DR. CAHILL IN AMERICA.

WHAT HE THINKS OF PENNSYLVANIA.

LETTER FROM PITTSBURG.

TO THE SMALL FARMERS, TRADESMEN, AND LABORERS OF IRELAND.

[From the Dublin Telegraph.]

PITTSBURG, STATE OF PENNSYLVANIA, Wednesday, June 27, 1860.

FELLOW-COUNTRYMEN: I left Philadelphia on last Friday, at eleven o'clock mid-day, and arrived at a town called Altoona on the same evening about nine o'clock, being a distance of two hundred and thirty-six miles. Starting the next morning (Saturday) at seven o'clock, I arrived here at one o'clock mid-day, being one hundred and seventeen miles, on the Atlantic three hundred and fifty-three miles from Philadelphia; and, by the line of Philadelphia, I am about four hundred and thirty miles from New York, due west. The thermometer, which I always carry with me, does not exceed eighty degrees at present, so that I am not much inconvenienced here by the heat. Yet the exhaustion, even in this temperature, is so great, that I must divide one long journey into two moderate stages.

There was an additional reason for staying at Altoona on Friday night; because if I had proceeded to Pittsburg by the night mail I should have lost perhaps the very most gorgeous and sublime mountain scenery in America. And moreover, I could not have *seen* the almost incredible feat of the steam-carriage with five attached cars ascending the *summit of a mountain seven hundred feet above the level of Altoona.* There is the feat of American co-operation in steam locomotion; there, also, is the feat open by the slow European; viz., the five horses galloping *against the hill* at the rate of twenty miles an hour, the metal lungs of the cylinders puffing and panting as two hundred and fifty passengers ride up a gradient or elevation of *ninety-six feet in the mile!* This prodigious feat our metal steeds performed in my presence without whip or spur; sometimes creeping over dry ravines two hundred feet deep; or again hanging on the side of the perpendicular mountain at least one hundred and fifty feet above the sucky, deep, yellow river Juniata below. I shall write those two days' journey in a regular order; pre mising that no description of mine can adequately paint or express the marvellous, novel, and wealthy landscape which presented and spread out its natural and cultivated beauties at every turn in this enchanting passage.

The first time I have seen *sleeping cars* was on this line of railroad. The sleeping cars are safe. I think, of the same dimensions as the "day cars;" and yet the beds are roomy and convenient. And what would appear strange to those who have not seen the construction, is, they contain the same number of passengers, whether sitting or sleeping. The plan of these beds is as follows: The waking cars are built like a little Dublin tap room; that is, *seats* on each side, with a narrow passage up the middle, between them. In this scheme of cars two persons sit in each seat, with their faces to the backs of the two persons who sit before them. But in the sleeping cars the arrangements of the seats is different—namely, two seats are turned towards each other, so that the two persons in each seat sit with their faces towards each other. The two seats thus placed opposite each other have *leaves* like a table, so that when the leaves are lifted at night they make a level platform equal to the whole dimension of the two seats and the space between. On this platform a mattress and sheets (no blankets) are spread; and it forms one comfortable bed for two persons. Just two feet four inches above this platform is a shelf, supported on metal brackets, and nicely cushioned, which forms a second bed for one person only. This shelf is only half the width of the lower platform; and, therefore, only one person sleeps on it. This shelf is composed of three parts, viz.: the middle and the two ends. In the daytime the two ends are removed, and the central part by itself forms a nice table between the passengers during the day. The upper or third bed is again two feet four inches above the central one, and is constructed like the common berth of a ship. This berth is most convenient for a sick person during the day, where one can rest or sleep without being annoyed by the passengers. Hence, whether asleep or awake, the same number—namely, fifty-six persons—are accommodated in each car. The sleepers lie along the side of the car, and not across the floor, and each bed is six feet long. In the morning persons can wash, and dress, and breakfast on their own prepared meals (if they choose), at every convenience of water and towels, which are then ready to meet the wishes of the travellers. *Curtains* are attached to the beds, and friends taking the same whole compartments can convey delicate ladies or children with singular advantage and comfort throughout those long and tedious journeys, which heretofore were impossible to be travelled without enormous trouble and expense, and perhaps even risk of life itself. All Europe goes in a slow coach, as compared with this American progress; and it is true to say that the entire genius of this country seems to be for ever on the stretch to devise a more expeditious and a new mode for arriving at the goal of all, civil, social, commercial, and political enterprise. And when one studies their institutions narrowly, it will be found that they are singularly successful in their originality of plan and rapid movement. And whether it be that this country being a new world, and everything on its footing equal in this new school, in the shortest space of time, one cannot decide; but, beyond all doubt, no one can deny that this American generation are outstripping their European sleepy contemporaries in arts, in science, and even in professional celebrity.

