THE CROPS.

THE indications of harvest are thus alluded to by the Elwood (Ill.) *Press*: "Corn is doing very well, having received a few days' start from the recent showers. There is still much need of rain, however. The crop is hardly injured in the bottom lands, but on the prairie a two-thirds crop will be more than we have expected. Some farmers have yet enough wheat for their own use, but none have done more. Potatoes are suffering very much, and it is hardly possible to get half a crop. Early potatoes are good, but they will soon be gone. Grass has never failed as before; instead of being eight feet high, as it was last year, it is hardly eight inches high. A hard time is before us."

THE Somerset (Pa.) *Herald* thus speaks of the prospects in that county: "Mr. Daniel Millet, of Somerset township, lately gathered fifty-six dozen of sheaves from an acre of spring wheat, which, when threshed and cleansed, produced thirty-four bushels of grain. Tobias Glessner, of Stonycreek township, sowed three and a quarter bushels of wheat on three acres, and reaped 250 dozens of wheat. Mr. G. thinks fourteen sheaves will make a bushel. Messrs. Tredwell & Schell, of this borough, threshed from the product of a little over three acres of ground eighty-four bushels and a half of fine rye."

The yield of wheat is so large in some localities of Minnesota, that owners of threshing machines are offering to thresh out the product of some fields for the excess over thirty bushels per acre. The usual rate is one-tenth. They are calculating on a yield of over thirty-three bushels per acre.

The editor of the *Western Farmer* says:

During the last ten days I have been through a large part of Noble, Morgan, Guernsey, Muskingum, Licking, and Coshocton counties, and everywhere the farmers were rejoicing at the prospect of their good crops. Wheat was all cut and in stacks or in barns, while most all were yet busy gathering the oats and hay harvest. Wheat, better than for the last five years, though there was not the same amount of ground sown last fall that there generally is, on account of former failures of the crop, which had discouraged the farmers so much, and some sowed too late. Oats were never better, both in grain, weight and yield, and bid fair to reach the old price of 75 cents per bushel, at which price they are an unprofitable crop, or, at least, I should prefer the land in pasture. The crop of corn bids fair to eclipse anything of the kind we ever had, both on the hills and in the valleys. That on the limestone hills and bottoms rather surpasses that on the Muskingum and Licking bottoms; the stalk being larger, and capable of holding the immense ears of corn projecting from them on every side. The finest I have seen was on the limestone bottom about Cumberland, Guernsey county.

The hay crop is truly immense, well gathered in, and it will certainly be the fault of their owners if hay stock suffer for food this winter.

What will become of the Great Eastern?

The New York *Herald*, thus answers this question:

The Great Eastern left the Chesapeake on Saturday morning, after her Southern trip, and arrived here at six o'clock yesterday afternoon. She passed Long Branch at eleven o'clock in the morning. The monster ship, although she has been doing a handsome business here in the spectacular line, will hardly pay interest on her capital stock as an object of exhibition; and how she is to be disposed of to pay her dividends is a problem. She comes and goes now on her pleasure cruising service without exciting any extraordinary interest. People gaze at her vast proportions as she steams up and down the bay, just as boys down the great elephant in some menagerie procession, and, after satisfying their curiosity, feel deeper interest felt as to her future by the thinking portion of the community, and especially by shipowners and merchants. What is to become of her when her exhibition season is over, and she returns to England? That is the question.

Her capacity for carrying freight ships to this country, just now, owing to the abundant harvest which has blessed the land. Suppose that the Great Eastern were to take home a full cargo of breadstuffs to Liverpool, or of cotton, the influx of such an immense supply of either, all at once, would depress the market considerably. Or, suppose she was to come out to this port laden with dry goods, and flood our market with some nineteen thousand tons thereof, what a tumble down there would be in every article in the trade? Or, should she land an army of ten thousand emigrants at Castle Garden, all in a heap, what would we do with them? They would have to camp out in the streets, or on the Battery, for the emigrant depot would not hold a quarter of them.

