THE EXPLOSION AT PITTSBURG.

THE KILLED AND WOUNDED.

The telegraph has already reported the explosion of the steam boiler in the machine shop and marble factory of W. W. Wallace & Co., on Liberty street, near Wayne, Pittsburg. It occurred on Monday afternoon, about ten minutes before one o'clock. The Pittsburg *Chronicle* of Tuesday afternoon, gives the following particulars:

Prominent among the victims is Mr. Robert Barker, a clothier, who did business on Liberty street, opposite Mr. Wallace's works. He was standing in his door when the explosion occurred, and received a fracture of the skull, produced, it is thought, by a splinter knocked off by the boiler in its flight. His body was removed from the store to the residence of Mr. D. C. Herbert, his son-in-law, where it now lies. Mr. Barker was about fifty-eight years of age, and an upright and respectable citizen. James McCutcheon was taken from the ruins alive, but breathed his last a few minutes after his rescue. His injuries were principally about the head, but it was thought he had also inhaled the steam, and to this latter cause his death was attributed. He resided in Allegheny, whither his remains were removed. John McCutcheon, foreman of the marble works, was also taken out alive. He was carried to a house on Smithfield street, where, during the afternoon, he died. He was a single man, and resided on Walnut street, Allegheny. John D'Armit, blacksmith, was standing with his son in the shop when the explosion occurred. He was fatally injured, and though alive when rescued, he died soon afterwards. The deceased was formerly a resident of Hollidaysburg, and was but that morning employed in the works. John K. Hamilton received a terrible fracture of the skull, which terminated his life a few minutes after he was got out. He was a married man, and resided on Virgin alley, between Wood and Smithfield streets. Wm. Agnew was employed as a marble cutter in the works, and was killed instantly. He resided in the rear of the *Dispatch* building, and was unmarried. George Roushausen, employed in the same room with Agnew, had his skull fractured and back broken. He survived his injuries but some two hours. The deceased was formerly a resident of Wisconsin, but had been in the city for some time. He resided in Miltenberger's alley, and leaves a wife and three children. James Boden, marble cutter, received a compound fracture of the skull, from which he died at his boarding house, on Webster street, last night. James McLaren, blacksmith, had his skull fractured. He was carried to his residence in Allegheny, and was yet living to-day, but cannot recover. He was a man of family. Wm. Burke was at work near Roushausen, and was struck down at the same time. He was frightfully injured, and died instantly. Deceased resided on Chatham street, and leaves a wife and family. The above are all that are known to be killed.

Following is a list of the wounded, with the character of the injuries received by each: Martin Woltzoffer, laborer, Chestnut and Main streets, Allegheny, skull fractured badly and head cut. He had been up at court, procuring his naturalization papers, and was in George Swartz's lager-beer saloon when the explosion occurred, with his brother-in-law. J. Fisher, residing corner of Main and Chestnut streets, Allegheny, was cut somewhat on the head, not seriously. The barkeeper at Swartz's was drawing beer, when he was knocked down, but escaped with a few bruises. Potter D'Armit, aged sixteen years, 923 Penn street, was badly scalded—father killed—not expected to recover; was not employed in the works, but was visiting his father. William McCutcheon, rear of No 50 Fountain street, knee pan fractured. Andrew Agnew, marble cutter, rear of *Dispatch* building, skull fractured. R. McCush, Seventh ward, foreman of pattern shop, badly injured. Wm Irwin, Buena Vista street, Allegheny, head cut, scalp stripped from temple. Aug Bowers, Perry street, Allegheny, legs badly hurt and one arm. J. E. Bradley, bruised and leg cut. George Kem, laborer, taken out of ruins, slightly injured. Thomas Archibald, marble-worker, Walnut street, side of face and arm injured. Robert Biddle, at Willy's, Fayette street, badly hurt. Robert Kennedy, machinist, Poplar street, Allegheny, cut in head, bruised in chest and back. John McMurray, Poplar alley, cut on top and both sides of head, and injured in abdomen; has a wife and one child. Matthew Manice, Third ward, filer and finisher, left leg and right arm hurt—not seriously. William McCune, salesman at Barker's, arm badly bruised. John Quigg, marble sawyer, O'Hara street, Fifth ward, badly hurt; head cut but not fractured—will probably recover. William Quigg, son of above, slightly injured. Thomas Quigg, another son, slightly injured. John Stevenson, slightly injured. John McMurray, slightly injured. Emily Bank, aged nineteen years, Fifth ward, turner at James Lemon's shop; thigh broken by a shed falling in rear of ruins; taken to Dr. Berger's, leg set by Drs Berger and Fraser, and sent to Passavant's Infirmary. Wm Hassen, striker for James McClaren, Fayette street, Pittsburg, was scalded on the face and neck. At the time of the accident he was within fifteen feet of the boiler. He had just moved from the side of the boiler to the rear of the building to get a drink. He says he was struck insensible as with a flash of lightning. When consciousness returned, he saw daylight, and succeeded in extricating himself. He further states that he pulled out his watch, and that it lacked four minutes to one, and the engine was not in motion. His wounds are slight. John Warburton, machinist, was seriously injured on the arm and head. His arm was badly shattered, and amputation may prove necessary. He was removed to the Orleans House, on the wharf, his place of lodging.

A correct idea of the terrific force of the explosion can only be formed by visiting the ground. The boiler has to be seen, and its course traced, to form an estimate of the frightful power of the agent that sped on its fatal flight. It stood about the centre of the building, or some fifty feet from the Liberty street entrance, and was blown through one of the largest windows in the front of the works. It then crossed Liberty street in a direct line, striking the front of Mr. Barker's clothing store and knocking a piece off the stone work over the door. It next went through the rear wall of the store as though it had been paper, and passing through Swartz's lager-beer shop, struck the corner of a small tenement adjoining, and almost wholly demolished it. Its force was now nearly spent, and, a few feet farther on it lodged in the graveyard, where it now remains.

The Germans were sitting in that corner of Swartz's lager-beer saloon through which it passed, drinking lager. The one next the wall, named Martin Wiltzeimer, was injured so that he can scarcely survive. The other was hurt, though not seriously. There were one hundred and ten men, according to the books of the Marble Works, in the building at the time of the explosion, including Messrs. John and W. W. Wallace. Mr. Alexander Wallace was in the office. One of the men, named William Quinn, jumped from the third story of the Marble Works on to Liberty street, and, strange to say, escaped uninjured. His father was buried in the ruins, but was taken out without injury, except a bruise, scratch or two. The noise of the explosion is described as resembling the shock of an earthquake or a very loud report of thunder. The explosive power of steam when at a very high heat is next only to powder. This is evident from the terrible impetus with which the boiler was driven across Liberty street, and from the shattered condition of the rear of the works.

WHAT PRODUCED IT.