After having lost sight of Philadelphia, and being quite cleared of the extensive suburbs and villas of this great city, the line of railroad lay through the richest agricultural valley I have ever seen. This valley, for the distance of one hundred and six miles, till we reached Harrisburg, was one uninterrupted chain of fields, sown under all kinds of grain, viz., oats, rye, wheat, and Indian corn. The valley seemed on each side of the road, varied from one mile to two miles wide; beyond these limits a chain of low planted hills ran parallel with the railroad. But whenever a break occurred in this chain, we could see in the distance of miles and miles beyond, the same immense plain of luxuriant growing grain, spread out as far as the eye could carry. When we know that a square mile contains six hundred and forty acres of land; and when we know that ten miles wide by one hundred miles long contains one thousand square miles, or 644,000 acres of land; and if we say that each of these acres produce ten barrels of wheat, we have here upwards of six million barrels of wheat in this valley, in one *narrow strip* from Philadelphia to Harrisburg. Being all fee-simple estate without tithes, rents, or taxes, save the small local taxes of the district, one can well comprehend the wealth of this state, and again, the prosperous commercial position of the neighboring city.

This district, just described, is of the limestone formation, with low, round-shouldered hills and rich loamy valleys. I calculated that the amount of hay or grass, was proportionately small, being as well as one could see, about one-tenth of the territory under consideration. During this season of the line I did not see one house that might be called a gentleman's mansion. They were all comfortable farmers' houses, and belonged principally to Quakers and the Dutch, as I have learned on my arrival at Altoona. Strange as it may appear, this great valley of grain does not maintain a proportionate market for *manual* labor. The introduction of machinery for all farm purposes has reduced this old description of labor about 25 per cent, and very often 50 per cent, where the farmers' horses can work the machinery, and bring one scarcely ever sees a poor man's cabin, the labor of maintaining in his own house the *few hands* necessary to work the agricultural machinery. These hands, however, are well off—if they are *single and sober*—being lodged and boarded, and having besides from $12 to $15 a month.

We crossed the Susquehanna river at Harrisburg, on one of those wooden bridges which the Americans sink, construct, and finish in a month. Of all men living the American tradesman is most skilful in works of wood. An American is born a carpenter, a coachmaker, a builder, and architect: his whole genius is wood, he is all wood, except his head; and I pledge my word he has that wooden head. Having crossed the Susquehanna over the stout, solid, wooden, extempore bridge, we rode into the old style of grain fields on each side of the road as before. The only difference in the landscape was that the geology of the district began to present state in place of limestone; and expressed in more decided development the presence of coal in some sort or other. Add to this change, immense irregularities in the small hill ranges that skirted our line of route, it was evident that we were approaching some high mountain chains, and that these analogous families of irregular hills were the upheaved distant expression of the internal commotion from which originally started some great north east-north mountains. I was not deceived; after having travelled about forty miles, we reached a clean, pretty station called Mifflin; and here, indeed, the traveller was surprised to see, during twelve miles, (to Lewistown,) every scheme of figure, form, height, width, depth, and the most fanciful Nature could, in one of her most poetical humours out and mould her innumerable hills. They were all of one conical or sugar loaf family. At one time they would appear in rows of three, four, six, or ten, all of the same height; at another time they would appear in triangles, or squares, or parallelograms of different heights. Again, their ravines ran east, west, north, and south; and, above all, their natural, beautiful, romantic glens, all planted in rich beautiful trees, by the old, experienced hand of graceful Nature. Then, again, hill upon hill, still behind hill; circles of hills around circles of hills; then one tall hill, above all the surrounding hills; all, all formed grass, families and chains, and ravines, and glens, and a practical hill romance, such as I do believe neither is or could be excelled on the entire earth. What rendered this hill poetry so very entancing was that the Juniata accompanied us all the whole way. Of course the whole route through this mountain phantasy was on an ever-varying curve. In fact, we were describing the figure of eight (8) on every two miles of the road, with the river performing the same figure with the steam engine. I might, with much propriety of rhetorical imagery, say that the engine and Juniata danced in an exquisite curved figure for twelve miles, through several adulating families of enchanting hills. This scene of beauty in Nature shall never be effaced from my memory or be forgotten by my Irish heart as long as I live. On arriving at Altoona, and conversing with fellow-travellers, I learned from them that the universal impression made upon all travellers of all nations is—namely, that there is nothing of *this kind of landscape* more beautiful in the whole world.