Should she continue to trade between this country and England in any line, it would work a material change in our shipping trade and in every branch of commerce connected therewith. We do not pay expenses in this service, we hardly think that she will try it. There was some talk of running her to Portland, Me., and the Portlanders were sadly vexed because she did not make her first voyage to that port. But what is the name of Maine ship and Cotton Mather when she goes there only, in two trips to Europe, if her passengers lists were full, she would take away the whole population of that enterprising city, leaving its streets as deserted as Pompeii, and in six months should denude the entire State of Maine of all its productive manufactories.

We are very much afraid that the Great Eastern, like the Erie Railroad, will have to go into bankruptcy. She cost originally four millions and a half of dollars, and she stands the present owners some odd six or seven hundred thousand dollars, or about two millions and a half; but it is very likely, after all that she will go into the hands of the holders of preferred stock, which amounts to half a million; and then to each of the owners she will be like an elephant in a gentleman's country garden. They have bought an elephant apiece, but they don't know what to do with it, or where to put it. If any one short of an Astor or a Vanderbilt were to be made a present of her to-morrow he would be flat broke in a twelvemonth. It is a pity, but it is so.

The Religion of the Druses.

The towers or temples of the Druses are open for their religious meetings every Thursday evening, about an hour after sunset. At the commencement of the Moslem month, Akkals and Djahils both assemble together, when the news of the day and the prices of crops are discussed. At this period a chapter or two of the Moslem Koran is read, and no objection is made even to strangers being present. This, however, is not a general rule. Any one who is not a good Europeanized Druse, particularly wish to honor that they would not even thus far to the outside, as it were, of their worship. When the evening is a little further advanced, all Djahils are obliged to withdraw, and the howls, becomes like a Freemason's lodge, closely tiled, or shut, with an armed guard near the door to prevent all intrusion. At these meetings no one save the initiated are ever present, and they often stretch far into the night, so much so that I have sometimes seen the Akkals going home from their howls long after midnight. Sometimes, when very important matters have to be discussed, a second selection takes place in the howlers, and the younger Akkals being obliged to withdraw, the elders—the *crème de la crème*, or those initiated into the highest mysteries of the sect—remain in close to deliberate and determine upon the matters proposed by their fellow-religionists, or to discuss such more advanced doctrines as their creed is, are only known to the select few. Singular to say, no form of worship, nothing which at all comes near our ideas of prayer, is known to be practised by the Druses. In the larger towns of Syria they will often go to the Moslem mosques, and profess to call themselves followers of the prophet, but they hardly impose—they do not seem to wish to impose—on any one by this temporary adherence to the dominant religion; for, in order to avoid the Sultan's conscription, they have been known to make the sign of the cross, profess themselves Christians, and even ask for—nay, sometimes receive—the rite of baptism; and they acknowledge that, according to their creed, it is lawful to profess for a time whatever may be the creed of the most powerful body among whom they live. Moreover, they hold concealment and secrecy the highest virtues which a man can practise, and scruple not to assert that a crime only becomes such on being found out.—*Once a Week.*

THE NORTHWEST AND THE UNION.—In his speech at Concord the other day, Mr. Douglas stated the attachment of the States on the Upper Mississippi to the Union in this forcible manner:

"Why are we not live together now as we did then, in the bonds of peace and fraternity? These questions come home to us in the Northwest with more force than they do to you even. Go into the plains of Illinois and there you will find the Yankee boy with a Southern wife, the Yankee girl with a Southern husband. When their children have grown up, and have gone to visit the graves of their fathers or their mothers, or the graves of their ancestors, they have had to go to Virginia as well as to New Hampshire to see them both. Each child has Southern ancestors as well as a Northern one, and he don't like to have cursed heaped on the head of the parent or the grand-parent. Then, again, when you come to talk to us about a dissolution of the Union, we tell you 'No! never.' We trade southward as well as northward. We furnish the water that flows down the Mississippi as well as the water that flows through the lakes of the St. Lawrence. We intend to follow that water wherever it flows until it mingles into the broad ocean. (Applause.) We have social and commercial relations with the South and East alike. We have the tie of country and of blood that binds them together. When you tell us that this Union is to be dissolved, we say, 'Never!' for the reason that we never intend to travel into a foreign country. We obtain a passport and have it *viséd* by a consul, in order to visit the tombs of our fathers or the scenes of our childhood. Hence there is not a man on the frontier that don't love this glorious Union, and because we do love the Union our motto is never to alienate one portion of the people from another."

