservative principles, is now disunited, divided, and broken up.

HE THINKS THE SECESSION AT BALTIMORE UNWISE, BUT WILL SUPPORT BRECKINRIDGE AND LANE.

Its disruption extinguishes my ardently cherished hope of preserving, not only our rights, but the Union itself. It is idle to debate or review the causes that led to its disruption. Let it suffice here for me to say, that, in my opinion, the secession of the Southern delegates from the Charleston Convention was unwise and impolitic. It was manifest, there, to the most casual observer, that Judge Douglas, who was so justly obnoxious to the South, could not receive the nomination in a full Convention, and it was equally certain that Mr. Breckinridge would have been the nominee, if the Southern delegations had not abandoned their posts. If Mr. Breckinridge had been the nominee at Charleston, all doubt would have been a certainty. He is now the nominee of only one wing of the party—the other wing having nominated Douglas—and, while I shall give to Breckinridge and Lane, the nominees of the Baltimore Convention, gentlemen of tried patriotism and sound principles, a hearty and cordial support, I see no prospect of their election, either by the people or otherwise.

HE THINKS LINCOLN WILL BE ELECTED.

Lincoln and Hamlin, the Black Republican nominees, will be elected in November next, and the South will then decide the great question whether they will submit to the domination of Black Republican rule—the fundamental principle of their organization being an open, undisguised, and declared war upon our social institutions.

HE PROPOSES DISUNION.

I believe that the honor and safety of the South, in that contingency, will require the prompt secession of the slaveholding States from the Union; and, failing then to obtain from the free States additional and higher guaranties for the protection of our rights and property, that the seceding States should proceed to establish a new Government.

HE DON'T WANT SOUTH CAROLINA TO GO ALONE.

But while I think such would be the imperative duty of the South, I should emphatically reprobate and repudiate any scheme having for its object the separate secession of South Carolina. If Georgia, Alabama, and Mississippi alone—giving us a portion of the Atlantic and Gulf coast—would unite with this State in a common secession upon the election of a Black Republican, I would give my assent to the policy.

HE COUNSELS KINDNESS TO THE DOUGLAS MEN.

I would indulge in no language of crimination or denunciation of our brethren in the South who are impelled by a sense of patriotic duty to support Douglas and Johnson. I believe they are misjudging the most efficient means of preserving the rights and interests of the South in sustaining those gentlemen; but, I concede to them a patriotism as catholic as I claim for myself, and I feel well assured, that, when the great sectional issue between the North and South is to be decided—an issue which words alone will not settle—the South will have need for the services of all her sons, and that Breckinridge men and Douglas men will only emulate each other in their gallant devotion to her honor and interests.

Thanking you, gentlemen, for your kind consideration, and reiterating my regret that I cannot respond affirmatively to your call, I subscribe myself most truly, your friend and fellow-citizen,

JAMES L. ORR.

To JOHN MARTIN and others.

PROFITABLE PLEASURE TRIP.—The Chicago Zouaves, it is said, will return home with about $1,000 in the treasury—the profit of the exhibitions they gave in New York, Boston, and Philadelphia.

THE CLIP OF WOOL.—The clip of wool made from San Francisco, California, to the Atlantic States in 1859, amounted to only 2,500 pounds. The shipment of this year will exceed 3,000,000 pounds.

Emigrants are leaving Kansas Territory with their effects almost daily, in consequence of the severe drought which has prevented the raising of crops.

The tornado has been heard from as far West as Sycamore, De Kalb county, Illinois, which is within one hundred miles of the Mississippi river.

FLORIDA.—Gen. Milton has written a letter accepting the nomination of the office of Governor of this State.

An Interesting Reminiscence.

We reproduce from *The Press* of July 4th, 1859, a portion of "OCCASIONAL's" letter relating an incident occurring during the European tour of Judge Douglas, and which, at this time, may prove interesting to the general reader:

"Apropos of the controversy arising out of the Cass-Le Clerc letter, upon the subject of naturalization, I will give you an incident related by Senator Douglas on his return from Europe in 1853. He entered the bay of Smyrna in an Austrian ship the day that Captain Ingraham sailed out after releasing Koszta. As soon as he landed he made himself acquainted with the facts and commended them to President Pierce, with a warm recommendation that Captain Ingraham should be sustained. During the remainder of his trip over the continent, the Koszta affair, and the principles involved in the controversy, were the leading topics of conversation in all circles. A few months afterward Senator Douglas took the Russian steamer from St. Petersburg to Lubec, and when a few miles from Cronstadt, in the gulf of Finland, a conversation arose between quite a number of gentlemen upon this Koszta question, which finally settled down into a discussion between Senator Douglas and the Swedish ambassador at St. Petersburg, who was also a passenger upon the same ship. In the course of the conversation the Swedish ambassador declared, with emphasis, that every crowned head in Europe would respond to the Austrian circular denying that any Government upon earth had a right to naturalize the subject of another Government without the consent of that Government where such person was born. Senator Douglas inquired of the Swedish ambassador whether his august master, King Oscar, would join in such a declaration, to which the latter replied, unhesitatingly, in the affirmative, and that he would maintain it at all hazards. Senator Douglas then said that there was a brief chapter in the history of Sweden which, if satisfactorily explained, would go a great way to reconcile the American people to that doctrine; and that as it was desirable to preserve peace, he hoped the Swedish ambassador would explain it. The latter said that he would take pleasure in doing so, and inquired what it was. Senator Douglas stated that the American people had heard that about the year 1807, (he would not be positive as to the precise date,) a French army, commanded by Marshal Bernadotte, captured a large number of young Swedish noblemen in a battle in Pomerania, whom he treated kindly and then released them. About the time that these young noblemen arrived home, the Crown Prince of Sweden died, leaving the old King without any heir to the throne. The old King immediately summoned the nobles of the kingdom to elect a Crown Prince as heir to the throne, and when thus assembled, to the surprise of everybody, they elected Bernadotte, a Frenchman by birth, and the son of a lawyer in the South of France, who was then in command of the French armies under Napoleon, as Crown Prince and heir to the throne of Sweden. They naturalized him on the spot, without the consent of France, where he was born, and in opposition to the known wishes of the Emperor Napoleon himself. The people of America had also heard that when the old King died, the same Bernadotte became King of Sweden by virtue of that naturalization, and held that throne until his death, and that he was succeeded by his son Oscar, the present King, who held his throne by virtue of that naturalization. Mr. Douglas then asked the Swedish ambassador if he would be so kind as to explain to him upon what principle of public law Sweden had naturalized Bernadotte without the consent of France, where he was born? The Swedish ambassador was somewhat embarrassed, and the passengers raised a hearty laugh at his expense. A Russian nobleman, of large distinction in the financial world, told the Swedish ambassador that he must stand aside, having been crippled in the contest, and placed *hors de combat*, and that he would take up the contest on behalf of Russia. He asserted the same principle, and invited Mr. Douglas to respond to him as a Russian. Mr. Douglas then said that there was a brief chapter in the history of Russia, which also required explanation before that doctrine could be satisfactorily maintained; and being asked what it was, he said that when he entered Russia, for the first time, at Odessa, on a steamer from Constantinople, and when they came to anchor in the harbor of Odessa, the first object which particularly attracted his attention was a beautiful statue at the head of a long stone staircase, which stretched from the seaside to the *boulevards*. As soon as Mr. Douglas had served his allotted time in the Quarantine prison he repaired to that statue and ascertained that it was a monument erected to the Duke de Richelieu. Not remembering any family of that name in Russia, or recognizing that as a Russian name, he looked into his guide book to know who was the Duke de Richelieu. There he found that he was the head of the noble and distinguished family De Richelieu of France, and that when the French Revolution broke out he had fled to St. Petersburg, where he was welcomed by the Emperor Paul and immediately naturalized, without the consent of France, where he was born, and made a general in the Russian army; that when the Emperor Alexander succeeded to the throne, he appointed the Duke de Richelieu Governor of Odessa and Vice Regent of the Russian dominions upon the Black Sea; and that upon the death of the Duke de Richelieu the inhabitants of Odessa had erected this monument to him in gratitude for his services. Mr. Douglas then stated to the Russian Baron that he would be under obligation to him if he would explain upon what principle of public law, or by what right, Russia had naturalized the Duke de Richelieu, without the consent of France, where he was born, adding, that such explanation would go a great way to reconcile the American people to that principle. The only reply the Russian nobleman made to this inquiry was to invite the entire company to join him in a glass of champagne."