As might be expected, we found, on leaving Altoona on Saturday morning, that we were close to one of the Alleghany mountains. The highest point of this particular mountain is 1,500 feet above the level of Altoona, and 2,500 feet above the level at which the steam-carriage could pass was 700 feet above the same level. The idea of crossing a mountain 700 feet high by steam, I must own, astonished me; and knowing something of mechanics, I dreaded the risk of ascending such an elevation by steam, since, if any one of the couplings of the carriages snapped and broke, we all ran away back down the hill at a most frightful velocity. Having made inquiries of a most obliging conductor, I learned that we should begin to ascend the real hill at Kittanning point, about seven miles from the summit level of the mountain. Hence you perceive that in order to climb a height of seven hundred feet, in a line of six miles, we should ascend at the scale of one hundred feet in each mile or thereabouts. This is a fearful scale of ascent for a steam engine with five cars attached, with nearly sixty passengers each. I learned, however, that the *last cars* were furnished with patent double brakes, and hence, that if a coupling snapped, we could be stuck instantly to the iron road, and kept from running down the hill. Every traveller had his head out of the window to see how the engine would ride it, first. When lo! it put the iron horses to, and we galloped it up at the rate of twenty miles an hour, with the load of sixty three hundred passengers! When looking out from the window at the line in *advance of us*, the road did not appear more than a foot wide, and looked like a huge cork-screw going around the mountain. Three or four times I observed the road not to go round the hill, but to ascend on the same side of the hill, by ascending curves, like a large iron serpent with his tail at the bottom, and coiling himself by successive coils till his head reached the top.

The ravines so beautifully planted beneath, and the tallest trees, not reaching half the way up to our own iron pathway, was, indeed, a thrilling sight; and the passage where the tramway was cut into the side of the almost perpendicular mountain, with two hundred feet of a peak over our heads, and nearly two hundred feet of a glen, with a deep river below, is one of those nervously chilling experiments which, for the first time and trial, do test the courage of the tourist. But there has not been even one disaster on this line of road since its opening, such has been the caution of the officers, and such has been the perfection of the carriage and the horses. At one point of the road called the "pack saddle," so called from the shape of the opposite mountain, there is a vista doubly sublime—that is, it is that description of sublime which partakes equally of the terrible and the beautiful. And, indeed, to any one who can fancy a steam-carriage moving round a *narrow gutter under the eaves of a house*, where the height of the wall is one hundred and fifty feet, and where a deep river flows below, and where the least deviation of the machine precipitates the ravished tourists into the fatal deep, without the shadow of an escape—this pack saddle vista will be admitted by all poetical travelling men to be a true and correct practical exemplification of the "doubly sublime." For my part, I was exceedingly rejoiced when I learned that the pack-saddle experiments had been concluded. This passage was partly aerial, partly terrestrial, and partly aquatic; and altogether, this successful engineering of the American genius over the air, land and water, does raise considerably in my mind even my former favorable impressions of progressive energy of the American.

Fellow-countrymen, some one or other is forever nibbling at me, snarling and growling at my letters and saying that I am *inventing* the Irish to come to this country. But let any one read me, and he will learn that I only address myself to those who cannot procure work at home, or who are exterminated by the cruel tyranny of certain Irish landlords. To these alone, when they are SINGLE and SOBER, I have invariably addressed myself. All others I advise to remain at home. When the Irishman is exterminated and cannot procure work, there is no place of refuge for him except the Irish poorhouse or the English army. One of these two places of Irish degradation adds scourge persecution to slow starvation and imprisonment; while the English army, where the one third is Irish bone and blood, is slaughtered on the field of death, despised in their loyalty, and unrewarded in their matchless bravery.

I shall remain here for ten days before I proceed to Chicago, and shall send you a description of this town, with the wages of the laboring and trades classes. I am surprised to meet in this remote city men from the parish where I was born. Persons, respectable persons, from Glashna, Bellinagall, Aries, Garryduff, Clonakilty, coming every day to see me, make me forget that I am three thousand miles from home.

Your faithful countryman,

D. W. CAHILL.

The Port and Harbor of Philadelphia.

In consequence of the frequent circulation of rumors that the port and harbor of Philadelphia are inaccessible to ships of the heaviest tonnage, and of a draught greater than eighteen feet, it is deemed proper to publish the following authentic facts, as obtained from official surveys of the river and harbor, and to make some comparison with other ports.