All sorts of speculation as to the causes through which the explosion was produced. The opinion held, however, was that the water was allowed to get too low, and that cold water being pumped in the moment it came in contact with the heated metal the explosion occurred. This was confirmed, to a great extent, by the condition of the boiler, and the observations of those who examined it immediately after the accident. The after-head was torn cleanly out, and that forward rolled and turned inwards. This was an unusual condition in which to find a boiler after an explosion, and is held by men who profess to be posted in such matters as unerring evidence of a want of water when the accident occurred. It was further asserted, too, that the iron was so hot fifteen minutes after the explosion that water thrown on it hissed off into steam, and ten minutes afterwards, even, it was too hot to handle. Against all this we have the statement of the engineer, a boy named Wm. Pershaw, who said that he tried the gauge but a short time before, and found it all right. Mr. Wallace, too, stated that there was water in the boiler at the time, and added that it was sound in every respect.

Mr. Wallace visited the wounded to-day, and informs us that with two or three exceptions they are all getting along favorably. McLaren he reports as in a dangerous state. No hopes of his recovery are entertained. McMurray is very low, and will scarcely survive his injuries. Agnew is dangerously hurt, but may recover. All the others are doing well, and no fears whatever for their lives are entertained. Bauer, one of Dr. Baldwin's patients, noticed elsewhere, was very seriously injured, but he is out of danger, and improving very fast. Warburton, too, attended by the same gentleman, is in a favorable state, though suffering a good deal from his injuries.

Terrible Conflagration in New Orleans.

GREAT LOSS OF LIFE AND PROPERTY.

The telegraph has already announced in brief the terrible conflagration in New Orleans on the 21st instant. The New Orleans *Picayune* of the following day gives the details, which we publish below:

Last night, at about a quarter to eight o'clock, a fire broke out in Karstendiek & Co.'s large liquor warehouse, Nos. 101 and 103 Tchoupitoulas street, between Lafayette and Girod streets, running back to Foucher street.

The two warehouses, four stories high, filled with liquor, were soon in flames from the ground floor to the roof, and explosions followed explosions as the fire reached new tiers of whisky or brandy. The burning buildings were bounded at the corner of Lafayette street by Evans' warehouse, a three-story building lately filled with flour, whisky, and other goods belonging to different firms, and on the upper side by the store of Messrs. Bredow and Wurthoff, wholesale grocers. The fire reached the fourth story of Karstendiek's store, where a large lot of liquor was piled, and a terrible explosion took place. The tall wall shook and tottered, and fell with a terrible crash on the corner warehouse. The force of the explosion at the same time forced out the partition wall, and the warehouse, yet untouched by the flames, came down, forming one mass of ruins from street to street.

It was followed by a death-like silence; a breathless suspense of a minute; and some brave men—five or six firemen, whose names we regret we could not learn—rushed to the smoking pile, calling upon others to follow them. There were many strong arms and willing hearts, but the attempt was next to impossible—hundreds rushed forward and had to run back, scorched and singed, so intense was the heat.

The half dozen brave prime movers, nerved to their noble task, did not seem to feel the heat, but went to work pulling out the hot bricks, and breaking the half-charred timbers. They were followed by others, and as the great heat subsided, the crowd of workmen increased. The first man taken out was Mike Sheehan, a member of No 18. He was badly cut in the forehead. The brave fellow shook off the dust and ashes that covered him, and his first words were, "There are others there!" With this he turned to help throwing out the bricks, but had to give up after awhile.

Every now and then the groans of the sufferers would reveal where they were to be found. As the rubbish was cleared away, some spoke and told their names. Each new announcement was received with gladsome cheers, and gave new courage to the workmen.

A large crowd is at work, and every effort is made to save the poor fellows, but it will only be late to-day that the number of lives lost will be ascertained. Besides the number of workmen engaged [illegible]

The *Commercial Bulletin* estimates the loss at [illegible] to $250,000.

GENERAL NEWS.

A LETTER from an officer on board the steamer Pulaski, dated at Montevideo, describes an execution which had just taken place there. The day before they arrived, a soldier, belonging to one of the negro regiments, was executed in the little town of Colonia, near Montevideo, for stealing 20 ounces from an officer. The culprit was taken from the Cabildo, with his hands shackled, and surrounded by a guard of soldiers, and marched to the public plaza; a priest preceding the procession, bearing on his shoulders a huge black cross, and chanting some part of the mournful monotonous funeral service. The doomed man being seated on a bench, the death warrant was read by the alcalde of the village; and having had the crucifix presented to his lips, the fatal signal was given, and a sergeant stepped forward from among the soldiery, seized the man by the hair, and cut his throat from ear to ear!

HANGING A HORSE THIEF IN ARKANSAS.—A despatch from Fort Smith, Ark., of the 15th, says: A man who goes by the name of William Owen, late of Louisville, Ky., was arrested yesterday for horse stealing, and committed to jail. Last night, about eleven o'clock, he was forcibly taken from jail, and an attempt made to hang him to a tree. While the noose was being adjusted to his neck, he suddenly cast off the rope and fled. A volley was instantly fired at him by the infuriated crowd, which brought him to the ground. He was then carried back to the jail, where he lies in a dying condition. Another horse thief was brought in to-day, and will doubtless share the fate of his companion in crime.

BACK-SET TO OIL WELL SPECULATORS.—We learn by the Pittsburg *Chronicle* that late intelligence from the oil districts reveals the fact that the celebrated Tidcout well stopped flowing over the top after throwing out some two hundred barrels a day. The famous Crosby well has dwindled down from seventy barrels a day to six or seven, but the owner thinks the failure is attributable to the filling of the pump, and hopes to do better when it is cleaned. Out of two hundred and sixty-seven wells on the creek, above Titusville, only thirty-four are yet pumping oil, and many of the oil-seekers are just now in a state of very anxious suspense.

ANOTHER RAILROAD PROJECT IN NEW JERSEY.—A new railroad project for Morris county is on foot, and books of subscription will be opened in a few days. It is proposed to run from Morristown to Elizabeth, on the southern end of the county, connecting with the New Jersey Railroad, and thence proceeding on the track of the latter to New York. This will be some two or three miles shorter than the Morris and Essex Railroad, beside more direct, and with easier grades, thereby also lessening the time of travel.

FOUR OR FIVE WEEKS AGO, a man named Auldrich, in Kentucky, murdered his sister and son, who were important witnesses against him. The body of his sister was cut nearly in two with an axe. Auldrich was arrested some few days since, and taken to Louisa, Kentucky, where the citizens took him from the authorities and hung him without trial. The father and brothers of the unfortunate man advised this course, as it was feared no legal conviction could be had.

A COUNCILMAN SHOT BY A BALLET GIRL.—Wm. H. Glass, member of the city council in Cincinnati, was shot in the lower jaw, and badly wounded, on Sunday last, by Eliza White, a ballet girl, at his confectionery store, on Vine street, in that city. He had, it is alleged, been on intimate terms with the girl, but lately discarded her, and she sought revenge by attempting to kill him and take her own life.

THE NUMBER LOST BY THE LADY ELGIN.—The Milwaukee *People's Press* thinks that the number of passengers on board the Lady Elgin, at the time of her loss, has been underrated. In consequence of conversations had with several of the survivors, the *Press* is confirmed in the belief that there were fully 500 souls on board the ill-fated vessel, and that consequently nearly 400 were lost.