These striking remarks, which we will not weaken by dilution, deserve to be considered in connection with the fact that the centre of population in this country is rapidly moving in a northwesterly direction. The controlling influence in our politics will soon be the upper portion of the Mississippi Valley. That section of the country will be able to impress its views on the Government, and to secure the adoption of any measures which the public sentiment of its citizens shall demand. The old rivalry between New England and Virginia, the antibellum feeling between Massachusetts and South Carolina, will dwindle into pigmy proportions beside the great industrial and commercial interests of the region between the Rocky Mountains and the great lakes, when that region, so rich in resources and capable of supporting such swarms of inhabitants, shall be fully peopled.

Whether our population lay chiefly along the Atlantic coast, the Union might have been broken without the universal chaos in the business relations of the country that would attend such a catastrophe now. The Louisiana purchase, which gave us the mouth of the Mississippi, and the fertile region watered by its western tributaries, and the completion of the Erie canal, which, by opening a market to the northwestern crops, secured the rapid settlement of the country, were events whose far-reaching political results will never cease to be felt. The mighty heart of the continent will be the chief seat of political influence; public questions will be decided with reference to the interest of what we now call the West; and, from its local position and business relations, we know that the great section cannot fail to cherish the Union.—*New York World.*

THE Porto Rico correspondent of the *Diario de la Marina*, writing on the 24 instant, says the yellow fever was raging there with great fierceness, attacking not only foreigners but natives. The new Governor, Senor Echagaray, was expected every day. He had arrived at St. Thomas, and a steamer had been dispatched there to take him to Porto Rico.

A Convention between Spain and Portugal has been recently signed for the protection of literary property. It is pleasant, says a correspondent, to find any necessity for such legislation, as something clearly must be published at Lisbon worth printing at Madrid, and *vice versa*.

GENERAL NEWS.

A GENTLEMAN long resident in South America states that there is some danger that the supplies of that very useful drug, Peruvian bark, and the still more useful sulphate of quinine obtained from it, may soon be exhausted. The cinchona, the tree which yields the bark, grows at a great height on the slopes of the Andes in various localities from Bolivia to New Granada. In the latter country it is found on the central branch of the Cordillera, and the two best varieties have hitherto been those of Pitayo and Panaguaga, two New Granadian alpine districts. But these are already exhausted, and both in this country and England another and poorer kind, known as Almaguer bark, which was at first totally unsalable, is now used to a very great extent. The price of the best importations in the London market has gone up, within a very few years, from 1s 8d per pound to 2s 6d and 3s, while the Almaguer, for a long time refused by the dealers, is now readily purchased at 1s 4d. A single tree yields from ten to forty arrobas, and it is calculated that it will take at least fifty years for the shoots of the old, destroyed trees to attain a middling size. The supplies from Bolivia, however, continue to maintain the highest rank, both in regard to quantity and quality.

JOHN MITCHEL.—The Washington *States and Union* says: "In reply to some inquiries touching a paragraph in the Richmond *Examiner*, stating that Mr. John Mitchel was going to France, having received an office from the Emperor Napoleon, &c., we stated some days ago, on recent information received from a mutual friend, that Mr. Mitchel was seeking repose and retirement on the coast of Long Island. Since then, we have received a letter from John Mitchel himself, written on board the good ship Mercury, while nearing Sandy Hook. He was on his way to France accompanied by Mrs. Mitchel and four of their children. He has not received any appointment from Napoleon. He goes abroad simply as an American citizen on his own personal and private affairs, and will be absent some months, probably a year. As was the case last year, some of the journals in Ireland will have the benefit of his observations. As a writer on Irish affairs and European movements as affecting Ireland, and the cause to which he has devoted his life, Mr. Mitchel has no equal; and it must be a source of great satisfaction to the more intelligent of his countrymen in the United States, that he has made arrangements to let them hear from him."