PASSENGERS ARRIVED.

In steamship State of Georgia, Garvin, from Savannah—E B Grim, E S Grim, W H Grim, T M Grim, J Moss and lady, Mrs S Jones [illegible] H Peitz and lady, W Y Edwards, J U Hodgson, W H Tison, lady and daughter, Mrs J M Tison and [illegible], J C Burnap and lady, Miss M Burnap, Miss J Burnap, Miss C Burnap, Miss E Burnap and servant, John Green, Dr Cowhitaker, Mrs Ross and daughter, Mrs Schmidt, Mr Flagg, lady and child, Miss Reed, [illegible], J Loppman, lady and servant, D Heller, W [illegible], R H Hardaway, J W Mitchell, A Minis and family, P Calow, W S Donaldson, W A Vaden, M A Crawford; and 6 in steerage.

IMPORTATIONS.

Reported for The Press.

SAVANNAH—Steamship State of Georgia, Garvin—84 bales cotton, Greiner & Harkness; 34 bales domestics, Hay & Mellwain; 36 do, C R Moore & Co; 10 do, J Woodward & Co; 4 boxes, Warner, Misky & Co; 4 boxes, J Grim; 2 boxes, Inglesbrantt; 12 pkgs, Harman & Son; 1 box, Geo Joyce; 13 pkgs, M H Beesly; 1 pkg, C H Fossler & Reese; 31 pkgs, Massey & Collins; 52 pkgs, Gaul & Austin; 137 pkgs, Ensel & Wolf; 60 casks rice, Cochran & Russell; 3 pkgs, D Samuel; 1 pkg, Rutgers & Bro; 1 pkg, J Gamage; 1 lot machinery, I P Morris & Co.

Monday, 6 A. M.—Off Cape Hatteras passed steamship Joseph Whitney, from Boston for Savannah—steering S.

PHILADELPHIA BOARD OF TRADE.

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

LETTER BAGS

At the Merchants' Exchange, Philadelphia.

Ship Westmoreland, Decan.....Liverpool, soon
Bark White Wing, Kelley.....Laguayra, soon
Bark Fugate, Stevens.....Rio de Janeiro, soon
Bark Cordelia, Farrell.....Barbadoes, soon
Bark Leighton, Speights.....Rio de Janeiro, soon
Brig Ella Reed, Tyler.....St Jago de Cuba, soon
Brig Princeton, Wells.....Remedios, soon
Bark Florida, Munday.....Cienfuegos, soon
Bark Amy, Hammond.....London, soon
Brig C G Billings, Crisp.....Port Spain, Trin, soon
Brig Triad, Brown.....St Thomas, Aux, 10
Brig T B Martin, Carver.....Cienfuegos, soon
Schr A M Bartlett, Bartlett.....Cienfuegos, soon

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Aug. 8, 1860.

SUN RISES.....5 04—SUN SETS.....6 56
HIGH WATER.....6 33

ARRIVED.

U S mail steamship State of Georgia, Garvin, 63 hours from Savannah, with mdse and passengers to Alex Heron, Jr.

Steamer John McMakin, Marshall, 10 hours from Lewes, Del, with mdse and passengers to Captain. Saw off Cape May a square rigged vessel standing in; barks Florida, for Cienfuegos; Chester, for Boston; brig Brandywine, for Fernandina, and brig America were lying off the Breakwater at 2 P M yesterday.

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

Schr Louisa, Hallett, 5 days from Boston, with oil to Captain.

Schr W R Mailler, Colby, 6 days from Boston, with mdse to Twells, Mellon & Co.

Schr J L Sevenin, Pearce, 1 day from Dover, Del, with wheat to Jas Barratt & Son.

Schr Richard & Torrey, Coffin, from New Haven.
Schr John McAdams, Pierson, from New Haven.
Schr D G Floyd, Hackett, from New Bedford.
Schr Gazelle, Naylor, from Newburyport.
Schr Cornelia Crook, Everham, from New York.
Schr Isabel, Taylor, from New York.
Schr John Tilton, Pharo, from New York.
Schr Lamartine, Johnson, from Boston.
Schr Pathway, Huntley, from Boston.
Schr W Wallace, Barratt, from Boston.
Schr White Squall, Howell, from Boston.
Schr Henry Crosby, Nye, from Middletown.
Schr Sea Witch, Tyler, from Providence.
Schr Hannah Willetts, Cranmer, from Salem.

CLEARED.

Steamship Keystone State, Marshman, Charleston, A Heron, Jr.

Steamship Boston, Crocker, New York, J Allderdice.
Schr Cornelia Crook, Everham, Washington, Hay & Godshall.
Steamship City of Richmond, Mitchell, Richmond, T Webster, Jr.
Brig Hope, Moore, Barbadoes, A E Outerbridge.
Schr J Spencey, Morgan, Charleston, D S Stetson & Co.
Schr H L Gaw, Iler, Baltimore, A Groves, Jr.
Schr J Tilton, Pharo, Richmond, Tyler, Stone & Co.
Schr Pacer, Taylor, Newbern, NC, J Baker.
Schr Richard & Torrey, Coffin, Salem, N Sturtevant & Co.
Schr Lamartine, Johnson, Salisbury, Van Dusen, Norton & Co.
Schr J Willetts, Cranmer, Salisbury.
Schr Gazelle, Naylor, Newburyport, do
Schr A Brown, Brown, Providence, do
Schr White Squall, Howell, Salem, do
Schr Sterling, James, Portland, do
Schr S L Dayton, Babcock, Danversport, do
Schr Eliza and Rebecca, Price, Boston, do
Schr John McAdams, Pierson, Portsmouth, Noble, Hammett & Caldwell.
Schr Henry Crosby, Nye, Boston, do
Schr Pathway, Huntley, Boston, G A Hecksher & Co.
Schr Wm Wallace, Barratt, Boston, Nevin, Sawyer & Co.
Schr S L Stevens, Studley, Boston, Twells, Mellon & Co.
Schr D G Floyd, Hackett, Dighton, L Audenreid & Co.
Schr Isabel, Taylor, Provincetown, do
Schr Sea Witch, Tyler, Province, B Milne & Co.

SAILED.

The U S mail steamship Keystone State, Capt Marshman, for Charleston, left at 10 A M yesterday, with a full freight and a number of passengers.

BY TELEGRAPH.

(Correspondence of the Philadelphia Exchange.)

LEWES, Del., Aug 6, A M.

The bark Florida, for Cienfuegos, and upwards of 30 sail of colliers, for eastern ports, went to sea this morning. Wind S—weather warm.

Yours, &c. N. W. HICKMAN.

BY TELEGRAPH.

(Correspondence of The Press.)

HAVRE DE GRACE, Aug 7, 1860.

The Kensington left with 4 boats in tow, laden and consigned as follows:

Wm Elder, and Col J Beeber, lumber to Norcross & Sheets; Wm H Lind, do to Malone & Taylor; Thos M Rathmel, do to S Wolverton.

The Great Eastern is all the talk—morning, noon and night. Two excursions went from here to see the ship at Annapolis, and returned yesterday, on the steamers Wm Whilldin and Juniata. W. E. W.

MEMORANDA.

Ship Connecticut, Sparden, from Liverpool for Woosung, sailed from Plymouth 23d ult., not as before.

Ships Zenobia, Peters, and Pyramid, Sleeper, from Leghorn, at Boston 6th inst.

Bark Sappho, Karstens, cleared at Boston 6th inst. for Rio Janeiro.

Bark Montebello, Henderson, for this port, entered out at Liverpool 23d ult.

Bark P C Alexander, Colcord, hence, at Portland 4th instant.

Brigs Almon Rowell, Fannie, and Orison, Adams, for this port, sailed from Portland 6th inst.

Brig S W Harris, Gilchrist, hence, at Boston 6th inst.