The chief obstruction to the navigation of the Delaware below Philadelphia for vessels of deep draught is the bar at Fort Mifflin, eleven miles below the city. This is a very narrow bar, not more than twenty feet in width, and of shifting sand, which has required in 1843, by the Coast Survey, to have eighteen feet, at low water, in the channel. This depth prevails for two hundred yards in width, and for five hundred yards in width the least depth is seventeen feet. For one thousand yards in width on this bar the least depth is fourteen feet, all at low water. It is now believed by pilots and captains who have taken recent soundings that the channel has been deepened one foot since that survey, because of the narrowness of the bar and the absence of accumulation, giving nineteen feet as the present depth at low water. From the "General Tide Table for the Coast of the United States," published by the Coast Survey, we have the mean rise of high water at New Castle, 6 ft. 5 in., and at Philadelphia 6 ft. 1 in. As this bar is intermediate in position, the mean high water rises on it 6 ft. 3 in., making the average draught of water available 25 ft. 3 in. The spring tides, which are 3 ft. 9 in., increase this depth to 25 ft. 9 in.

The shoals above and below Delaware city are the next in importance as obstructions. In the channel here the least depth at low water was in 1843 to 1845, generally 3½ fathoms, or 21 feet, but in one spot it is three and a fourth fathoms, or 19½ feet. The tides here are the same as at New Castle, rising 6 feet 5 inches at mean high water, and 6 feet 9 inches at spring tide. The depth at high water is therefore 27 feet 5 inches, except for the one spot of soft mud, where it is 25 feet 11 inches, with the bottom so soft as to be easily moved for a foot in depth.

The present condition of the channel into New York bay is stated by Mr. G. W. Blunt, in a published letter of September 16, 1859, to the New York papers,* as having a depth of 21 feet at low water within the old bar, and something less on the well-known outer bar at Sandy Hook. On this the tide table *before referred to gives the average rise* of high water at 4 feet 6 inches, and the spring tide 5 feet 6 inches. Thus the average available depth is 25 feet 8 inches, and the spring tide depth 26 feet 6 inches.

As Boston the Coast Survey chart, published in 1857, gives the depth of the channel on the bar near Governor's Island as 16 feet at low water. The mean rise at high water at this point is 9 feet 6 inches, and the rise at spring tide 11 feet. The available depth at high water is, therefore, 27 feet 6 inches, and at spring tide 29 feet.

Placing these results in tabular form, the harbor entrances of the three cities compare as follows:

	DEPTH ON BAR.			
	At low water. feet. in.	At mean high water. feet. in.	At spring tide. feet. in.
Philadelphia	19 0	25 8	26 8
New York	21 0	25 8	26 8
Boston	18 0	27 6	29 0

The fact that the Philadelphia bar is in the river and in smooth water, while that of New York is fully exposed to the sea, constitutes a practical advantage in favor of the Delaware in point of depth. This harbor has also been proved accessible to the largest ships by the passage of the ship Cathedral, drawing 25 feet 4 inches of water, over the bar and all other obstructions in the whole length of the river, on a single tide, and without an hour's delay.

The chief port of Philadelphia has the following depth of water at the pier heads, as ascertained by a survey for the Board of Trade in 1856, conducted very carefully by some leading merchants, and measured on the ice at a time when the tide was lower than before known for some years, the results of which are recorded on a large manuscript map drawn for the Board of Trade in that year:

	Low water. feet. inch.	High water. feet. inch.
Navy Yard	16	22 0
" lower wharf	76	31 0
Queen-street wharf	22	28 0
Shippen street	20	27 0
Tatham's wharf, Cedar st	34	6 40 6
Lombard street, first pier head above	85	0 41 0
Penrose's wharf, above Pine street	88	8 44 8
Pine street, first pier head above	33	0 43 10
Camden and Amboy Railroad Shackamaxon st. wharf	45	8 51 0
Cohocksink-street wharf	81	0 55 8
Point street Coper's wharf	46	0 51 0
Chestnut street wharf	45	0 53 8
Market "	47	0 52 8
Arch "	54	0 59 7
Race "	52	0 58 6
Vine "	51	6 57 0
Callowhill "	39	0 44 4
Noble "	33	0 38 0
Green "	25	0 30 0
Fairmount wharf, near Fonn street	24	0 31 0
Hanover street wharf	20	0 25 0

The distance from the lower navy-yard wharf to Pine street is 5,500 feet, from Pine street to Callowhill street 5,300 feet, or one mile. From Callowhill street to Hanover street is 4,500 feet, making the total distance from the navy yard to Hanover street 14,600 feet, or two and three-fourths miles. The distance which has 50 feet or more at low water, at the pier heads, is from Market nearly to Vine street, about 1,000 feet; and that exceeding 50 feet at high water, at the pier heads, reaches from near Dock street to near Vine street, about 3,500 feet.