AN INSATIABLE GLUTTON.—A man named Corben appeared, on Thursday last, at a grocery store in New York, and offered as a wager to eat four pounds of damaged ham, two loaves of bread, a pound of tallow candles, and drink two quarts of common brandy, a pint of gin, and a pint of lamp oil. His offer was accepted, and he won the wager, and after swallowing the aforesaid mess wanted more.

IT is stated, as a historical fact, that the first export of cotton from this country to England was in 1784, when a vessel arrived at Liverpool with eight bags of cotton as part of a cargo. So unexpected was the arrival, that the cotton was seized by the custom-house officers, under the conviction that it could not have been the growth of America.

THE MEMPHIS papers announce the safe return of a citizen of that place who was allowed to be lawlessly carried off by some ruffians, from Arkansas, as an "abolitionist." He was carried to Camden and tried, but was discharged for want of evidence against him.

SILK culture is being introduced into California. The climate is warmer and better suited to the silk worm than that of France, where they succeed admirably.

NOT a single hand fire-engine is now in use in Boston, the last company having been disbanded a few days since. The entire department is now composed of steam engines.

ANOTHER very brilliant meteor was seen about twelve o'clock, Friday night, at Providence. Its light was of a greenish hue.

PINE APPLES are now successfully raised in Florida, proving hardier and more profitable than the banana.

REGGIO, lately taken by Garibaldi, is said to be the ancient Rhegium where St. Paul once spent a day, waiting for the south wind to blow.

IMPORTATIONS.

[Reported for The Press.]

LIVERPOOL—Ship William Cummings, John—20 bales carpeting J F & E B Orne; 11 do J W Orne; 5 pkgs mdse Geo G Farrish; 4 do Wray & Gillilan; 4 do J W Gaff; 5 do Hendy & Brenner; 5 do Lewis & Co; 16 do W McKee & Co; 1 cs Beeson & Son; 12 do Hasie, Baxton & Co; 6 do Sharpless Bros; 4 do Biter, Price, & Co; 1 do Shafner, Ziegler, & Co; 3 do J F Steiner & Co; 16 do Leonard & Whitney; 6 do W S Hansell & Sons; 39 bdls bear Miller & Bro; 31 crates 20 casks earthenware Geo Hammersly; 30 crates 1 cask do S Asbury & Co; 129 crates do W P Jenkins; 65 do S B Pierce Son, & Co; 16 crates 7 casks do Tyndale & Mitchell; 27 crates bottles J G Mitchell & Co; 30 casks soda Jessup & Moore; 37 do soda ash 10 cs bleaching powders 21 casks [illegible] Hales & Cope; 199 casks soda ash Yarnall & Trimble; 65 do [illegible] F & J Coleman; 600 boxes tin plates Jas B Nason & Co; [illegible] bars iron M W Baldwin & Co; 167 bars [illegible] & Bro; 179 bdls iron 32 do sheet iron M B Morris & Co; 1443 bdls iron Morris, Tasker, & co; 11 771 bars [illegible]; 1 cs W Cochran & Co; [illegible] 103 crates 6 hhds earthenware, order.

PHILADELPHIA BOARD OF TRADE.

EDWARDS CLARKE, HARRY CONRAD, WM. L. REHN, } COMMITTEE OF THE MONTH.

LETTER BAGS

At the Merchants' Exchange, Philadelphia.

Ship John Trucks, Lindsay	Liverpool,	soon
Ship Tuscarora, Dunlevy	Liverpool,	soon
Ship Gov Langdon, Stone	Liverpool,	soon
Bark Donna Anna, Cohu	Liverpool,	soon
Bark Jos Maxwell, Davis	Laguayra,	soon
Bark Sea Eagle, Kenny	Havana,	soon
Bark Baltic, Staples	Matanzas,	Oct 1
Brig Mary E Milliken, Norden	Cardenas,	soon
Brig War Eagle, Williams	Port au Prince,	Sept 23

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Sept. 27, 1860.

SUN RISES ... 5 6—SUN SETS ... 5 54
HIGH WATER ... 12 22

ARRIVED.

Schr Sace, Taylor, 7 days from Leechville, N C, with lumber to Captain.
Schr Lucy, Masten, 1 day from Brandywine, Del, with flour to R M Lea.
Schr Cora, Giberson, 1 day from Brandywine, Del, with corn meal to R M Lea.
Schr J K Stonebank, Lake, from New London.
Schr Mary Elizabeth, Reed, from Newburyport.
Schr Sarah E Jones, Jones, from Jersey City.
Schr Nellie D Studams, from Stamford.
Schr G Matthews, Warren, from Newport.
Schr Jos P Cake, Endicott, from Boston.
Schr Elizabeth English, English, from Boston.
Schr E G Knight, Whirlow, from Boston.
Schr L L Sharp, McElwee, from Boston.
Schr Mohawk, Giles, 10 days from Calais, with lumber to Captain.
Schr R L Tay, Sheppard, 6 days from Boston, in ballast to Noble, Hammett, & Caldwell.
Schr Jas L Heverin, Pierce, 1 day from Dover, Del, with corn to Jas Barratt & Son.
Steamer Ann Eliza, Robinson, 24 hours from New York, with mdse to W M Baird & Co.
Steamer Sarah, Jones, 24 hours from New York, with mdse to W M Baird & Co.
Sloop Jos, Hiyard, 1 day from Newport, Del, with flour to R M Lea.

CLEARED.

Bark Donna Anna (Br) Cohu, Liverpool, Workman & Co.
Bark Joseph Maxwell, Davis, Laguayra, Dallett Brothers.
Bark A Drebert, Hewitt, Antigua and market, Jauretche & Carstairs.
Brig Chicopee, Hammond, Boston, Twells & Co.
Brig Black Hawk, Tolbutt, Boston, Hammett, Potts, & Co.
Schr J K Stonebank, Lake, Salem, J R White & Co.
Schr Mary Elizabeth, Reed, Boston, Van Dusen, Norton, & Co.
Schr Jos P Cake, Endicott, Boston, Van Dusen, Norton, & Co.
Schr E G Knight, Whirlow, Boston, Baum, Eagle, & Co.
Schr L L Sharp, McElwee, Boston, N Sturtevant & Co.
Schr Mary Standish, Atwood, Boston, do.
Schr Sarah E Jones, Jones, Washington, D C, Tyler, Stone & Co.
Schr G Matthews, Warren, Bangor, do.
Schr Nellie D Studams, Richmond, Noble, Hammett, & Caldwell.
Schr E English, English, Portsmouth, Reppiler & Brother.
Schr Almon Bacon, Arnold, Norwich, R R Corson & Co.
Schr Emma and Beulah, Brannin, Millville, N Jersey, Captain.
Schr M Wrightington, Thacker, Boston, Bancroft, Lewis & Co.
Schr Elouise, Thacker, Boston, Bancroft, Lewis, & Co.
Schr M Munson, Brewster, Providence, Twells & Co.
Schr J Rusing, Havens, Providence, L Audenried & Co.
Schr Charles Carroll, Pratt, Providence, Lunnokson & Glover.
Str R Willing, Claypole, Baltimore, A Groves, Jr.

SAILED.