NAVAL INTELLIGENCE.—The steam frigate Susquehanna, the new flag-ship of the Mediterranean squadron, was put formally in commission on Friday afternoon at the Brooklyn navy yard. A crew of over three hundred sailors and a frigate's guard of marines went on board from the North Carolina at one o'clock, and, all the officers having appeared in uniform, the flag was hoisted shortly after. The Susquehanna has been thoroughly overhauled and repaired since her last service. Her rate is that of a first-class steamer, the same as the Mississippi, Powhatan, and Saranac; her tonnage is 2,450, and her battery consists of sixteen guns. She will bear the broad flag of Commodore Bell, the commander-in-chief of the fleet, and will sail in a week or two.

The Navy Department has ordered the immediate outfit of the sailing corvette Saratoga, now at Philadelphia; she will be ready for active service in a few weeks.

Previously to the departure, from Norfolk, of the steam corvette Brooklyn, the master's mates of that vessel were discharged and replaced by mid-shipmen. Similar changes will take place in all naval vessels having master's mates on board.

STORM IN LOUISIANA AND ALABAMA.—The New Orleans and Mobile papers continue to give accounts of the recent hurricane in that section of the country. At the Southwest Pass sixteen lives were lost in an attempt to cross the river. On Monday night, about twenty-one o'clock, says the Mobile *Tribune*, one half of the male population of the city were seen all along the streets where their services were wanted in saving the property of the merchants whose stores were situated along the river, though much damage was done to the goods in handling them. The water continued to rise until it flooded all of the streets east of Water street. It was a frightful night to those who reside in the middle part and outskirts of the city, particularly those who were living in old and rickety tenements. In many places the wind fairly howled through the cracks and crevices, and the rain entered in places that were never thought of before. In many places chimneys were blown down, roofs were torn off, and hundreds of trees were uprooted in various parts of the city. The losses of many citizens were very great, probably involving not less than $100,000.

LYNCHING IN SHELBYVILLE, ILLINOIS.—A man named Columbus Nutterfield, confined in the jail of Shelbyville, Illinois, was taken from there on the 14th inst and hung. Nutterfield was under arrest for stealing horses from Wm. Middlesworth, of Shelby county, and by his confession some time previous to his confinement in the jail, he implicated E. W. Bason, of Princetown, but Bason went down to Shelbyville, and swore him clear. The deceased belonged to Bureau county. It is not known who hung him. The following paper was found upon the body, placed inside the waistband, and evidently written in a disguised hand: "A Word to the Wise and especially to the Horse thieves. We the Vigilance Committee of Shelby Co. Ills. do here by declare to avoid trobln our Courts with any more horse thieves. Many Citizens."

NEW WAY TO PRESERVE FISH.—A genius in Rochester has taken out a patent for preserving fish in ice. He exhibited at a public house there, on Saturday, a cake of solid, transparent ice, containing three cubic feet, in the centre of which were twenty or more fine speckled trout. The fish could be distinctly seen, and attracted the attention of all who passed by. The chamber to receive the fish is made in the block of ice by a chemical process, and the orifice is sealed in a like manner. Fish thus put up can be kept for weeks in summer, and sent to the tropics, if required. After the fish are enclosed the ice is laid into a box and packed in saw-dust, and can then be carried by any conveyance.

FOUR MEN SHOT.—A tragical affair happened in the village of Freetown, between Algiers and Gretna, on the right bank of the river, last Sunday week, it appears that a young girl having married an elderly man, certain parties resolved to give them a *charivari*, and, armed with tin pans, bells, and all sorts of noisy instruments, proceeded to the house of Joseph Hesch, where the wedding party was assembled. Hesch became incensed at what he considered an insult to his house, and, armed with a double-barreled shot-gun, he came to his gate, and fired into the crowd, wounding four persons.—*N. O. Courier, 8th.*

AN INTERESTING RELIC OF THE HERO OF THE HERMITAGE.—We were shown yesterday the hat worn by General Jackson on the occasion of his inauguration as President of the United States for a second term. The hat is in an excellent state of preservation, and though its age is forcibly reminding us of its distinguished wearer, it would hardly pass for fashionable. It is white, very broad-brimmed, and has a wide crape on it. The tip bears the imprint of the maker, "Orlando Fike, 137 Broadway, New York; manufactured especially for his Excellency Gen. Andrew Jackson."—*Nashville Banner, Aug. 10.*

A LETTER from Cienfuegos, dated August 1, says: "Accounts from the interior are very satisfactory, and kind nature is supplying us with plenty. The shipment of sugar and molasses continues active to the States and to Europe, but in two weeks a cessation will take place until the new crop gets in, which at present is very promising. Political affairs are quiet, and with the Cubans much indifference pervades the town, and bearing particularly towards all nations except France, with whose representatives the dignitaries of this island are in inseparable friendship."