The depth of water at Long wharf, India wharf, and others of the best in Boston, is 18 feet at low water, though the Charlestown and Boston wharves are, some of them, better in this respect.

The depth of water at the pier heads of the lower wharves on the East river, New York, is, for a short distance, from 30 to 33 feet at low water. It is reported that extensive deposits have taken place all around the water front of New York within the past ten years, and that shoaling attained to three or four feet, in some cases, as reported by officers of the Coast Survey, who examined it during 1859. Currents were found beneath the surface reversing the ebb tide, and bearing deposits back along the wharf front, instead of taking them out to sea.

On the North river side of New York extensive shoalings have taken place, and only a short distance of the lower wharves has above 20 feet at low water, and no spot above 35 feet. The depth of water at the wharves is immensely in favor of Philadelphia, in comparison with any other great commercial city on the Atlantic. LOUIS BONIFACE.

Office of the Board of Trade, Aug. 10, 1860.

* Mr. Blunt says: "The best channel in that of Gedney's, and 27 feet may be carried over it at spring tides, with smooth water; 25 feet 5 inches have been. This is the greatest draught we have any know edge of having passed over the bar, and very few ships, and those ships of war, draw so much water. There is less water inside the bar in the main ship channel than on the bar, it is of small extent, and could easily be removed. It has 21 feet on it at low water, and as the neap tides rise 4 feet 3 inches, and the spring tides 6 feet 5 inches, it will pinch a little unless you are on it at the top of high water."

Singular Letter of the First Napoleon.

A nephew of Prince Demidoff has just opened a "Napoleonic" museum at the island of Elba. It consists exclusively of furniture, clothes, and jewelry having belonged to Napoleon I. There is also a curious autograph written by General Bonaparte to Talma, the actor, at a time when the former was vegetating in poverty in Paris. It runs thus:

"I have fought like a lion for the Republic, my good friend Talma, and, as a reward, she lets me starve; that wretch, Aubry, leaves me on the pavement, when he might make something of me. I feel myself more than a match for such generals as Santerre and Rossignoli, and they won't find a corner in Vendee or elsewhere to employ me. You, indeed, are fortunate! Two hours on the boards put you face to face with the public that dispenses fame. We soldiers must purchase glory at a higher price, on a larger stage, which we are not always permitted to ascend. Do not, then, regret your position; remain on your stage. Who knows whether I shall ever appear on mine again? I saw Monvel (another actor) yesterday. He is a true friend. Barras makes large promises. Will he keep them? That I much doubt. I am reduced to my last farthing. Have you a few francs (quelques ecus) at my service? I won't refuse them; and promise repayment out of the first kingdom I may conquer. My friend, how happy were we heretofore at Ariccio! They did not depend on a Minister of War. Adieu.

"Yours, BONAPARTE."

THE LAW OF EVIDENCE.—There is now before the House of Lords in England, a bill introduced by Lord Brougham, to amend the law of evidence, some notice of which may interest the profession here. It is every prospect that this bill will be passed this session.

Letter from New York.

A PREDICTION BY EX-PRESIDENT VAN BUREN THAT DOUGLAS WILL CARRY NEW YORK—THE DEMOCRATIC STATE CONVENTION ON WEDNESDAY NEXT—TAMMANY AND MOZART HALLS ON HAND—CANDIDATES FOR GOVERNOR—CONGRESSIONAL ASPIRANTS—PROFESSOR CARNOCHAN—LONGEST SERMON OF THE BROKERS—NO TIDINGS FROM MR. BRADY—THE SINGER CASE.

[Correspondence of The Press.]

NEW YORK, August 13, 1860.

There have been put forth during the campaign rumors that a preference had been expressed by ex-President Van Buren and Mr. John Van Buren for the election of Mr. Breckinridge, but no none of the immediate personal and political friends of those gentlemen have endorsed it, and as its origin is not traceable to any reputable source, it may be regarded as humbug. I have, however, heard of a prediction made last week by the ex-President, at Sharon Springs, where he was sojourning, that if Douglas will carry the State of New York in November. In making this prophecy the venerable Sage of Lindenwald exhibited his usual accuracy of knowledge of the tone of Democratic and popular sentiment in the State. Besides Judge Douglas not one of the candidates for Presidential honors possesses the slightest hold upon the hearts of our people, and it is vain for the friends of Breckinridge or Bell to attempt to arrest the mighty tide that in New York has set in favor of the Little Giant. The former has scarcely a supporter outside the Federal offices, and even there he is damned with faint praises. The elections in Missouri, North Carolina, and Kentucky have had the effect of a paralytic shock upon the entire brigade of deputies, clerks, and custom-house employees, and they frankly admit that their man is a dead cook in the pit.