The U S steamer Pawnee, for Vera Cruz, via Pensacola, went to sea from Cape May 5½ P M 24th inst. The P made the run from Fort Mifflin to the Capes in seven hours. Reported by Mr. John Fisher, pilot.

MEMORANDA.

Steamship Kensington, Baker, hence arrived at Boston yesterday.
Steamship State of Georgia, Garvin, hence at Savannah 23d inst.
Ship Lucknow, Gorham, from New York 2d March, at Melbourne 5th June.
Bark A Williamson, [illegible], from [illegible], for Europe, was loading at Buenos Ayres 8th inst.
Bark A Manderson, Thompson, from New York, arrived at Montevideo Aug 10.
Bark Andes, Dunning, hence for Portland, at Holmes' Hole 23d, and remained 24th inst.
Brig Holus, Allan, hence was at Demerara 1st inst, to sail in two days for St Domingo.
Brig Princeton, Weeks, hence was discharging at Remedios 13th inst.
Brig S Thurston, Lampher, hence at Barbadoes 29th ult, and sailed 8th inst for Turk's Island.
Brig Hope, Moore, hence at Barbadoes 4th inst, and sailed [illegible].
Brig B G Chaloner, Phinney, hence for Boston, at Holmes' Hole 23d, and remained 24th inst.
Brig Trenton, Atherton, hence for Portland, at Holmes' Hole 23d inst, and sailed again.
Brig William A Dresser, Hatch, hence for Bangor, at Holmes' Hole 23d, and remained 24th inst.
Schr L Audenried, Bartlett, and B F Reeves, Carman, hence at [illegible] 24th inst.
Schr Coquette, Skinner, hence at Petersburg 24th inst.
Schr Rebecca Knight, hence for Boston, was in contact 23d inst, off Ross Rip, with schr Mary Nowell, for this port, lost cutwater, jibboom, and head gear, and put into Holmes' Hole 24th. Damage to the Mary Nowell unknown.
Schr Thomas P Cooper, Taylor, hence at Baker's Landing, Warwick 23d inst.
Schr Thos Page, Robinson, sailed from Baker's Landing 24th inst for Alexandria.
[illegible], Saml Rotan, Gandy, and [illegible], hence at Boston 25th inst.
Schr [illegible] Dayton, Babcock, hence at Danvers 18th inst.
Schr S L Simmons, Gandy, hence at Fall River 21st.
Schr [illegible], Mills, sailed from Newport 24th [illegible]
[illegible] and Sarah Cullen, [illegible] hence, at Holmes' Hole 24th inst [illegible] sailed again.
Schr W. W. Cummings, Whelden, for this port, sailed from New Bedford 24th inst.

MEDICINAL.

DYSPEPSIA REMEDY.

Dr. DARIUS HAM'S AROMATIC INVIGORATING SPIRIT.

This Medicine has been used by the public for six years with increasing favor. It is recommended to Cure Dyspepsia, Nervousness, Heart-Burn, Colic Pains, Wind in the Stomach, or Pains in the Bowels, Headache, Drowsiness, Kidney Complaints, Low Spirits, Delirium Tremens, Intemperance.

IT STIMULATES, EXHILARATES, INVIGORATES, BUT WILL NOT INTOXICATE OR STUPEFY.

As a Medicine it is quick and effectual, curing the most aggravated cases of Dyspepsia, Kidney Complaints, and all other derangements of the Stomach and Bowels in a speedy manner.

It will instantly revive the most melancholy and drooping spirits, and restore the weak, nervous, and sickly to health, strength, and vigor.

Persons who, from the injudicious use of liquors, have become dejected, and their nervous systems shattered, constitutions broken down, and subject to that horrible curse to humanity, the DELIRIUM TREMENS, will, almost immediately, feel the happy and healthy invigorating efficacy of Dr. Ham's Invigorating Spirit.

WHAT IT WILL DO.

DOSE.—One wine glass full as often as necessary.
One dose will remove all Bad Spirits.
One dose will cure Heart-burn.
Three doses will cure Indigestion.
One dose will give you a Good Appetite.
One dose will stop the distressing pains of Dyspepsia.
One dose will remove the distressing and disagreeable effects of Wind or Flatulence, and as soon as the stomach receives the Invigorating Spirit, the distressing load and all painful feelings will be removed.
One dose will remove the most distressing pains of Colic, either in the stomach or bowels.
A few doses will remove all obstructions in the Kidney, Bladder, or Urinary Organs.
Persons who are seriously afflicted with any Kidney Complaints are assured of speedy relief by a dose or two, and a radical cure by the use of one or two bottles.

NIGHTLY DISSIPATION.

Persons who, from dissipating too much over night, and feel the evil effects of poisonous liquors, in violent headaches, sickness at stomach, weakness, giddiness, &c., will find one dose will remove all bad feelings.

Ladies of weak and sickly constitutions should take the Invigorating Spirit three times a day; it will make them strong, healthy, and happy, remove all obstructions and irregularities from the menstrual organs, and restore the bloom of health and beauty to the careworn face.

During pregnancy it will be found an invaluable medicine to remove disagreeable sensations at the stomach.

All the proprietor asks is a trial, and to induce this, he has put up the INVIGORATING SPIRIT in pint bottles at 50 cents, quarts $1.

General Depot, 48 WATER Street, New York.
DYOTT & CO., 232 North SECOND Street, Wholesale Agents in Philadelphia, and for sale by all Druggists.
je7-thstuly

PERUVIAN SYRUP, OR PROTECTED SOLUTION OF PROTOXIDE OF IRON COMBINED.

This well-known Remedy has been used extensively and with great success for DYSPEPSIA OR IMPAIRED AND IMPERFECT DIGESTION; FOR THE CONSEQUENT DETERIORATION OF THE BLOOD; AND FOR THE FOLLOWING FORMS OF DISEASE, Most of which originate in DYSPEPSIA: LIVER COMPLAINT, DROPSY, NEURALGIA and NERVOUS AFFECTIONS, LOSS OF APPETITE, HEADACHE, LANGUOR and DEPRESSION OF SPIRITS, CARBUNCLES and BOILS, PILES, SCURVY, AFFECTIONS OF THE SKIN, CONSUMPTIVE TENDENCIES, BRONCHITIS, DISEASES PECULIAR TO FEMALES, and ALL COMPLAINTS ACCOMPANIED BY GENERAL DEBILITY, and REQUIRING A TONIC and ALTERATIVE MEDICINE.

NOTE.—The failure of IRON as a remedy for DYSPEPSIA, a bad state of the blood, and the numerous diseases caused thereby, has arisen from the want of such a preparation of Iron as shall enter the stomach in a PROTOXIDE state, and assimilate at once with the blood. This want the PERUVIAN SYRUP supplies, and it does so in the only form in which it is possible for Iron to enter the circulation. For this reason, the PERUVIAN SYRUP often radically cures diseases in which other preparations of Iron and other medicines have been found to be of no avail.

CERTIFICATE OF A. A. HAYES, M. D., OF BOSTON.

It is well known that the medicinal effects of Protoxide of Iron are lost by even a very brief exposure to air, and that to maintain a solution of Protoxide of Iron, without further oxidation, has been deemed impossible.