SEA ISLAND COTTON CROPS.—The Charleston *Mercury* has received the following note: "It is truly distressing to see the condition of our long cotton crops. Most of our Sea Island planters planted very fine cotton this year, induced to do so from the high prices obtained last year for that description of cotton, and I think there is nothing to save them from a very short yield. The fact is, the cotton worm, is diseased from bottom to top: I have not seen the island crop, but I am informed that on all the islands (where the planters plant mostly fine) it is much worse than it is on the main bordering those islands."

DRINKING AND SMOKING STUDENTS.—A census of the graduating class of Harvard College has been made, with the following results: Whole number, 105; smoke, 50; do not, 45; drink, 78; do not, 26; drink and do not smoke, 21; smoke and do not drink, 2; both drink and smoke, 58; neither drink nor smoke, 27. Those men are reckoned among smokers who have made it a habit during the whole or a part of their college course, and no allowance has been made in favor of those who are at present laboring under a temporary fit of abstinence.

GOLD.—At the late Statistical Congress, held in England, the delegates from Australia submitted a detailed account of the yield of gold in that province from 1851 to 1859. The sum is put down at £101,378,528, or over five hundred millions of dollars. The American gold regions have yielded since 1848 as much as, if not more than that sum, so that in round numbers it may be stated that in twelve years the addition to the world's stock of gold exceeds *one thousand millions of dollars.*

PAID FIRE DEPARTMENT OF NASHVILLE.—Henceforth the city of Nashville, Tenn., like all the enterprising cities of the Union, is to have her fires extinguished by the power of steam, under the management of a paid fire department. The department is to consist of five engines, two of which are now in service. The chief engineer is to receive $1,000 per annum, and company engineers $700 each, the pipemen $600, and all other members $400 a year.

THE streets of Paris will soon be lighted in a manner that must make the night appear even brighter than the day. The numbers of each house and the plates indicating the several streets are to be illuminated by as many gas-burners, the glimmer of which, by means of reflective mirrors, will be tripled. The expenses of this dazzling light, paid by the proprietors, will amount annually to one dollar and a half a house.

It will be remembered that, some months ago, much excitement arose in Cincinnati on account of the kidnapping of a free black man, Waggener. He was about to be sold because he could not prove that he had not at some time been a slave; a process of law stayed the sale, and now, after much delay, the court has returned him to freedom.

THE latest invention is a cigar-making machine, which can be regulated to make any size or shape of cigars, at the rate of fifteen per minute, making them all so as to draw freely, and using no binding in wrapping. Cigars made by the machine cost, for manufacturing, $1.62 per thousand, while those of the same quality, made by hand, cost from $7 to $8 per thousand for making.

THE *Moniteur*, from 1789 to 1799, containing invaluable materials for the history of the French Revolution, is being republished in Paris "There are not two hundred persons in France," says the publisher, "who possess a set of the original *Moniteur*, while there are more than 20,000 who have ardently, but vainly, desired to possess one."

A MRS. John Brown, says the Portsmouth (N. H.) *Chronicle*, during a thunder storm was killed by lightning, while on her knees at prayer. She had just made the remark that if the Lord wished to take them she knew of nothing better to be doing than to be at prayer.

THE CENSUS.—Ohio has not made the increase that was expected of her, adding only 300,000 to her population, or not two-fifths as much as Pennsylvania has done. Fewer people now go there than formerly, and not a few leave her for the far away West.

AN organ has been constructed at Vienna for the Sultan, which is the great wonder of the day. It cost 14,000f., and is a complete orchestra of fifty musicians, equal to the same in power and expression. There is a great rush to see it.