Schrs Z Stratton, Webb; Jane C Patterson, Hand; Charlotte Shaw, Shaw, hence, and Compromise, Andre, from Ocean, Del, at Boston 6th inst.

Schr John Rogers, Elliott, hence, and John Jones, from Delaware City, at Bristol 4th inst.

Schrs Island Belle, Butler, and Alex Blue, Haskins, hence, at Fall River 4th inst.

Schr Chas P Stickney, Lardner, hence, at Fall River 5th inst.

Schrs Jonathan Cone, Mehaffey, and J W Wilson, Crawford, hence, at Hartford 4th inst.

Schrs D F Latsey, and J D McCarty, Smith, hence, at Newburyport 4th inst.

Schr W H Cooper, Bacon, for Philadelphia, sailed from New Bedford 6th inst.

Schrs Mary & Elizabeth, Reed, and J C Baxter and E T Allen, Allen, hence, at Newburyport 5th inst.

THE INFIRMITIES OF GENIUS.—The following practical joke at the expense of the author of "Ten Thousand a Year," is ascribed by a London correspondent of the *New York Times* to a late eminent English judge:

"When Warren was fighting his way at the bar, he met one day in Chancery Lane with a rising lawyer, who knew him well. 'Said Warren: 'My dear fellow, you are the very man whom I wanted most to see. I am in trouble. I want your advice. I am sorry to say that Mrs. Warren is very ill. You know what a susceptible creature she is; noble woman, admirable woman, and I am invited to dine with the Lord Chancellor to-morrow, at his house. What can I do? My dear friend, you are the very man to advise me.'

"The gentleman responded very sensibly, that it depended upon the state of Mrs. Warren's health, to which Warren replied that her nervous system was very delicate, but that professionally he ought not to omit dining with the Lord Chancellor, &c., &c. Finally, after many *pros* and *cons*, Warren suffered himself to be persuaded to stay at home, and not to dine with the Lord Chancellor. Upon this his friend commended his resolution, and added that he need not trouble himself to explain the cause of his absence in his letter to the Lord Chancellor, for that he also was invited to dine there, and would make a point of alluding to him, Warren, in the kindest possible way. With this he suddenly wished Warren good day, and went rapidly off. The latter paused a moment, and then rushed after him. 'Stop! stop!' he cried. 'I wish to say that you had better not mention me to his lordship.' 'Oh! yes, I will. Be sure of it; Good bye,' called out the other, moving off in a hurry. Warren rushed after him breathless. 'The fact is,' he said, 'you must not say anything.' 'Why not, Mr. Warren?' 'The fact is,' he replied, 'that—in fact—I am not exactly going to dine with the Lord Chancellor to-morrow. I was putting a case, merely. I know he is going to invite me. Don't say a word, I beg, I implore you.' 'Not going to dine with the Lord Chancellor to-morrow?' said the other; 'did I understand you to say, after all this talk, that you are *not* going to dine with him?' 'No! no! I tell you,' cried poor Warren, in an agony. 'No. Nor I either,' quoth his friend. 'Good bye, Warren!'"

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 record of the county, and also for the accommodation of the several departments and officers 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 for copies to any of the Board of Commissioners.

Ground plans, sections, elevations, and perspective views of each building will be required, 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, 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. jy18-4w

TRADE MARK NOTICE.

The WASHINGTON MILLS, as the successors of the BAY STATE MILLS, purchased the property, good will, and other rights of that company.

The WASHINGTON MILLS, therefore, claim the name of

"BAY STATE"

as their trade mark upon Woollen Goods. The undersigned, therefore, cautions against any infringement of it as a violation of the rights of this company.

jy16-mwflm JOS. S. FAY, Treasurer.

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

	FROM				
	Port Carbon.	Mount Carbon.	Schuyl. Haven.	Auburn.	Port Clinton.
To Richmond	$1.53	$1.52	$1.45	$1.35	$1.30
Philadelphia	1.63	1.62	1.55	1.45	1.40
Inclined Plane	1.63	1.62	1.55	1.45	1.40
Nicetown	1.63	1.62	1.55	1.45	1.40
Germantown R. R.	1.63	1.62	1.55	1.45	1.40
Falls of Schuylkill	1.48	1.47	1.43	1.35	1.30
Manayunk	1.38	1.37	1.30	1.20	1.15
Egbert's	1.33	1.32	1.24	1.15	1.10
Conshohocken	1.28	1.27	1.20	1.10	1.05
Swede Furnace	1.25	1.24	1.17	1.07	1.02
[illegible]	1.24	1.23	1.16	1.06	1.01
Norristown or Bridgeport	1.23	1.22	1.15	1.05	1.00
Port Kennedy	1.17	1.16	1.08	99	94
Valley Forge	1.14	1.13	1.06	96	91
Phœnixville	1.08	1.07	1.00	90	85
Royer's Ford	1.05	1.04	97	87	82
[illegible]	1.05	1.04	97	87	82
Limerick	1.03	1.02	96	86	80
Pottstown	98	97	90	80	75
Douglassville	94	93	86	76	71
Monocacy	92	91	84	74	69
Birdsboro	90	89	82	72	67
Exeter	90	89	82	72	67
Reading	85	83	75	65	60
Tuckerton	81	80	73	63	58
Leesport	78	77	70	60	55
Mohrsville	75	74	67	57	52
Hamburg	73	72	65	55	50
Orwigsburg and Auburn	61	60	45		

By order of the Board of Managers.

jy12-1m W. H. McILHENNEY, Sec'y.

BUSINESS CARDS.

LEVI W. GROFF,
Near BAREVILLE, LANCASTER CO., Pa.
Manufacturer on the old Process
SINCE 1842 OF
DOUBLE DISTILLED
PURE RYE WHISKY.
Warranted to be Pure, without Corn or Drugs,
DISTILLED FROM THE BEST OF RYE ONLY.
au1-1m*

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
my11-6m V. B. PALMER.

E. J. BAYLIS THOMAS,
ATTORNEY-AT-LAW,
Has removed his office from No. 923 Arch street to No. 420 WALNUT Street.
Particular attention given to the recovery of Mercantile Claims. The drafting and examination of Wills, Conveyances, Assignments, Briefs of Title, and other Instruments of Writing. The management of Executorships, Administratorships, and Trusts, superintended; and the best securities procured for the permanent investments of Money. Satisfactory references given when required. ap20-6m*

HENRY E. KEENE,
ATTORNEY-AT-LAW,
Has REMOVED his office from No. 530 Walnut street to No. 28 South THIRD Street. my22-6m*

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. sp29-6m*

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.
ap1-6m

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*

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. jel0 1y

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

MERCHANTS AND OTHERS, ADVERTISE FOR FALL TRADE IN BEST CITY AND COUNTRY NEWSPAPERS, (at publishers' prices,) through J. WEBSTER'S
ADVERTISING AGENCY,
S. W. Corner THIRD and ARCH Streets.
Call or send for List of Newspapers. jy31-tf

SLATE ROOFING.—JOHN WELCH, SLATER, is prepared to put on any amount of roofing at low rates. All work warranted to give satisfaction. Orders sent to THIRD Street and GERMANTOWN Road will be promptly attended to.
ap29 6m*

LEGAL.

WHEREAS—Letters testamentary to the estate of THOMAS HIGGINS, deceased, having been granted to the undersigned: all persons holding any Papers, Books, Documents, Bonds, Notes, or other legal instruments or securities belonging to, or in any way connected with said estate, are requested to deliver them, and those having claims to present them to

SARAH H. HIGGINS, Executrix,
HUGH J. GORMAN, Executor,
Gloucester, New Jersey.

Or to their Attorney, WM. H. MARTIN, No. 245 South FIFTH street, below Walnut. au7 3t*

IN THE COURT OF COMMON PLEAS OF MONTGOMERY COUNTY.

Jacob B. Hoffner and Caroline his wife, in right of the said Caroline and Eliza Morrison, plaintiffs, vs. Samuel Fiss, Ann B. Clark, Eliza Fiss, Joseph Fiss, Miriam Fiss, John Evans, and Sarah his wife, Catharine Boyd, Hannah Fiss, Samuel Borden, John Borden, Joseph Borden, Ann Borden, Louisa Borden, Benjamin Bevan, and George Bevan, defendants.