In the PERUVIAN SYRUP this desirable point is attained by COMBINATION IN A WAY BEFORE UNKNOWN; and this solution may replace all the proto-carbonates, citrates, and tartrates of the Materia Medica.

A. A. HAYES, Assayer to the State of Mass.
16 BOYLSTON Street, Boston.

N. B.—Pamphlets containing Letters from the above named Gentlemen and others, and giving full information of the Syrup, can be had on application to the Agents, or to

N. L. CLARK & Co., Proprietors, GORHAM BUILDINGS, No. 7 SUDBURY STREET, BOSTON.

Sold by Druggists generally throughout the United States.

Agents for Pennsylvania: DYOTT & Co., 232 North SECOND Street, Philada.
au7-tuths 3m

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

SAFES.

LILLIE'S PATENT WROUGHT AND CHILLED IRON FIRE AND BURGLAR-PROOF SAFE, AND COMBINATION BANK LOCKS, VAULT DOORS, &c.

The time has arrived when Bankers, Merchants, and business men begin to feel not only the unreliability but the necessity of having a thoroughly fire and burglar-proof Safe.

The ordinary sheet-iron or common safe has been much improved as a fire-proof since its first introduction, and that it will preserve the written matter under favorable circumstances, is admitted; but that it still has serious defects must be conceded. Its liability to be crushed by the fall of walls, timbers, &c., or by its own fall; its inability to prevent the constant evaporation of the moisture of the filling, as it is only possible to make or keep the vapor chamber water-tight in so frail a structure; also, its entire inability to retain the steam or vapor during the fire; its rapid deterioration by rust and otherwise, and its entire insecurity against burglary, will hardly be denied. It is claimed that all these defects are remedied in the above wrought and chilled iron safe, and the object of this article is not only to show this fact, but the why and the wherefore.

To do this understandingly, a short synopsis of the structure will be first presented of the sheet-iron safe, premising that the two principles comprise all that the popular safes now in use [illegible].

STRUCTURE OF CHILLED IRON SAFES DESCRIBED.

The base or body of this safe is a box made of bars of wrought iron, [illegible] inch thick, by 1½ to 2½ inches wide, crossing each other at right angles, and placed near each other, forming a compact network; 3-4 inch holes are drilled near each other through these bars and countersunk; cast iron is run between these bars and into the holes, and over the outer surface, making the whole thickness 1½ to 2 inches of solid iron, without joints; the wrought-iron bars, being thoroughly chilled by the cast iron, and making it drill proof, while the two metals are so united as not to be separated or broken.

STRUCTURE OF SHEET-IRON SAFES DESCRIBED.

The sheet-iron safe is made of sheet iron plates, from one sixteenth to one twelfth of an inch thick, bended round the outer edge with light bar iron the large reinforced by a band screwed to the centre. This constitutes the whole iron work, adding the door-fram and the door-way of sheet iron. [illegible] within the plate of hardened steel is placed inside, and this is called a burglar proof safe.

As has been mentioned, each of the above Safes have composition chambers, or more spacious vapor chambers, as vapor is claimed by all safe makers to be necessary to protect the contents from fire [illegible].

The Chilled Iron Safe has both in the outer structure, consequently the chamber is filled with lime-undulated, producing much more vapor than the composition used by sheet iron makers, and while the sheet-iron Safe is warping and twisting at every joint when heated allowing the vapor to escape the chilled iron has no outer joints, and the thickness of iron prevents the springing of the joints, consequently the vapor cannot escape. And here lies the great advantage of this safe, it has (a fire proof) over the sheet iron, but it has other important advantages. The structure shows that it cannot be affected by the falling of walls, timbers, &c., or its own fall; that there is no chance for deterioration from rust or otherwise; that in case of fire its shape is not affected; that if its chambers should by water, or other cause, the check can only reach to the wrought iron bars, consequently the Safe is not injured for use; that the same vapor is mainly kept in the vapor chamber, and does not destroy the bindings to books, or so injure the papers as to require copying, thereby saving this trouble, as well as the expense of a new safe.

As to burglary, the structure shows this safe to be drill-proof all over the surface, and with Lillie's celebrated Bank Lock at sound, which is drill, sledge, and powder proof, it will be seen that it is thoroughly burglar proof—while the structure of the sheet iron safe shows that the crowbar, axe, cold-chisel, or drill can penetrate it in a few moments, without much noise or disturbance.

The following late severe test is one of the many of a similar character now in my possession, and published in my general circular, fully demonstrating the advantages claimed for this safe:

GREEN BAY, Wisconsin, July 25, 1860.

FRANK E. HOWE, Esq., Agent of Lillie's Safes: My warehouse was burned on the morning of the 17th inst., and you may judge of the character of the fire when I tell you that fifty barrels of whisky stood within eight feet of one of your large size No. 4 Safes, making an awful heat, which your Safe passed through, and, to the astonishment of all, preserved everything, money, books, and papers, in a perfect state. Signed,

GEO H. HAYWOOD.

M. C. SADLER, General Agent, 715 CHESTNUT Street, under Masonic Hall.
se20 th s 2t

COAL-OIL LAMPS.

LET THERE BE LIGHT! AND THE COAL BEDS RESPONDED TO THE COMMAND.

Science in her onward progress has extracted Oil of such purity and perfection that the light it produces will vie with the sun in brilliancy and almost in cost, at which it is now furnished. The leviathan of the deep can now sport and gambol in his native element unmolested, and the unclean beast of our Israelitish brethren may now roam (carelessly) the sacrifice of his life not being required to give light to those who were groping in darkness. KEROSENE or COAL OIL, and Lamps for its use, have been brought to such a state of purity and perfection, that in many respects it is superior to the beautiful Gas-light.

The Oil has been deprived of its odor and color until it resembles clear spring water, and the Lamps in which it is used have undergone a like improvement, so that we now have a light equal in brilliancy, superior in steadiness and safety, and at less than half the cost of any other artificial light.

KEROSENE LAMPS are manufactured by M. B. DYOTT, in every imaginable form of beauty and use, and are adapted to all the various purposes for which light is required. We claim to be the *only manufacturers of Kerosene Lamps* in Philadelphia. Others profess and advertise to make them, but they simply buy the parts from those who do manufacture, and put them together, which is *just as much* toward manufacturing them as those who put the strings in a pair of shoes do toward making the shoes.

I have now on hand, of my own manufacture, the largest assortment and handsomest variety of Kerosene Lamps, Chandeliers, Brackets, &c., in the country, fitted with any of the various burners in the market, so that no person can offer you a better article, or at less cost than can be found at my store. My machinery and facilities for manufacturing are complete, and I am prepared to compete in prices and quality of goods with any one in the business. Chandeliers and Lamps of every description altered to burn Kerosene, and re-bronzed, gilded and finished equal to new in any style desired. The purest and best Kerosene Coal Oil for sale at manufacturers' prices.

Glass, shades, Wicks, and all things pertaining to the business, wholesale or retail, at the lowest market rates.