The Democratic State Convention at Syracuse, on Wednesday next, will, as usual, be lightened up by a contest between the rival delegations from this city. On one side are the representatives of old Tammany, with its legendary authority and prestige of regularity. A glance at the names of the delegates reveals but two or three of any particular strength. Its leading spirit will be Mr. Olancy, formerly president of the Board of Aldermen, and now county clerk and editor of the *Leader*. The Mozart Hall delegates are of about the same calibre, and are under the leadership of Mr. Benjamin Wood. (a brother of the *mayor*,) a man of quick brain, great tact and dauntless pluck. The Mozarters are inflexibly resolved that their political power shall not be ignored by the State Convention. They claim that they represent a large majority of the voting Democracy of the city, and that without them the Democratic party may be considered as on its back, face upwards, and pennies on its eyes. They will be willing, I hear, to share the representation of the city equally with Tammany, but nothing less. If this be refused, they will come home and fight their own battle in their own way.

Although there is competition for the Gubernatorial nomination among several prominent members of the party, it is without asperity, and will be so adjusted as to leave no heart-burnings or animosities. A strong ticket will be made—a ticket to win. *This is the desire on all hands*, and the leading men will not permit anything else. Dean Richmond, Delos De Wolf, and other prominent gentlemen from the interior, are here, and are directing their efforts to the achievement of the best results.

You will have noticed a card in the *Herald* from Mr. Sickles, assenting to a suggestion of the *Herald*, that he and his contestant, Williamson, should fight their battle over again this fall, and the winner for the next Congress take the seat for the remainder of the present term. Mr. Sickles agrees to resign if Williamson beats him. There are, however, other aspirants in the Third district who do not regard it as property to be disposed of in that way, and will put in their own claims for nomination and election. Prominent among these is Mr. Benjamin Wood, who has authorised the announcement that he will be a candidate no matter whether there be one or fifty others. Gen. Walbridge has also a hankering after his old seat, and John C. Mather could be revished into an acceptance. So we shall have lively times for the nomination, and livelier at the polls.

The surgical and medical men of the country will hear with satisfaction that Professor Carnochan, who has been near losing his right hand, in consequence of a wound recently received while performing an operation, is convalescent, and will not be deprived of a member that has achieved so much fame for himself, and shed lustre upon the scientific renown of his country.

The longest session ever held by the Board of Brokers of this city, was that of Saturday last. It did not adjourn until half past one. The volume of transactions was unusually large, and the speculative mania unabated.

Page, the artist, and his wife, were among the passengers who arrived yesterday in the Adriatic from Liverpool.

Nothing has yet been heard from Mr. James T. Brady in reference to his acceptance or refusal of the Breckinridge nomination for Governor. It is believed by his personal friends, irrespective of party, that he will peremptorily decline.

Mrs Singer, it is said, will apply for a divorce from her husband on the ground of long-continued ill-treatment.

LIBERTY OF THE PRESS IN SAXONY.—The *Indexator*, of Dresden, some weeks ago, published an article against the capital punishment, on the conviction of an excitator. The publisher, editor, and the editor and the author of the article condemned to imprisonment. On appeal this sentence was confirmed.

IMPORTATIONS.

[Reported for The Press.]

PORT AU PRINCE—Bark Chas E Lee, Almeida—135 hhds coffee, 8 bales cotton 6 bbls ginger 538 700 lbs logwood T Wattson & Sons.

MOBILE—Brig John Welsh, Pinield—400 bales cotton E Peters jr & Co; 20 do D Sabonon & Co; 2 sons old iron W H Powers; 27 empty bbls Stacey, Collins & Co; 15 bales rizzing 17 bbls mise order.

SUMMER RESORTS.

EPHRATA MOUNTAIN SPRING.—This popular watering-place will be kept open during the season of warm weather, and with the frost sets in. Persons desirous of spending the remainder of the season where they have the advantage of pure Water, pure mountain air, (at an elevation of twelve hundred feet,) free from fogs, damp nights, and miasmas, usually rising from sluggish streams in gorges of mountains, and low localities, will here find a very comfort and amusement to be met with at the best-regulated watering-places. For further particulars and circulars, please call on or Jos. B. Myers, corner Third and Vine Streets, and James S. Earle & Co., No. 816 Chestnut Street, Philadelphia, or on JOSEPH KONIGMACHER Ephrata Post Office, Lancaster county, Pa. aug-1m

SUN HOTEL, BETHLEHEM, PA.—This fine old mansion founded before the Revolution, and intimately connected with some of the most interesting features of our national history, is now in operation for the accommodation of guests. The house is conducted on the best manner, and nothing is wanting to make it the pleasant and comfortable home of visitors during their colonade and delightful inland town. The air is salubrious, the mountain and river scenery beautiful, and to the seekers of either health or pleasure, Bethlehem is unexcelled by any other summer resort in the Union.