Action of Partition. No. 28 of August Term, 1860
[Copy of Writ.]

Montgomery County, ss. [SEAL.]

The Commonwealth of Pennsylvania to the Sheriff of Montgomery County, Greeting.

We command you, that you summon Samuel Fiss, Ann B. Clark, Eliza Fiss, Isaac Fiss, Joseph Fiss, Miriam Fiss, John Evans, and Sarah his wife, Catharine Boyd, Hannah Fiss, Samuel Borden, John Borden, Joseph Borden, Ann Borden, Louisa Borden, Benjamin Bevan, and George Bevan, (defendants,) late of your county, so that they be and appear before our County Court of Common Pleas, to be holden at Norristown, in and for said county, on Monday the 20th day of August, A. D. 1860, to answer Jacob B. Hoffner and Caroline his wife, in right of the said Caroline and Eliza Morrison, (plaintiffs), of a plea wherefore, whereas the said plaintiffs and defendants, together and undivided, do hold all that messuage, tenement, and tract of land, situated in Lower Merion township, in said county of Montgomery, bounded by lands of William Lesher, Samuel Sanders, and Denis Kelly, containing five acres and thirty-one perches, or thereabouts, with the appurtenances, partition thereof between them according to the laws and customs of the Commonwealth of Pennsylvania in such cases made and provided, the said defendants do gainsay and refuse, and the same to be done do not permit very unjustly and contrary to the same laws and customs. And have you then and there the names of those summoned, and this writ, hereof. Fail not.

Witness the Honorable Daniel M. Smyser, President of our said Court at Norristown, this 14th day of June, A. D. 1860.

[Signed.] F. SULLIVAN, Prothonotary.

Published by order of the Court of Common Pleas of Montgomery County. JOHN M. STAUFFER, Sheriff.

jy14-w6t

NOTICE IS HEREBY GIVEN, THAT Letters testamentary to the estate of JOSEPH L. NOBRE, deceased, having been granted to the undersigned, all persons having claims against the said estate are requested to present them, and all parties indebted thereto to pay the same to

FRANCIS ZEYTE, Executor,
au4-s6t 1334 WALNUT street.

WHEREAS LETTERS OF ADMINISTRATION upon the Estate of JOHN RANKIN, deceased, have been granted to the Subscriber. All persons indebted to said Estate are requested to make payment, and those having Claims against the same to present them to

REBECCA RANKIN, Administratrix,
Or to her Attorney, WM. B. HOOD,
au7-tu-6t 242 South FIFTH Street.

MEDICINAL.

BLOOD FOOD.
BLOOD FOOD.
BLOOD FOOD.
BLOOD FOOD.

The attention of invalids, physicians, clergymen, scientific men and the public generally, is respectfully solicited to the merits of this chemical preparation, containing Iron, Sulphur, and Phosphorus, and which is identical in its composition with the *Hematic Globule, or red blood.* In all diseases accompanied with DEBILITY,

pale countenance, and nervous derangement, analyses of the blood show a deficiency of the red globules. Ruddy complexion and a rosy tint of the skin, is always indicative of health; while a pale, wax-like skin and countenance—which evinces a deficiency of the red globules—accompanies a diseased organism. Preparations of Iron have been given for the purpose of supplying the red globules, but we contend that Iron alone, Sulphur alone, or Phosphorus alone, will not meet the deficiency in every case, but that a judicious combination of all, these elements is necessary to restore the blood to its normal standard. This point, never before attained, has been reached in the Blood Food, and its discovery ranks as one of the most extraordinary and important of the age. Its effects in

CONSUMPTION

are to soften the cough, brace the nerves, strengthen the system, allay the prostrating night sweats, increase the physical and mental energy, enrich the blood by restoring the lacking red globules, increase the appetite, restore the color, and clothe the skeleton frame with flesh. The Blood Food will be found a specific in all Chronic Diseases of the Throat or Lungs, such as Asthma, Bronchitis, Coughs, &c. Public speakers and singers will find it of great utility in clearing and strengthening the vocal organs. In Dyspepsia, Liver Complaints, Dropsy, Epilepsy, Paralysis, Scrofula, Gravel, St. Vitus' Dance, Fever and Ague, &c., its efficacy is marked and instantaneous. In no class of diseases, however, are the beneficial effects of this remedy so conspicuous as in those harassing

FEMALE COMPLAINTS

to which the gentler sex are liable, and which will tend towards consumption, such as suppressed or difficult Menstruation, Green Sickness, Whites, &c., especially when these complaints are accompanied with paleness, a dingy hue or pallor of the skin, depression of spirits, debility, palpitation, want of appetite, and nervous prostration. We have the utmost confidence in recommending the BLOOD FOOD to all who may be conscious of a loss of vitality or energy, and to those whose mental or bodily powers are prostrated through over use, either of the mind or body; and we deem it our duty to say, that in all cases of Weakness and Emaciation, and in all diseases of the Kidneys or Bladder, this preparation has a claim upon the attention of sufferers which cannot be over-estimated.

A faithful trial will be found the most convincing proof in regard to its efficacy that could be asked for. With the above remarks, and with the numerous testimonials we have in its favor, we offer the BLOOD FOOD to the consideration of the afflicted, knowing that it will be acknowledged as pre-eminent over all other preparations, patent or officinal, in point of usefulness. Circulars giving the theory upon which this remedy is founded, also certificates of remarkable cures, will be sent free when desired. We forward the BLOOD FOOD to any part of the United States or Canadas upon receipt of price—$1 per bottle, $5 for six bottles. Be careful in all cases to take none but that having our fac-simile signature upon the wrapper. None other is genuine.

Prepared only by CHURCH & DUPONT,
No. 409 Broadway, New York.

And sold by them, and by DYOTT & CO., 232 North SECOND street, Philadelphia, and by all respectable Druggists. au6-mwf tf

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 in all *cutaneous affections*, whether the cause be *accident*, or *disease*. Its *intrinsic merit* is the true secret of its success in all *cutaneous affections*, whether the cause be *accident*, or *disease*.

BURNS & SCALDS

are instantly relieved of inflammation, by a timely application of the marvellous healer, and the charm, no blemish or scar remaining.

THE FRIEND OF THE NURSERY.

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

TO TRAVELLERS BY SEA AND LAND.

The machinist, the traveller, and every other individual whose lot in life exposes him within the chance of accident from *explosion, fire,* or *collision,* should bear in mind this Magic Extractor is his best and only friend, as 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, Cracked Lips, Mercurial Sores, Scald Head, Chapped Hands, Pains generally, Sprains, Chilblains, Pimples, Small Pox, Cramp, Piles, Tumors, Contracted Cords, Poison, Tetter, Chafes, Rheumatism, Ulcers, Diseases of the Skin, Rashes, Venereal Sores, &c.

Sold at the principal Depots, 14 Broadway, New York, and 21 and 111 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.

T. W. DYOTT & SONS,
232 North SECOND Street,
feb1-1y Wholesale Agents for Pennsylvania.

OAK ORCHARD ACID SPRINGS.

These Springs are situated in the valley of the *Oak Orchard Creek*, in the town of *Alabama, Genesee Co., N. Y.*, eight miles south of the village of *Medina*, on the Erie Canal, and fourteen miles from Batavia.

The principal Acid Springs are three in number; besides these there are six others. They are all located within a circuit of about fifty rods. The medicinal qualities of the waters are fully shown in the subjoined testimonials. They contain a very large amount of *Sulphur, Sulphuric Acid, Sulphate of Lime,* and *Protosulphate of Iron*. The great medicinal virtues possessed by these waters depend very much upon the presence, in such unusual quantities, of these curative substances.

Hundreds of cases of disease, especially those resulting from the scrofulous diathesis, have been cured by their use.

In skin diseases—even in confirmed *leprosy*—the waters have been signally successful.

Opinions of medical and scientific gentlemen are given in the circulars. The following eminent gentlemen speak in strong terms of the medicinal value of these waters: Prof. Emmons, T. Romeyn Beck, M. D., of Albany; Jas. McNaughton, M. D., of Albany; Edward Spring, M. D., of New York; Dr. Campbell, of Pittsfield, Mass.; Dr. J. S. Shuler, of Lockport, N. Y. They recommend the waters confidently. Dr. Spring refers to *a case of chronic diarrhœa of several years' standing*, which was cured by the use of the water. Dr. Beck says, "I am satisfied that these waters are highly valuable as medicinal agents." Dr. Campbell says, "They must be highly beneficial for all chronic diseases of the stomach and bowels."