THE Great Eastern, when she arrives at Milford Haven, will be drawn upon a "gridiron," which is now being prepared for her, and her bottom cleaned.

CLEARED.

Steamship State of Georgia, Garvins, Savannah, Alex Heron, Jr.

Steamship Kennebec, Johnson, New York, James Allderdice.

Steamship Princess Sprague, Matthews, Boston, H Winsor.

Brig Silas Scull, Davis, Cardenas, Geo W Bernadou & Bro.

Schr J Thomas, Graveson, Georgetown, Street & Co.

Brig Orinoco Adams, York, Portland, N Sturtevant & Co.

Schr Austin, Parsons, Plymouth, do

Schr G L Green, Weaver, Boston, do

Schr C A Heitzscher, Stubbs, Boston, do

Schr Wave, Merritt, Boston, Van Dusen, Norton & Co

Schr H W Godfrey, Weeks, Boston, Noble, Hammett & Caldwell.

Schr Sarah, Coffell, Charlestown, do

Schr Wm G Audenried, Hewett, Boston, do

Schr Indo, Emmerson, Providence, do

Schr Mahlon Betts, Endicott, Providence, B Milnes & Co.

Schr Lady Ellen, Corson, Boston, C A Heckscher & Co

Schr R Griffiin, Smith, Boston, Baum, Ogle & Co.

Schr Deborah Jones, Tatem, Roxbury, L Audenried & Co.

Schr A M Edwards, Somers, Hingham, Tyler, Stone & Co.

Schr Theresa C, Smith, Gloucester, do

Schr A Colby, Harriman, Bangor, E A Souder & Co.

Schr Acorn, Wallace, Salem, capital.

Schr E Chester, Smith, Providence, L Rothermel & Co

Schr L Audenried, Bartlett, Boston, do

Schr Ell Townsend, Williams, E Cambridge, do

Schr Alert, Champion, Boston, do

Schr Gov Johnson, Murray, Brooklyn, do

Schr R L Kistler, Dunning, New York, do

Sl'r J S Shriver, Dennis, Baltimore, A Groves, Jr.

(Correspondence of The Press.)

HAVRE DE GRACE, Aug 18, 1860.

The Wyoming left yesterday (Sunday) with 3 boats, and again this morning left with 12 boats, laden and consigned as follows:

Capt J S Carlin, bar iron and lumber to Norcross & Sheets; Francis, J W Young, P G Fesler, Daniel Cloyd, True American, and Yankee Traveller, do to do; Melodeon and Victor, do to Jno Mc Cullough; John A Harper, do to R Wolverton; A S Valentine, do to Trenton; Chenango, do to Gaskill & Galvin; Susan H Trump, do to Jno Mc Cullough; Jas Cooper, do to Hollingshead & Jones & Taylor; C R Buckalew, Susquehanna, No Plus Ultra, F Wenrick, Dauphin, Francis E, and Eureka, do to Hollingshead & Jones.

Monday morning's tow of 12 arks as follows: J Q A McConkey, coals, hay, lumber, bark, &c. to order; E W Carter, lumber to Norcross & Sheets; Mary Ann, do to Jno Mc Cullough; Rob't N Trump & Sons, Mary Elizabeth, do to M Dalby; Rising Sun, do to Mahon & Taylor; C L Coder, do to Mahon & Taylor; Mary Ann McConkey, coal to Edward Reeves & Son; Mary Bowman, G M Seltzer, coal to Delaware City; Jas Cook, lime to Bohemia.

(Correspondence of The Press.)

READING, Aug. 20.

The following boats from the Union Canal passed into the Schuylkill Canal to day, bound to Philadelphia, laden and consigned as follows:

Ark Shark, pig iron to Cabeen & Co; Mary, do to A Jenks & Son; I A Lemon, bituminous coal to order; Henry, do to Bevier, Mahlenzus & Co; Miss Reber, lime to Canale, Maj J Landis, grain and flour to W H Potts & Co; Congress, bark to Downing & Price; F Swank, pumpkin seed to Brooklyn; Wm Williams, do; Perot & Bro; two rafts timber to Sch Nat Co.

MEMORANDA.