J. LIBBERT, Proprietor. aug-1m

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J. LIBBERT, Proprietor. aug-1m

CONGRESS HALL—ATLANTIC CITY, N. J.—This spacious House, situated at Atlantic City, will be reopened with every accommodation for visitors on the 1st of July next, for the season. The House fronts the beach 120 feet, giving a splendid view of the Ocean, and is near the Fishing and Sailing point. No pains will be spared to secure the comfort and convenience of guests.

THOMAS C. GARRETT. jy30-2m

NEPTUNE HOUSE—ATLANTIC CITY.—This popular and eminently favorite House at Atlantic City, will be opened for the season of 1860, thoroughly refitted, refurnished, and completely renovated in every particular, and is now open for the season. From long experience in catering to the comfort and pleasure of persons wishing the safest and best part of the beach, it is rendered one of the most convenient and decidedly the pleasantest house on the island.

Terms—$10 per week; $1.50 per day. Children and servants half price.

JOHN SMICK, Proprietor.
R. L. FURRY, Superintendent. jel31-3m

COTTAGE RETREAT.

Beautifully and conveniently located at

ATLANTIC CITY, N. J.

Boarders accommodated on reasonable terms.

jel30-3m M. McGLEES, Proprietor.

STAR HOTEL,

NEARLY OPPOSITE THE U. S. HOTEL,

ATLANTIC CITY, N. J.

SAMUEL ADAMS, PROPRIETOR.

DINNER, ALSO, CARRIAGES TO HIRE. FIFTY CENTS.

Boarders accommodated on the most reasonable terms. jel30 3m

MANSION HOUSE, MAUCH CHUNK, CARBON CO., PA.—This is the most comfortable and extensive hotel in Northern Pennsylvania, and superior accommodations for Coal Dealers, Tourists, and Invalids, will be found in the Proprietor's new and elegantly furnished, and the Table always contains the very best the Markets afford.

The hotel is located on the banks of the Lehigh, directly opposite the railroad depot, and at the base of Mauch Chunk Mountain. A path leads from the rear of the house to the top of this mountain, from which point, some one hundred feet above the Lehigh, the most sublime scenery in Pennsylvania is presented.

The house is abundantly supplied with the best and purest Mountain Spring Water.

Hot and Cold Baths can be taken at all times.

jel4-2m GEORGE HOFFE'S, Proprietor.

AMERICAN HOTEL, MAUCH CHUNK, PA.—This HOTEL is now kept in a manner altogether satisfactory to travelers. Arrangements have been made this season to accommodate SUMMER BOARDERS. The most sublime mountain scenery and rural walks have been selected and forded.

MICHAEL WILHELM,
GEO. W. WILHELM, Proprietors.

jel25-1m

THE SEA-SHORE—ATLANTIC CITY.

McKIBBIN'S U. S. HOTEL.

The undersigned, lessee of the above-named house, being now prepared to receive guests, respectfully solicits a share of the public patronage. The house has undergone a thorough refitting, this hotel a four storied wing, 140 feet in length, containing (beside the bed-rooms,) a suite of three Parlors, for ladies, and two for gentlemen; also, a reception room, wash-room, and spacious bar-room. Bowling Saloons, Billiard Rooms, and hot and cold Salt-water Bath rooms have been added for the accommodation of visitors, and the whole house will be lighted with gas. The house has been newly painted and furnished throughout, and everything possible done to merit a share of the patronage of the public.

A well manned pleasure Yacht, and an excellent Band of Music, have been engaged for the season.

J. McKIBBIN.

jel4-tf

CARLISLE WHITE SULPHUR SPRINGS, Cumberland co., Pa. *Accommodations for 300 guests.*

TERMS LOW.

OWEN, CLENDENIN, & VISSCHER, Carlisle Spring, Pa.

The favorite resort for those who appreciate Grand Scenery, Refined Society, Medicinal Baths. Large and Well-ventilated Rooms, Good Society, and a Good Table.

For particulars send for Circular.

jel7-3m

COLUMBIA HOUSE, CAPE ISLAND—CAPE MAY, New Jersey.—This large, first-class HOTEL will be open for the reception of guests on the 25th June, 1860. The House has been completely repaired and refurnished. A new cooking range, oven, steam boiler, and other improvements have been added. Extensive stabling attached to the premises.