Dr. S. P. White read a paper on the subject of these Waters, before the Academy of Physicians, in the city of New York, in which he states that the Waters possess decidedly tonic, refrigerant, and astringent properties; and that the class of diseases to which they are more particularly adapted, are chronic affections of the *digestive* and *urinary organs*, and some of the *cutaneous diseases*; *chronic dyspepsia*; *chronic diarrhœa*; *chronic dysentery*; *chronic cystitis*; *chronic diabetes*; cases of passive hemorrhage, such as *Purpura hemorrhagica*, and the consequent weakness of Hectic Fever. The water will be found especially of advantage, he says, in cases of *low typhoid fevers*, in *convalescence from protracted fevers*, to excite the appetite and promote digestion in diarrhœas, particularly such as are dependent on a relaxed or irritable state of the mucous membrane of the intestines. In calculous affections, or *lithiasis*, attended with phosphatic sediments, it is the suitable remedy, being preferable to muriatic acid, or being more agreeable in taste, and continued use to disorder the stomach. In febrile diseases, it can be used appropriately, as a refrigerant to diminish the animal heat. In the diseases of the spleen, in those forms of dyspepsia connected with an alkaline condition of the stomach, as in Pyrosis, or water-brash, it will prove better than Nitromuriatic acid. In cases of *Colica pictonum*, and other injurious consequences arising from the action of lead, this water will prove to be an admirable antidote. In *chronic pharyngitis, laryngitis, chronic mucous catarrh*, and *humid asthma*, *chronic ophthalmia* (externally) as a gargle in *ulcerated sore throats*, in cases of abscesses, in *ulcers* and *tetter*, and *foul ulcers*.

When taken internally, a wine-glassful of the Water, diluted, taken three times a day, is sufficient for an adult.

Other testimonials from physicians, and other respectable individuals, may be seen on application to the Agent.

Dealers supplied on liberal terms.

No Water genuine unless procured from
H. W. BOSTWICK, *Sole Agent*,
No. 574 BROADWAY, New York.

For Sale at the following Agencies: FREDERICK BROWN'S Drug and Chemical Store, Northeast corner of FIFTH and CHESTNUT Streets.

Also for sale at FREDERICK BROWN, Jr.'s, Drug and Chemical Store, Continental Hotel, corner of NINTH and CHESTNUT Streets, Philadelphia.

The Trade supplied at Wholesale Prices. my12 swly

PROF. WOOD'S
RESTORATIVE CORDIAL
AND
BLOOD RENOVATOR,

is precisely what its name indicates, for, while pleasant to the taste, it is revivifying, exhilarating, and strengthening to the vital powers. It also revivifies, reinstates, and renews the blood in all its original purity, and thus restores and renders the system invulnerable to attacks of disease. It is the only preparation ever offered to the world in a popular form so as to be within the reach of all. So chemically and skilfully combined as to be the most powerful tonic, and yet so perfectly adapted *as to act in perfect accordance with the laws of nature, and hence soothe the weakest stomach,* and tone up the digestive organs, and allay all nervous and other irritation. It is also perfectly exhilarating in its effects, and yet it is never followed by lassitude or depression of spirits. It is composed entirely of vegetables, and those thoroughly combining powerfully tonic and soothing properties, and consequently can never injure. Such a remedy has long been felt to be a desideratum in the medical world, both by the thoroughly skilled in medical science, and also by all who have suffered from debility; for it needs no medical skill or knowledge even to see that debility follows all attacks of disease, and lays the unguarded system open to the attacks of many of the most dangerous to which poor humanity is constantly liable. Such, for example, as the following: Consumption, Bronchitis, Indigestion, Dyspepsia, Loss of Appetite, Faintness, Nervous Irritability, Neuralgia, Palpitation of the Heart, Melancholy, Hypochondria, Night Sweats, Languor, Giddiness, and all that class of cases, so fearfully fatal if unattended to in time, called *Female Weaknesses and Irregularities*. Also, Liver Derangements or Torpidity, and Liver Complaints, Diseases of the Kidneys, Scalding or Incontinence of the Urine, or any general derangement of the Urinary Organs, Pain in the Back, Side, and between the Shoulders, predisposition to Slight Colds, Hacking and Continued Cough, Emaciation, Difficulty in Breathing, and, indeed, we might enumerate many more still, but we have space only to say, it will not only cure the debility following chills and Fever, but prevent all attacks arising from Miasmatic Influences, and cure the diseases at once, if already attacked. And as it acts directly and persistently upon the biliary system, arousing the Liver to action, promoting, in fact, all the excretions and secretions of the system, it will infallibly prevent any deleterious consequences following upon change of climate and water; hence all travellers should have a bottle with them, and all should take a table-spoonful at least before eating. As it prevents costiveness, strengthens the digestive organs, it should be in the hands of all persons of sedentary habits, students, ministers, literary men; and all ladies not accustomed to much outdoor exercise should always use it. If they will they will find an agreeable, pleasant, and efficient remedy against those ills which rob them of their beauty; for beauty cannot exist without health, and health cannot exist while the above irregularities continue. Then, again, the Cordial is a perfect Mother's Relief. Taken a month or two before the final trial, she will pass the dreadful period with perfect ease and safety! *There is no mistake about it; this Cordial is all we claim for it. Mothers, try it!* And to you we appeal to detect the illness or decline, not only of your daughters before it be too late, but also your sons and husbands, for while the former, from false delicacy, often go down to a premature grave rather than let their condition be known in time, the latter are often so mixed up with the excitement of business, that if it were not for you they, too, would travel in the same downward path, until too late to arrest their fatal fall. But the mother is always vigilant, and to you we confidently appeal, for we are sure your never failing affection will unerringly point you to Prof. Wood's Restorative Cordial and Blood Renovator, as the remedy which should be always on hand in time of need. O. J. WOOD, Proprietor, 444 Broadway, New York, and 114 Market street, St. Louis, Mo.; and sold by all good Druggists. Price, One Dollar per Bottle.

Sold here by DYOTT & CO., 232 North SECOND Street, and F. BROWN, corner FIFTH and CHESTNUT Streets.
jy5-mwf3m&eowW-tf

EIGHTH NATIONAL EXHIBITION
AT CINCINNATI, OHIO, SEPT. 12th-26th.

THE UNITED STATES AGRICULTURAL SOCIETY will hold its Eighth Annual Agricultural and Industrial Exhibition on the grounds liberally provided by the citizens of Cincinnati, which are to be fitted up in the best style. There will be Halls and Tents for the display of

Implements, Machinery, Tools, Domestic Manufactures, Farm and Garden Produce, Fruits, Flowers, and Native Wines.

With stalls and pens for Horses, Cattle, Sheep, and Swine, and an unequalled Track, one mile in length and forty feet in width, for the exhibition of Horses. The Premiums offered in cash, gold, silver, and bronze medals, diplomas, and certificates amount to Twenty Thousand Dollars.

The Exhibition will remain open from WEDNESDAY, the 12th, to THURSDAY, the 20th of SEPTEMBER, thus giving time to examine and test the implements and machinery.

For premium lists or information apply at the office of the Society, No. 356 PENNSYLVANIA Avenue, (up stairs,) or to the subscriber, at Cincinnati, Ohio.

BEN PERLEY POORE,
Secretary U. S. Agricultural Society.
au4-s6t

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

RICE.—200 Tierces Prime Retailing Charleston Rice, for sale by JAMES GRAHAM & Co., LETITIA street.

PROVISIONS.—175 Bbls No. 1 Leaf Lard; 63 hhds. Shoulders in dry salt, and 100 bbls Mess Pork, for sale by C. C. SADLER & CO., No. 103 ARCH Street, second door above FRONT. jy28

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,
jy27 1m P. W. & B. R. R. Co.

BOSTON, CONCORD AND MONTREAL, AND WHITE MOUNTAINS N. H. RAILROADS.