My Store is No. 114 South SECOND Street, below CHESTNUT, and Factory No. 1 CARTER Street, adjoining the store in the rear.

Merchants and others will find it to their interest to call and examine our stock and prices.

M. B. DYOTT, No. 114 South SECOND St., and No. 1 CARTER St., PHILADELPHIA.

Samples of our Goods are on exhibition in the Agricultural Fair. se26-5t

MACKEREL, SHAD, HERRING, &c.—1000 bbls Nos. 1, 2 and 3 large and medium Mackerel, in assorted packages, of a very choice quality; also
50 bbls. new No. 3 large Mackerel.
50 half bbls new No. 3 do. do.
50 do new No. 3 medium do.
50 do new Eastern Mess Shad.
50 half bbls new do do.
1200 bbls new Eastport No. 1 Herring.
250 do do Halifax No. 1 do.
200 do new Boston No. 1 do.
200 do do No. 1 scale Fish.
50 do prime No. 1 Salmon.
1000 quintals Grand Bank Codfish.
New bacon and in store, for sale by
MURPHY & KOONS, 146 NORTH WHARVES.

BURNT UMBER—Ground pure in Oil, for sale by WETHERILL & BROTHER, 47 and 49 North SECOND Street. se3

RAILROAD LINES.

THE PENNSYLVANIA CENTRAL RAILROAD.

350 MILES DOUBLE TRACK.

1860. 1860.

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

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

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

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

Mail Train leaves Philadelphia at 7.30 A. M.
Fast Line " " 11.50 A. M.
Express Train leaves " 10.40 P. M.

WAY TRAINS LEAVE AS FOLLOWS:

Harrisburg Accommodation, via Columbia, 2 P. M.
Columbia " 4.30 P. M.
Parkesburg " 5.40 P. M.
West Chester " [illegible]

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

Passengers for Sunbury, Williamsport, Elmira, Buffalo, Niagara Falls, and intermediate points, leaving Philadelphia at 7.30 A. M. and 2 P. M. go directly through.

Tickets Westward may be obtained at the offices of the Company in Philadelphia, New York, Boston, or Baltimore; and Tickets Eastward at any of the important Railroad Offices in the West; also on board any of the regular Line of Steamers on the Mississippi or Ohio rivers.

Fare always as low, and time as quick, as by any other Route.

For further information apply at the Passenger Station, Southeast corner of Eleventh and Market streets.

The completion of the Western connections of the Pennsylvania Railroad to Chicago, make this the DIRECT LINE BETWEEN THE EAST AND THE GREAT WEST.

The connection of tracks by the Railroad Bridge at Pittsburg, avoiding all drayage or ferriage of Freight, together with the saving of time, are advantages readily appreciated by Shippers of Freight, and the Travelling Public.

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

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

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

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

D. A. STEWART, Pittsburg;

H. S. Pierce & Co., Zanesville, O.; J. J. Johnston, Ripley, O.; R. McNeely, Maysville, Ky.; Ormsby & Cropper, Portsmouth, O.; Paddock & Co., Jeffersonville, Indiana; H. W. Brown & Co., Cincinnati, O.; Athorn & 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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NORTH PENNSYLVANIA RAILROAD.

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

THREE THROUGH TRAINS.

On and after MONDAY, July 23, 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 6.30 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 3 P. M.
Doylestown for Philadelphia at 6.40 A. M.
Bethlehem for Philadelphia at 5.00 P. M.

Fare to Bethlehem...$1 50 | Fare to Mauch Chunk..$2 60
Fare to Easton........1 50 | Fare to Doylestown....0 80

Through Tickets must be procured at the Ticket Offices at WILLOW Street, or BERKS Street, in order to secure the above rates of fare.

All Passenger Trains (except Sunday Trains) connect at Berks street with Fifth and Sixth streets and Second and Third-street Passenger Railroads, 20 minutes after leaving Willow street.

jy3 ELLIS CLARK, Agent.

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 Railroads, from all points North and West, and the Canadas.

Baggage checked to Elmira, Buffalo, and Suspension Bridge, and all intermediate points.

Tickets can be procured at the Philadelphia and Elmira Railroad Line's Ticket Office, northwest corner of SIXTH and CHESTNUT Streets, and at the Passenger Depot, corner of THIRTEENTH and CALLOWHILL.

THROUGH EXPRESS FREIGHT TRAIN.

Leave the Philadelphia and Reading Depot, Broad and Callowhill 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, Philadelphia.
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PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD—SUMMER ARRANGEMENT.

On and after MONDAY, May 14, 1860,

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, and 12 A. M., 1, 2, 3¼, 4, 5, 6, 6½, 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, 6½, 7, 8, 9, 10½, and 11½ P. M.

ON SUNDAYS.

Leave Philadelphia 9.05 min. A. M., 2, 3, 5, 7¼, and 10½ P. M.
Leave Germantown 8.10 min. A. M., 1.10 min., 4, 6¼, and 9¼ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 4, 6, 6¾, 8, 9, and 10½ P. M.
Leave Chestnut Hill 7.10, 7.40, 8.40, 9.40, 11.40 A. M., 1.40, 3.40, 5.10, 5.40, and 7.10 P. M.

ON SUNDAYS.

Leave Philadelphia 9.05 A. M., 2, 5, and 7¼ P. M.
Leave Chestnut Hill 7.50 A. M., 12.50, 5.10, and 9.10 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 5.50, 7¼, 9.05, 11.05, min., A. M., 1.05, 4¼, 5, 6 and 11½ P. M.
Leave Norristown 6, 7, 8.05, 9, 11 A. M., 1½, 4½, and 7¼ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., and 3 and 5 P. M.
Leave Norristown 7½ A. M., 1 and 5 P. M.

FOR MANAYUNK.

Leave Philadelphia 5.50, 7¼, 9.05, 11.05 A. M., 1.05, 2.05, 3.05, 4¼, 5.05, 6.50, 8¼, and 11½ P. M.
Leave Manayunk 6¼, 7½, 8.25, 9¾, and 11½ A. M., 1½, 3, 5.05, 5, 6¼, 8, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 3, 5, and 8 P. M.
Leave Manayunk 7½ A. M., 1½, 6, and 8½ P. M.

H. K. SMITH, General Superintendent,
my14-tf DEPOT, NINTH and GREEN Streets.

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	[illegible]
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 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 3¼ and 4 P. M. from Walnut street wharf, 7.10 A. M. and 5¾ P. M. from Kensington.

For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 12¼, 1, and 4½ P. M.

Steamboat 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.

SUMMER ARRANGEMENT. PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

On and after MONDAY, July 9, 1860,

PASSENGER TRAINS LEAVE PHILADELPHIA:

For Baltimore at 8.15 A. M., 12 noon, (Express,) and 11.00 P. M.
For Chester at 8.15 A. M., 12 noon, 1.15, 5.00, 7.00 and 11.00 P. M.
For Wilmington at 8.15 A. M., 12 noon, 1.15, 5.00, 7.00, and 11.00 P. M.
For New Castle at 8.15 A. M., and 5.00 P. M.
For Middletown at 8.15 A. M., and 5.00 P. M.
For Dover at 8.15 A. M., and 5.00 P. M.
For Harrington at 8.15 A. M., and 5.00 P. M.
For Milford at 8.15 A. M. Tuesdays, Thursdays, and Saturdays at 5.00 P. M.
For Farmington at 8.15 A. M. *Mondays, Wednesdays, and Fridays* at 5.00 P. M.
For Seaford at 8.15 A. M. Mondays, Wednesdays, and Fridays at 5.00 P. M.
For Salisbury at 8.15 A. M.