All letters addressed to the subscribers, Cape Island, New Jersey, will be promptly attended to.

LAIRD & WOOLMAN.

James H. Laird, late proprietor Franklin House, Philadelphia; S. B. Woolman, formerly proprietor Mount Vernon Hotel, Cape Island. 6m

EAGLE HOTEL, BETHLEHEM, PA.—This large and old-established House, known as the EAGLE HOTEL, and formerly the WALPACK HOUSE, is now open for the season. The accommodations of this House will be found unsurpassed. The ride here, by the Northern Pennsylvania Railroad, is one of the pleasantest in our State.

CALEB YOHE, Proprietor. jel4-2m

AMERICAN HOUSE, CAPE ISLAND—Mrs. M. REYNOLDS, Proprietor.—This favorite hotel will open for the reception of visitors on MONDAY, June 18, and will be found in all its appointments comfortable, and every attention will be paid to the comfort of its guests. jel6-dtsep1

SEA BATHING.

NATIONAL HALL,

CAPE ISLAND, CAPE MAY, N. J.

This fine, large, and airy house is NOW OPEN for visitors. It is distinguished for comfort, locality, and superior accommodations. Bath room for 200 persons. Terms moderate.

jel25 3m AARON GARRETSON, Proprietor.

SEA BATHING, CAPE ISLAND, N. J.—DELAWARE HOUSE is now open for the season

jel9-3m JAMES WEGRAY, Proprietor.

MEDICINAL.

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 Protoxide of Iron.* The great medicinal virtues possessed by these waters depend very largely upon the presence, in such no unusual quantities, of these curative substances!

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

Such 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. Macnaughton, M. D., of Albany; Edward Spring, M. D., of New York; Dr. R. Campbell, of Pittsfield, Mass.; Dr. J. S. Shuler, of Lockport, N. Y. They recommend the waters most confidently. *Dr Spring states 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 says: "The Waters possess decidedly tonic, refrigerant, and astringent properties; and thus the class of diseases to which they are more particularly adapted, are those of debilitated digestive and *urinary organs*, and some of the *cutaneous diseases; chronic dyspepsia; chronic diarrhœa; chronic dysentery; chronic diseases of the urinary organs; diabetes*; cases of passive hemorrhage, such as *Purpura hemorrhagica*, and in colliquative sweats of Hectic Fever. The Water may also be used with advantage, he says, in cases of *low typhoid fevers*; in *chronic diseases from mercurial poisoning*; to excite an appetite and promote digestion; in diarrhœa, particularly such as are dependent on a relaxed or ulcerated state of the intestinal mucous membrane; in obstinate, malignant ulcerations, or *lithiasis*, attended with phosphatic sediments, it is the suitable remedy, being preferable to mineral acids as being more bland and less apt to continued use to disorder the stomach. In febrile diseases, it can be used properly diluted, as a refrigerant to diminish the inflammatory action. In *nervous diseases*—in those forms of dyspepsia connected with an alkaline condition of the stomach, as in *Pyrosis*, or water-brash, it will prove a valuable hydrochloric 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 *humoral asthma, chronic ophthalmia* (externally) as a single *in wheezing and severe coughs*, cases of salivation, and in *leucorrhœa and gleet*; and also *in piles*.

The Water, when taken internally, as a tonic, 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.

Terms supplied on liberal terms.

No Water genuine unless procured from

H. W. BOSTWICK,
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.

Jos. Jenkins, 1141 MARKET Street, Louis Bonfigli, and sold by all good *Druggists and Fancy Goods Dealers*.

Sold here by DYOTT & CO., 232 North SECOND Street. jel13-mwf-6mwW

MOTHERS.

MOTHERS, MOTHERS, MOTHERS,
WHO SUFFER OR WITNESS

It must be obvious to all, on trying to you, but to every attentive and thoughtful person, that the first diseases of infancy and childhood, from a derangement of the stomach and bowels, so fatal in this connection we present to your notice for the alleviation and cure of these diseases, a remedy known as

DR. EATON'S

INFANTILE CORDIAL.

Prepared from a formula used by Dr. Eaton with remarkable success during several years' practice, we know it to be a most reliable and efficacious remedy for DIARRHŒA and DYSENTERY, and we recommend it as the *best* of its *sort* over every other preparation of the kind. It is particularly recommended

FOR CHILDREN TEETHING,

and at this period of infantile life, when your anxious heart are pained by witnessing the sufferings of your little one, it will be found invaluable in *Softening the Gums, Reducing