1860. SUMMER ARRANGEMENT. 1860.

The shortest and most direct route to Lake Winnipesaukee, North Conway, Franconia, and White Mountains, from New York, Boston, Salem, Newburyport, Portsmouth, &c. No change of cars or baggage between Boston and Littleton. Trains leave Boston from the depots of the Boston and Lowell and Boston and Maine Railroads, at 7.30 A. M., for Centre Harbor, Plymouth, Wells River, Littleton, N. H., St. Johnsbury, Barton, Stanstead, &c., connecting at Centre Harbor with stages for North Conway and White Mountains, and at Plymouth and Littleton for Franconia and White Mountains, arriving at the Flume, Profile, White Mountain, and Crawford Houses early same afternoon.

Passengers leaving Boston at 7.30 A. M., reach Littleton at 5.30 P. M., and Profile House, Franconia Notch, by stage, at 5.30 P. M., or White Mountain and Crawford Houses at the White Mountains, at 7.30 P. M.

Leave Boston at 7.30 A. M. and 12 M., connecting at Lawrence with trains from Salem and Newburyport; at Concord with trains from Portsmouth for Plymouth, Centre Harbor, and Wolfboro'; connecting at Weir's with the steamer Lady of the Lake, Captain Walker, arriving at Centre Harbor earlier than by any other route. Downward trains, for New York, Worcester, Boston, Salem, Newburyport, Portsmouth, &c., leave Littleton at 10.15 A. M., or on arrival of stages from Franconia and White Mountains. Leave Wells River at 10.20 A. M., or on arrival of train from Barton and St. Johnsbury. Leave Plymouth at 7.20 A. M. and 1.10 P. M., or on arrival of stages from Franconia Mountains. Leave Weir's at 2 P. M., or on arrival of steamer Lady of the Lake, arriving at Boston, Worcester, Salem, Newburyport, Portsmouth, early same afternoon, and New York via Norwich line of steamers, Connecticut and C. Vanderbilt, at 5 next morning.

jy19-1m J. A. DODGE, Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD

VIA MEDIA.

SUMMER ARRANGEMENT.

On and after Monday, July 16th, 1860, the passenger trains will leave PHILADELPHIA, from the Station, corner of Market and Lehman or Thirty-first streets, West Philadelphia, at 7.30 and 10.30 A. M., and 2.30, 4.45, and 6.35 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.

The Baggage Car will leave Eighteenth and Market streets one hour before the departure of the train from the West Philadelphia depot.

Trains leaving at 10.30 A. M. and 4.45 P. M., connect at Pennelton with trains for all points on the Philadelphia and Baltimore Central Railroad.

Omnibus 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,
jy3-tf General Superintendent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—SUMMER ARRANGEMENT.—Until further notice the trains will run as follows: Leave the passenger depot of the West Chester and Philadelphia Railroad Co., corner Market and Thirty-first streets, West Philadelphia, daily (Sundays excepted) at 10.30 A. M. and 4.45 P. M.

Leave West Grove at 6.50 and 8.59 A. M., and 4 P. M.

A daily line of Stages to and from New London and Oxford connects with the 10.30 A. M. train from Philadelphia and the 8.59 A. M. train from West Grove, leaving Oxford at 6.30 A. M.

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

Freights for this line received at No. 1816 Market St.

A. B. BURTON,
Philadelphia, June 29, 1860. tau15 Superintendent.

NORTH PENNSYLVANIA RAILROAD.

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

THREE THROUGH TRAINS.

On and after MONDAY, July 30, 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 P. M., and makes close connection with New Jersey Central for New York.

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

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

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

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

TRAINS FOR PHILADELPHIA.

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

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

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

ON SUNDAYS.

Philadelphia for Bethlehem at 8 A. M.
Philadelphia for Doylestown at 8 P. M.
Doylestown for Philadelphia at 6.40 A. M.
Bethlehem for Philadelphia at 6.30 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 the family, in 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, as the Schuylkill and Lebanon Valleys being among the most beautiful and healthful in the State, and accessible by four trains daily to Philadelphia, in either direction.

S. BRADFORD, Treasurer.

PHILADELPHIA, March 26th, 1860.

SUMMER ARRANGEMENT.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

On and after MONDAY, July 2, 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 Seaford 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 8.30 A. M., (Express,) 10.15 A. M., and 4.45 P. M.

Leave Wilmington at 6.50, 8.50, and 11.30 A. M., 1.45, 4.50, and 8.35 P. M.

Leave Salisbury at 1.30 P. M.

Leave Seaford, Tuesdays, Thursdays, and Saturdays, at 7.30 A. M. and 2.10 P. M.

Leave Farmington, Tuesdays, Thursdays, and Saturdays, at 8.00 A. M., and 2.30 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 4.30 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 9.00, 10.55 A. M., and 7.35 P. M.

Leave Chester at 7.40, 9.10 A. M., 12.04, 2.22, 5.30, 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., 12.28 and 11.40 P. M.

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

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

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

Leave Wilmington for Perryville and intermediate places at 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 4.00 P. M.

SUNDAYS

Only at 11.10 P. M., from Philadelphia to Baltimore.
Only at 5.25 P. M., from Baltimore to Philadelphia.

jy7 S. M. FELTON, President.

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 do	1 50

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

For Belvidere, Easton, Lambertville, Flemington, &c., at 6 A. M. and 4.45 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 9 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 5½ P. M. from Kensington.

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

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

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

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

ap16 WM. H. GATZMER, Agent.

ELMIRA ROUTE.—PHILADELPHIA AND ELMIRA RAILROAD.

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

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

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

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

The above trains make direct connections at Elmira with the trains of the New York and Erie, Canandaigua and Niagara Falls, and Buffalo, New York and Erie, and New York Central Rail oads, 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 streets daily (Sundays excepted), for all points West and North, at 5 P. M.

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

For further information apply at Freight Depot, THIRTEENTH and CALLOWHILL, or to

CHAS. S. TAPPEN, General Agent,
Northwest corner SIXTH and CHESTNUT Streets,
ap12 tf Philadelphia.

CHEESE.—130 Boxes Herkimer county Cheese, for sale by C. C. SADLER & CO., No. 103 ARCH Street, second door above FRONT. jy28

RAILROAD LINES.

WEST CHESTER TRAINS via PENNSYLVANIA RAILROAD, leave depot, corner ELEVENTH and MARKET, at 7.30 A. M., 12.30 P. M., and 4 P. M. On Sunday, leave Philadelphia at 8 A. M., and West Chester at 4 P. M. jy30-tf

THE PENNSYLVANIA CENTRAL RAILROAD,
250 MILES DOUBLE TRACK.

1860. 1860.

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

THREE THROUGH PASSENGER TRAINS BETWEEN PHILADELPHIA AND PITTSBURG,

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

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

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

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

WAY TRAINS LEAVE AS FOLLOWS:

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

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

Passengers for Sunbury, Williamsport, Elmira, Buffalo, Niagara Falls, and intermediate points, leaving Philadelphia at 7.30 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 Traveling Public.

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

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

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

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

D. A. STEWART, Pittsburg;

H. S. Pierce & Co., Zanesville, O.; J. J. Johnston, Ripley, O.; R. McNeely, Maysville, Ky.; Ormsby & Cropper, Portsmouth, O.; Paddock & Co., Jeffersonville, Indiana; H. W. Brown & Co., Cincinnati, O.; Athern & Hibbert, Cincinnati, O.; R. C. Meldrum, Madison, Ind.; Jos. E. Moore, Louisville, Ky.; P. G. O'Riley & Co., Evansville, Ind.; N. W. Graham & Co., Cairo, Ill.; R. F. Sass, 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.

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

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

MORNING LINE, DAILY, (Sundays excepted.)

Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowhill streets,) at 8.00 A. M., connecting at Harrisburg with the PENNSYLVANIA RAILROAD, 1 P. M. train running to Pittsburg; the CUMBERLAND VALLEY 1.55 P. M. train running to Chambersburg, Carlisle, &c.; and the NORTHERN CENTRAL RAILROAD 1 P. M. train, running to Sunbury, &c.

AFTERNOON LINES.

Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowhill streets,) for POTTSVILLE and HARRISBURG, at 3.30 P. M., DAILY, for [illegible], at 4 P. M., DAILY, (Sundays excepted.)

DISTANCES VIA PHILADELPHIA AND READING RAILROAD.

From Philadelphia	Miles.	
To Phœnixville	28	Philadelphia and Reading and Lebanon Valley R. R.
Reading	58	
Lebanon	86	
Harrisburg	112	
Dauphin	124	Northern Central Railroad.
Millersburg	143	
Treverton Junction	153	
Sunbury	169	
Northumberland	171	
Lewisburg	178	Sunbury and Erie R. R.
Milton	182	
Muncy	197	
Williamsport	209	
Jersey Shore	223	
Lock Haven	235	
Ralston	234	Williamsport and Elmira Railroad.
Troy	276	
Elmira	301	

The 8.00 A. M., and the 3.30 P. M. trains 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.

ap25-tf W. H. McILHENNEY, Secretary.

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, 3, 3½, 4, 5, 5¾, 6, 7, 8, 9, 10½, and 11½ P. M.

Leave Germantown 6, 7, 7½, 8, 8½, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 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, and 10½ P. M.

Leave Chestnut Hill 7.10 min., 7.40, 8.40, 10.40 A. M., 1.40, 3.40, 5.40, 7.40, 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 min. A. M., 12.40, 5.40, and 9.10 min. P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia, 5.30, 7½, 9.05, 11.05 min. A. M., 1.05, 3.05, 4½, 5.05, 6.05, and 11½ P. M.

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

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2 and 5 P. M.

Leave Norristown 7½ A. M., 1, and 5 P. M.

FOR MANAYUNK.

Leave Philadelphia, 5.30, 7½, 9.05, 11.05 A. M., 1.05, 3.05, 4½, 5.05, 6.05, and 11½ P. M.

Leave Manayunk 6½, 7½, 8.35, 9½, and 11½ A. M., 2, 5, 6¾, and 8½ P. M.

ON SUNDAYS.

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

Leave Manayunk 7½ A. M., 1½, 5½, and 9¼ P. M.

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

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

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

AFTERNOON TRAIN for Downingtown, leaves at 3.30 P. M.

DAILY (Sundays excepted.)

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

ap2 W. H. McILHENNEY, Secretary.

WEST CHESTER PENNSYLVANIA RAILROAD TRAINS via ELEVENTH and MARKET Streets. Leave Depot, corner Sundays at 7.15 A. M., 12.30 P. M., and 4 P. M. Leave West Chester at 6.45 A. M., 10.45 A. M., and 3 P. M.

SHIPPING.

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 Chas. P. Marshman, will sail on Wednesday, August 15, at 10 o'clock A. M.

Through in 45 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, August 10, at 10 A. M.

Through in 58 to 60 hours—only 48 hours at Sea.

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

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

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

INSURANCE.

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

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

GREAT REDUCTION IN FARE.

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

		INLAND FARE.	
To Charleston	$15 00	Charleston	$23 50
Savannah	15 00	Savannah	25 00
Augusta	20 00	Augusta	26 00
Macon	21 00	Macon	32 75
Atlanta	23 00	Atlanta	31 00
Columbus	24 00	Columbus	35 00
Albany	25 00	Albany	37 00
Montgomery	25 00	Montgomery	33 00
Mobile	30 00	Mobile	46 00
New Orleans	39 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.

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 mast-head; green on starboard bow; red on port bow.

CANADA, Lang, leaves Boston, Wednesday, Aug. 8
ASIA, Lott, " N. York, Wednesday, Aug. 15
EUROPA, Leitch, " Boston, Wednesday, Aug. 22
PERSIA, Judkins, " N. York, Wednesday, Aug. 29
ARABIA, Stone, " Boston, Wednesday, Sept. 5
AFRICA, Shannon, " N. York, Wednesday, Sept. 12

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, 4 Bowling Green,
au6 New York.

EXPRESS COMPANIES.

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

E. S. SANDFORD,
fe16-tf General Superintendent.

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,
41 COMMERCE Street,
Importing and Commission Merchants,
And Agents for Foreign and Domestic Hardware.

HENNESSY BRANDY.—70 casks, in half pipes, quarter pipes, and ⅛ pipes, for sale in bond.

PRIVY-WELLS Cleaned at a low price, to obtain the contents. Address WM. TINSON, Poudrette Office, 1313 North Second street. jy16-1m

SALES BY AUCTION.

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

N. F. PANCOAST, AUCTIONEER, Successor to B. SCOTT, Jr., 431 CHESTNUT St.

CARD.—I have, in consequence of continued ill health, disposed of all my interest in the Auction business heretofore conducted by me at 431 CHESTNUT Street to Mr. N. F. PANCOAST.

I take this opportunity to tender my thanks for the support I have received, and ask a continuance on to my successor, whom I hereby authorize to collect all my unsettled accounts. B. SCOTT, Jr.

PHILADELPHIA, August 1, 1860.

PEREMPTORY SALE OF MEN'S AND BOYS' SILK, FELT, WOOL, AND CASSIMERE HATS, &c., by order of Executor.

This Morning

August 8th, by catalogue, on a credit, commencing at 10¼ o'clock, will be sold—

150 cases men's and boys' felt, wool, and cassimere hats, extra to medium quality, of new and Southern styles; men's super black and white silk and cassimere hats; boys' plush and cloth caps; otter and seal caps, &c.

Also, by order of Sheriff, for Cash.

At 10 o'clock the stock and fixtures of a cap-maker's establishment, including material, fixtures, Singer's sewing machine, &c.

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

SECOND LARGE SALE OF BOOTS, SHOES, AND BROGANS, FOR THE FALL OF 1860.

1,000 CASES.

On Thursday Morning,

August 9th, at 10 o'clock precisely, will be sold by catalogue, on 4 months credit, 2,000 cases men's, boys, and youths' calf, kip, grain, and thick boots, calf, kip, buff, wax, and russet brogans, calf and buff gaiters, Oxford ties and walking shoes, women's, misses', and children's calf, kip, goat, morocco, and kid boots and shoes, ladies' gaiters, and kid slippers. Also, a full assortment of city made women's, misses', and children's goat and morocco boots. Also, 50 doz. Calf Skins.

The above sale will prove attractive to Southern and Western buyers. As the sale comprises invoices of fresh goods direct from first-class manufacturers, the early attention of buyers is invited.

Goods open for examination, with catalogues, early on the morning of sale.

PEREMPTORY SALE OF READY-MADE CLOTHING—5,000 GARMENTS.

On Tuesday Morning,

August 14th, at 10 o'clock precisely, will be sold by catalogue, 5,000 ready made garments, of New York and city manufacture. Consisting of men's and boys' frock, business and over coats, cassimere and satinet pants, cloth, plush, silk, and velvet vests. Embracing a full assortment and of regular sizes, adapted to fall and winter sales, for Southern and Western markets. The attention of buyers particularly requested, as every lot will be sold without reserve.

Goods open for examination with catalogues early on morning of sale.

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 $383,536 21.
METROPOLITAN FIRE INS. CO., OF NEW YORK.
Cash Capital and Surplus $322,668 60.
PROVIDENCE WASHINGTON INS. CO., PROV.
Cash Capital and Surplus $194,786 18.
ARCTIC FIRE INSURANCE CO., OF NEW YORK.
Cash Capital and Surplus $288,144 02.
HOPE FIRE INSURANCE CO., OF NEW YORK.
Cash Capital and Surplus $224,344 51.
CITY FIRE INSURANCE CO., OF NEW HAVEN.
Cash Capital and Surplus $224,322 77.
GERMANIA FIRE INS. CO., OF NEW YORK.
Cash Capital and Surplus $318,399 07.
HUMBOLDT FIRE INS. CO., OF NEW YORK.
Cash Capital and Surplus $235,563 51.

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

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

DIRECTORS.

F. RATCHFORD STARR, MORDECAI L. DAWSON,
WILLIAM MCKEE, GEO. H. STUART,
NALBRO FRAZIER, JOHN H. BROWN,
JOHN M. ATWOOD, B. A. FAHNESTOCK,
BENJ. T. TREDICK, ANDREW D. CASH,
HENRY WHARTON, J. L. ERRINGER.