Steamship Delaware, Cannon, hence, arrived at New York 10th inst.

Ship Ann Lott, Lott, from New York for Liverpool, was passed 17th inst. by the Etna, at New York.

Ship Orpheus, Howes, from New York for San Francisco, was spoken 11th inst. lat 29 18 lon 72 40.

Ship Wizard Racer, Trundy, from N York, at Hong Kong 6th May, for Shanghae.

Ship, Judge Shaw, Parker, at Hong Kong 5th June, for New York.

Brig Reliance, Bangs, at Manila 1st June from Hong Kong, *arr* May 15; *sold* 2500 bales of hemp at $10 per 40 feet.

Bark Ann Elizabeth, Norgrave, cleared at Havana 14th inst. for Philadelphia.

Bark Caroline Ellems, Ellems, sailed from Havana 14th inst. for Philadelphia.

Bark Caroline Ellems, Ellems, sailed from Havana 14th inst. for Philadelphia.

Brig H McGilvery, Clifford, hence, arrived at Falmouth, Jan. about 30th ult.

Brig W J Trant, Park, hence, arrived at Kingston, Ja, 25th ult.

Brig Alvarado, Shute, hence, arrived at Belfast 9th inst.

Brig Matthews, Robinson, hence for Scarsport, s'd from Belfast 15th inst.

Brig Mary E Hilton, Norden, at Havana 13th inst. from Cardenas.

Brig R W Mansfield, Park, cleared at Havana 13th inst. for Boston

Schr Evelyn, York, hence, arrived at Havana 11th inst.

Schr Belvidere, Babcock, for Philadelphia, sailed from Alexandria 18th inst.

Schr G D & R P Shannon, Bowen, for Boston, sailed from Alexandria 18th inst.

Schr Caroline Frances, Sprat, hence, arrived at Alexandria 18th inst.

Schr Halo, Newman, hence, arrived at Newburyport 17th inst.

Schr W C Marshon, Cole, sailed from Havana 9th inst for Cardenas and New York.

Schrs Dorcas Ireland, Baker, and Transit, Davis, hence, arrived at Charleston 16th inst.

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HOPE FIRE INSURANCE CO., OF NEW YORK.
Cash Capital and Surplus $[illegible]

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Jacob Esher, Joseph Maxfield,
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L. Audenried, John R. Blakiston,
Davis Pearson, Wm. F. Dean,
Peter Sieger, J. Lewis Crew.

JACOB ESHER, President.
WM. F. DEAN, Vice President.
W. M. SMITH, Secretary. 1m

QUAKER CITY INSURANCE COMPANY—FRANKLIN BUILDINGS, 408 WALNUT STREET, PHILADELPHIA. CAPITAL AND SURPLUS $150,746.70.—Insures against Loss or Damage by Fire, and Use and Occupancy of the Sea, Inland Navigation and Transportation.

GEORGE H. HART, President.
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H. H. Cogdshall, Samuel Jones, M. D.
Hon. H. Fuller. mh8-1f

LIFE INSURANCE AND TRUST COMPANY.—THE PENN MUTUAL LIFE INSURANCE COMPANY, Northeast corner of THIRD and DOCK Streets. Assets, $687,691 62.

INSURES DURING LIFE the long term of life-grants annuities and endowments—purchases life interests in Real Estate, and makes all contracts depending on the contingencies of life.

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

TRUSTEES.

Daniel L. Miller, Samuel S. Stokes,
Benjamin Tucker, William Harper,
Richard S. Newbold, James B. McFarland,
William F. Hacker, Joseph H. Trotter,
William H. Kern, James Dickey,
Samuel C. Huey, Theophilus Paulding,
Charles Hallowell, Edmund A. Souder,
Henry C. Townsend, Daniel L. Miller, Jr.
Rodolphus Kent, John W. Hornor,
William H. Hart, Ellis S. Archer,
J. Vaughan Merrick, Samuel J. Christiana,
William Robertson, Joseph M. Thomas,
Warner M. Reath, John C. Brenner,
Jos. B. Michler, Easton.

DANIEL L. MILLER, President.
THOS. S. STORES, Vice President.
JOHN W. HORNOR, Secretary. au18

DELAWARE MUTUAL SAFETY INSURANCE COMPANY.

INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1836.

OFFICE S. E. CORNER THIRD AND WALNUT Streets, Philadelphia.

MARINE INSURANCE

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

INLAND INSURANCES

On Goods, by River, Canals, Lakes, and Land Carriage

FIRE INSURANCES

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

ASSETS OF THE COMPANY,
November 1, 1859.

Par.		Market Value.
$125,000.	Philadelphia City 6 per cent. Loan	$123,250 00
100,000.	Pennsylvania State 5 per ct. Loan	93,550 00
21,000.	Pennsylvania State 6 per ct. Loan	21,000 00
38,000.	U. S. Sterling 6 per ct. Notes and interest due	38,368 54
30,000.	U. S. Treasury 6 per ct. Notes and interest	30,618 00
29,000	Temporary Loan to the City of Philadelphia	29,000 00
30,000.	Pennsylvania Railroad 2d Mortgage 6 per cent. Bonds	28,800 00
20,000.	North Pennsylvania Railroad Mortgage 6 per cent. Bonds	18,800 00
14,000	West Philadelphia Passenger Railway Company 6 per ct. Mortgage bonds	12,600 00
18,000.	800 shares Germantown Gas Company, interest and principal guaranteed by the city of Philadelphia	18,000 00
15,000.	300 shares Pennsylvania Railroad Company	15,000 00
6,000.	120 shares North Pennsylvania Railroad Company	5,775 00
2,200.	shares Philadelphia Gas 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	200 00
		3,310 00
$448,200		$406,712 54
3,000	Bonds and Mortgages, and Real Estate, Office Building	3,000 00
	Bills receivable for Insurances made	161,898 00
	Scrip and stock of sundry Insurance Companies	6,300 00
	Cash on Deposit in Bank	67,080 32
		$601,000 87

DIRECTORS.

William Martin, Samuel E. Stokes,
Edmund A. Souder, J. Francis Fisher,
Theophilus Paulding, Henry Sloan,
John R. Penrose, Edward Darlington,
John C. Davis, M. Jones Brooke,
James Traquair, Spencer McIlvaine,
William Eyre, Jr., Thomas C. Hand,
James C. Hand, Robert Burton,
William C. Ludwig, Joshua P. Eyre,
Joseph H. Seal, John B. Semple, Pittsb'g,
Dr. A. M. Huston, D. S. Morgan, "
George G. Leiper, Henry C. Gibbons, "
Hugh Craig, John S. Wilson, "
Charles Kelly.

WILLIAM MARTIN, President.
THOS. C. HAND, Vice President.
HENRY LYLBURN, Secretary. d18

MARINE INTELLIGENCE.

POINT OF PHILADELPHIA, Aug. 21, 1860.

SUN RISES 5 19—SUN SETS 6 41
HIGH WATER 5 3

LEGAL.

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. WOOD,
au7-tu-6t 242 South FIFTH Street.

JANE WADE, BY HER NEXT FRIEND, BENJAMIN FARIS, vs. JOHN WADE. Common Pleas, December Term, 1859. No. 11.

To JOHN WADE, the above Respondent: Sir—Please take notice of a Rule to show cause why a Divorce should not be decreed a vinculo matrimonii, returnable MONDAY, September 17, A. D. 1860, at 10 o'clock, A.M., when and where you are required to be present, if you think proper, when the Rule will be taken against you.

DIEHL, for Libellant.

RAILROAD LINES.

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

On and after July 9th, passengers from Philadelphia will take the 5.15 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.

O. P. DARE, Agent,
corner Broad st. and Washington av.
B. F. KENNEY, Master of Transportation.
jy27 1m P. W. & P. R. R. Co.

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 Lancaster and 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 6.45 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 3 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 Eighteenth 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.

The connection of tracks by the Railroad Bridge at Price street, affords a direct route for carriage of Freight, together with the saving of time, are secured, and readily appreciated by Shippers of Freight, and the Travelling Public.

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

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

Bear in mind, Be particular to mark packages "via Penna. Railroad."

For Freight Contracts or Shipping Directions, apply at, or address either of the following Agents of the