Train at 8.15 A. M. will connect at Seaford on Tuesdays, Thursdays, and Saturdays, with steamboat to Norfolk.

TRAINS FOR PHILADELPHIA

Leave Baltimore at 8.30 A. M., (Express,) 10.15 A. M., and 5.35 P. M.
Leave Wilmington at 6.50, 8.50, and 11.30 A. M., 1.45, 4.30, and 8.35 P. M.
Leave Salisbury at 1.30 P. M.
Leave Seaford, Tuesdays, Thursdays, and Saturdays, at 7.30 A. M., and 2.50 P. M.
Leave Farmington, Tuesdays, Thursdays, and Saturdays, at 8.00 A. M., and 4.15 P. M.
Leave Milford, Mondays, Wednesdays, and Fridays, at 7.50 A. M., and 4.00 P. M.
Leave Harrington at 8.15 A. M., and 4.30 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 8.00, 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 9.12 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., 12.33 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.

NOTICE.—CHESTER VALLEY RAILROAD.

PASSENGER TRAINS FOR DOWNINGTOWN AND INTERMEDIATE STATIONS.—On and after 25th 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 3.00 P. M.
DAILY (Sundays excepted.)

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

ap3 W. H. McILHENNEY, Secretary.

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

MORNING LINES, DAILY, (Sundays excepted.)

Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowhill streets,) at 8 A. M., connecting at Harrisburg with the PENNSYLVANIA RAILROAD 1 P. M. train running to Pittsburg; the CUMBERLAND VALLEY 1.05 P. M. train running to Chambersburg, Carlisle, &c.; and the NORTHERN CENTRAL RAILROAD 1 P. M. train running to Sunbury, &c.

AFTERNOON LINES.

Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowhill streets,) for POTTSVILLE and HARRISBURG, at 3.30 P. M., DAILY, for READING only, at 5 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	126	Northern Central Railroad.
Millersburg	143	
Treverton Junction	158	
Sunbury	169	
Northumberland	171	Sunbury and Erie R. R.
Lewisburg	178	
Milton	183	
Muncy	197	
Williamsport	209	
Jersey Shore	222	
Lock Haven	235	
Ralston	233	Williamsport and Elmira Railroad.
Troy	261	
Elmira	287	

The 8 A. M., and 3.30 P. M. train connect daily at Port Clinton, (Sundays excepted,) with the CATAWISSA, WILLIAMSPORT, and ERIE RAILROAD, making close connections with lines to Niagara Falls, Canada, the West and Southwest.

DEPOT IN PHILADELPHIA: Corner of BROAD and CALLOWHILL Streets.

ap1-tf W. H. McILHENNEY, Secretary.

INSURANCE COMPANIES.

LIFE INSURANCE AND TRUST COMPANY—THE PENN MUTUAL LIFE INSURANCE COMPANY, 921 CHESTNUT Street. Assets, $337,681.64.

INSURE LIVES for the whole term of life—grants annuities and endowments—purchases life interests in Real Estate, and makes all contracts depending on the contingencies of Life.

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

TRUSTEES.

Daniel L. Miller, Samuel E. Stokes, Benjamin Coates, William Martin, Richard S. Newbold, James B. McFarland, William P. Hacker, Joseph H. Trotter, William H. Kern, James Euston, Samuel C. Huey, Theophilus Paulding, Charles Hallowell, Edmund A. Souder, Henry C. Townsend, Daniel L. Hutchinson, Rodolphus Kent, John W. Hornor, William H. Carr, Ellis S. Archer, P. B. Mingle, Samuel J. Christian, William Robertson, Joseph M. Thomas, Warner M. Rasin, John G. Brenner.

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

AMERICAN FIRE INSURANCE CO., INCORPORATED 1810—CHARTER PERPETUAL.

No. 310 WALNUT Street, above Third, Philadelphia.

Having a large paid-up Capital Stock and Surplus invested in sound and available Securities, continue to insure on Dwellings, Stores, Furniture, Merchandise, Vessels in Port and their cargoes, and other Personal Property. All losses liberally and promptly adjusted.

DIRECTORS.

Thos. R. Maris, John T. Lewis, John Welsh, James R. Campbell, Samuel C. Morton, Edmund G. Dutilh, Patrick Brady, Chas. W. Poultney, Israel Morris.

THOMAS R. MARIS, President.
ALBERT C. L. CRAWFORD, Secretary. fe22-tf

QUAKER CITY INSURANCE COMPANY—FRANKLIN BUILDINGS, 408 WALNUT STREET, PHILADELPHIA. CAPITAL AND SURPLUS, $332,745.70.—Insures against Loss or Damage by Fire, and the Perils of the Sea, Inland Navigation and Transportation.

GEORGE H. HART, President.
E. P. ROSS, Vice President.
H. R. COGGSHALL, Sec'y and Treasurer.
S. H. BUTLER, Assistant Secretary.

DIRECTORS.

George H. Hart, E. P. Ross, A. C. Cattell, Foster S. Perkins, E. W. Bailey, Andrew R. Chambers, H. R. Coggshall, Samuel Jones, M. D., Hon. H. M. Fuller.

mh8-tf

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

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

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

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

DIRECTORS.

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

JACOB ESHER, President.
WM. F. DEAN, Vice President.
W. M. SMITH, Secretary. au3-tuthsf

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.

(FIRE INSURANCE EXCLUSIVELY.)

COMPANY'S BUILDING, S. W. CORNER FOURTH AND WALNUT STREETS.

DIRECTORS.

F. Ratchford Starr, Mordecai L. Dawson, William McKee, Geo. H. Stuart, Nalbro Frazier, John H. Brown, John M. Atwood, B. A. Fahnestock, Benj. T. Tredick, Andrew D. Cash, Henry Wharton, J. L. Erringer.

F. RATCHFORD STARR, President.
CHARLES W. COXE, Secretary. fe16

SAVING FUNDS.

"A little, but often, fills the Purse."

FRANKLIN SAVING FUND, No. 136 South FOURTH Street, between Chestnut and Walnut, Philadelphia, pays all Deposits on demand.

Depositors' money secured by Government, State, and City Loans, Ground Rents, Mortgages, &c.

This Company deems safety better than large profits, consequently will run no risk with depositors' money, but have it at all times ready for return, with 5 per cent. interest, to the owner, as they have always done. This Company never suspended.

Females, married or single, and Minors, can deposit in their own right, and such deposits can be withdrawn only by their consent.

Charter perpetual. Incorporated by the State of Pennsylvania, with authority to receive money from trustees and executors.

LARGE AND SMALL SUMS RECEIVED.

Office open daily from 9 to 3 o'clock, and on Wednesday evening until 8 o'clock.