F. RATCHFORD STARR, President.
CHARLES W. COXE, Secretary. fe18

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

Chartered in 1794—Capital $200,000—Assets, January 1, 1860, $347,446 29-100.

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

DIRECTORS:

Henry D. Sherrerd, George H. Stuart,
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EXCHANGE INSURANCE COMPANY—No. 402 WALNUT Street. FIRE INSURANCE on Houses and Merchandise generally, on favorable terms, either limited or perpetual.

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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.

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QUAKER CITY INSURANCE COMPANY—FRANKLIN BUILDINGS, 408 WALNUT STREET, PHILADELPHIA. CAPITAL AND SURPLUS $200,000.—Insure against Loss or Damage by Fire and the Perils of the Sea. Inland Navigation and Transportation.

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LIFE INSURANCE AND TRUST COMPANY.—THE PENN MUTUAL LIFE INSURANCE COMPANY, Northeast corner of THIRD and DOCK Streets. Assets, $857,091 81.

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.

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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, } To all parts of the World.
FREIGHT, }

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

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

ASSETS OF THE COMPANY,
November 1, 1859.

Par.		Market Value.
$123,050	Philadelphia City 6 ⅌ cent. Loan	$123,050 00
$100,000	Pennsylvania State 5 ⅌ ct. Loan	92,850 00
$21,000	Pennsylvania State 6 ⅌ ct. Loan	21,000 00
$25,000	U. S. Treasury 5½ ⅌ cent. Notes and interest due	26,263 84
$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	42,500 00
$20,000	North Pennsylvania Railroad Mortgage 6 ⅌ cent. Bonds	13,300 00
$14,000	West Philadelphia Passenger Railway Company 7 ⅌ ct. coupon bonds	13,800 00
$18,000	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	250 00
$1,830	shares Philadelphia Ice Boat and Steam Tug Company, Philadelphia and Savannah Steam Navigation Company, Ocean Steam Navigation Company, Philadelphia and Havre de Grace Steam Tow Boat Company, Philadelphia Exchange Company	2,310 00
$433,530		$408,718 84
	Bonds and Mortgages, and Real Estate, Office Building	8,363 35
	Bills receivable for Insurances made	141,898 69
	Balance due at Agencies—Premiums on Marine Policies, interest, and other debts due the Company	95,564 63
	Scrip and stock of sundry Insurance Companies	3,360 00
	Cash on Deposit in Bank	67,080 81
		$891,585 82

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 McIlvaine,
William Eyre, Jr., Thomas C. Hand,
James C. Hand, Robert Burton,
William C. Ludwig, Jacob P. Jones,
Joseph H. Seal, James B. McFarland,
Dr. R. M. Huston, Joshua P. Eyre,
George G. Leiper, John B. Semple, Pittsb'g,
Hugh Craig, D. T. Morgan,
Charles Kelly, A. B. Berger,

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HAINES BROS.' OVERSTRUNG PATENT-ACTION PIANO FORTES, "Cheapest First-Class Pianos made." A splendid assortment of Louis XIV. and other styles, for sale at Factory Cash Prices, and warranted for 5 years.

Second-hand Pianos for sale and to rent.

GEORGE L. WALKER,
S. E. Cor. of SEVENTH and ARCH St.

PRINCE & CO.'S Improved MELODEONS, from $45, upwards. jy16 3m

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,
a5-1y 1006 CHESTNUT Street.

CANDLES.
PARRAFINE WAX,
PURE SPERMACETI,
CHEMICAL SPERM,
ADAMANTINE.

Assorted sizes.

Packed in plain or fancy boxes to suit any market. For sale by the agents of the manufacturers,

THAIN & McKEONE, 22 and 24 S. WHARVES.

BALSAM TOLU—For sale by WETHERILL & BROTHER, No. 47 and 49 North SECOND Street.

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

SALES BY AUCTION.

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

STOCKS AND REAL ESTATE.
SALES AT THE EXCHANGE EVERY TUESDAY.

During the business season in July and August only occasional sales.

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

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.

Contributions have the option of either sale.

REAL ESTATE AT PRIVATE SALE.

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

PRIVATE SALE REGISTER.

Real estate entered on our private sale register and advertised occasionally in our public sale abstract, (of which 1000 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.

REAL ESTATE—AUGUST 14.

Orphans' Court Sale—Estate of John Hannan, 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.

Orphans' Court Sale—Estate of George Rundle, dec'd. GROUND RENT of $90 a year.

Same Estate—GROUND RENT of $90 a year.

Peremptory Sale—By order of Heirs.

Very valuable LOT 3 acres, 19 perches, on the York road, above Nicetown lane. See abstract.

Executors' Sale—Estate of John Feemire.

"STEAMBOAT HOTEL," at Bridesburg, fronting on the river Delaware.

Peremptory Sale.

STORE AND DWELLING, No. 533 Queen street, Third ward.

Peremptory Sale.

Three-story Brick DWELLING, Twelfth street, north of Oxford.

Two Three-story Brick DWELLINGS, Nos. 1233 and 1235 Christian street, west of Twelfth street, with two three story brick dwellings in the rear, on Thurlow street.

VERY IMPORTANT SALE.

By order of Trustees.

MONTOUR IRON COMPANY'S WORKS AND ESTATE.

On Tuesday.

September 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 six of 3,000 acres very valuable mineral lands, ores, mining rights, rolling mills, furnaces, nearly 300 dwellings, [illegible], &c.

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

Full particulars ready in handbills.

SALE OF SUPERIOR FURNITURE, BOOK CASES, SEWING MACHINE, A QUANTITY OF HEMP HOSE, CHINA AND GLASSWARE, BEDS AND BEDDING, BRUSSELS CARPETS, &c.

CARD—Our sale to-morrow morning, at the auction store, will comprise besides 250 lots of excellent second-hand furniture, 2 superior mahogany secretary and book cases, sewing machine, fine oil paintings, a large quantity of hemp hose, China and glassware, beds and bedding, Brussels and other carpets, &c. Forming an attractive assortment, worthy the attention of ladies and others desirous of purchasing.

Catalogues now ready, and the articles arranged for examination.

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

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.

Also a fine oil painting portrait of General Taylor, by Atwood, in gilt frame.

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

MONEY TO LOAN.

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

The Oldest Established House in this city.

Private entrance on RACE Street.

Business hours from 7 A. M. to 9 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 less than the usual 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, diamonds, &c., gold and silver instruments, first quality of Havana cigars, at half the importation price, 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,
fe14-tf BEACH and PALMER streets.

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

SAMUEL V. MERRICK, J. VAUGHAN MERRICK.
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SOUTHWARK FOUNDRY,
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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; Nasmyth's Patent Steam Hammer; and Aspinwall & Wolsey's Patent Centrifugal Sugar Draining Machine.

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"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.

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Lewis Krumbhaar, Henry Delany,
Nicholas Rittenhouse, Nathan Smedley,
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Joseph W. Lippincott.

JACOB B. SHANNON, President.
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"Application in youth makes age comfortable." "A frugal man makes the best of Citizens."

"A Dollar saved is twice earned."

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

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

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

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ROBERT SELFRIDGE, Vice President.
WILLIAM J. REED, Secretary.

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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.

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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.

CAUTION!—ASTROLOGY!—LOOK OUT!—GOOD NEWS FOR ALL!—The never-failing Mrs. VAN HORN is the best; she succeeds when all others have failed. All who are in trouble, all who have been unfortunate, deceived by false promises, fly to her for advice and comfort. In love affairs she never fails. She has the secret of winning the affections of the opposite sex. It is this fact which induces ill-bred pretenders to try to imitate her, and copy her advertisement. She shows you the likeness of your future wife or husband, or absent friend. It is well known to the public at large that she is the first and only person who can show the likeness in reality, and can give entire satisfaction on all the concerns of life, which can be tested and proved by thousands, both married and single, who daily and eagerly visit her. Come one, come all! to No. 1323 LOMBARD Street, between Juniper and Broad. au8-6t

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, 22 and 24 S. WHARVES.

Also wholesale dealers in COCOANUT, COTTON SEED, PALM AND ELAINE OILS.

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

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