DIRECTORS.

Jacob B. Shannon, Cyrus Cadwallader, John Shindler, George Russell, Malachi W. Sloan, Edward T. Hyatt, Lewis Krumbhaar, Henry Delany, Nicholas Rittenhouse, Nathan Smedley, Jos. H. Satterthwaite, Jones Yerkes, Joseph W. Lippincott.

JACOB B. SHANNON, President.
CYRUS CADWALLADER, Treasurer.
ap23-y

"Application in youthmakes age comfortable." "A frugal man is the best of Citizens."

"A Dollar saved is twice earned."

AMERICAN SAVING FUND.—Company's Building, southeast corner WALNUT and FOURTH Streets. Open daily from 9 till 5 o'clock, and on MONDAY till 8 in the evening. This Old Institution has always paid in full, on demand, without notice.

INTEREST FIVE PER CENT.

All sums paid back, on demand, in gold and silver.

TRUSTEES.

ALEX. WHILLDIN, President.
SAML. WORK, Vice President.

John C. Farr, T. E. Harper, George Nugent, John Aumpach, Jr., Saml. T. Bodine, Alb. C. Roberts, John Aikman, Jonas Bowman, H. H. Eldridge, Wm. J. Howard.

JOHN S. WILSON, Treasurer.
JOHN C. SIMS, Secretary. au21-3m

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

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

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

HON. HENRY L. BENNER, President.
ROBERT SELFRIDGE, Vice President.
WILLIAM J. REED, Secretary.

DIRECTORS:

Hon. Henry L. Benner, F. Carroll Brewster, Edward L. Carter, Joseph B. Barr, Robert Selfridge, Francis Lee, Samuel K. Ashton, Joseph Yerkes, C. Landreth Munns, James L. Stephenson.

Money is received and payments made daily.

The investments are made, in conformity with the provisions of the Charter, in Real Estate Mortgages, Ground Rents, and such first-class securities as will always insure perfect security to the depositors, and which cannot fail to give permanency and stability to this Institution. au1-ly

SAVING FUND—UNITED STATES TRUST COMPANY, corner THIRD and CHESTNUT Street.

Large and small sums received, and paid back on demand without notice, with FIVE PER CENT. INTEREST from the day of deposit to the day of withdrawal.

Office hours, from 9 until 5 o'clock every day, and on MONDAY EVENINGS from 7 until 9 o'clock.

DRAFTS for sale on England, Ireland, and Scotland, from £1 upwards.

President—STEPHEN R. CRAWFORD.
Treasurer—JAMES R. HUNTER.
PLINY FISK, Actuary. se17-ly

NOTICES.

CITY COMMISSIONERS' OFFICE—PHILADELPHIA, September 23, 1860.

The Assessors will meet for the purpose of adding to their respective lists the names of those persons who may have been omitted, or may have moved into the ward since the last assessment.

On WEDNESDAY, 26th, THURSDAY, 27th, and FRIDAY, 28th of September, between the hours of one and ten o'clock P. M., at the following places, viz:

For the First Ward, at the house of Samuel Griffith, Passyunk road above Reed street.
Second Ward, Isaiah Pascoe, N. W. corner of Fourth and Washington avenue.
Third Ward, John Conrad, No. 813 Passyunk road.
Fourth Ward, John W. Dubreez, No. 716 South Fifth street.
Fifth Ward, Charles Bard Reess, No. 230 South Fifth street.
Sixth Ward, William Leech, No. 310 Cherry street.
Seventh Ward, James Lobley, N. E. cor. of Twelfth and Lombard.
Eighth Ward, Mooney's, S. E. corner of Sansom and Eleventh street.
Ninth Ward, Daniel R. Boitler, No. 1619 Market st.
Tenth Ward, Columbia House, No. 113 Broad street.
Eleventh Ward, Benjamin Raimer's, S. W. corner of New Market and Coates.
Twelfth Ward, William Greenman, York avenue and Buttonwood.
Thirteenth Ward, Charles Miller, No. 749 Spring Garden.
Fourteenth Ward, John Maharg, No. 1392 Ridge avenue.
Fifteenth Ward, Michael Lewis, N. W. cor. of Coates and West streets.
Sixteenth Ward, Widow Siverz, S. W. cor. of Fourth and George.
Seventeenth Ward, Henry Smith, S. W. corner of Front and Master streets.
Eighteenth Ward, C. V. Nauman, corner of Franklin avenue and Marlborough street.
Nineteenth Ward, John Doerr, N. W. corner of Amber and Ollastreets; John Pace, Richmond street and Reading railroad.
Twentieth Ward, J. W. Ramsen, S. E. corner of Eleventh and Girard avenue.
Twenty-first Ward, Coverington Hotel, Ridge road, above Green lane.
Twenty-second Ward, Brunner's Hotel, Germantown.
Twenty-third Ward, Reuben Frederick, Harrowgate Hotel; Daniel Faunce, No. 57 Frankford road; Robert M. Murry, Bustleton.
Twenty-fourth Ward, S. S. Wise, Lancaster pike and Miller street.

EDWARD R. WILLIAMS, CHARLES M. NEAL, JOHN A. HOUSEMAN, } City Commissioners.
se25-3t

OFFICE OF THE HARRISBURG, PORTSMOUTH, MOUNT JOY, AND LANCASTER RAILROAD COMPANY.

PHILADELPHIA, Sept. 25, 1860.

The Board of Directors have THIS DAY declared a Semi annual Dividend of FOUR PER CENT. on the Capital Stock of the Company, payable to the Stockholders, or their Legal Representatives, on and after MONDAY, the 8th day of OCTOBER next, at the Office, No. 234 South THIRD Street, corner of WILLING'S Alley.

GEORGE TABER, Secretary.
se26 2t

GERMANTOWN PASSENGER RAILWAY COMPANY.—OFFICE SIXTH and DIAMOND Streets.—PHILADELPHIA, Aug. 31st, 1860.—An instalment of Five Dollars per share (being second instalment) on the capital stock of Germantown Passenger Railway Company, is due and payable on or before the first day of October next ensuing.

By Order of the Board of Managers,
W. M. SINGERLY, Secretary and Treasurer.
sa1-1m

PHILADELPHIA & READING RAILROAD Company, office 227 South Fourth street, Philadelphia, September 26, 1860.—To avoid detention, the holders of Coupons of this Company, due on the 1st proximo, are requested to leave them at this Office on or before the 28th instant, when receipts will be given, and checks will be ready for delivery on the 1st proximo, in exchange for said receipts.

S. BRADFORD, Treasurer.

EDUCATIONAL.

MESDAMES CHEGARAY AND D'HERVILLY respectfully inform their friends and the public that they have removed their Boarding and Day School for Young Ladies from Logan Square to Nos. 1527 and 1529 SPRUCE Street.

Pupils from five years of age upward prepared for the fourth class. se25 6m

BRYANT, STRATTON, & FAIRBANKS' MERCANTILE COLLEGE, S. E. corner SEVENTH and CHESTNUT Streets—*Day and Evening Sessions. Individual instruction* in Book-keeping, including General Wholesale and Retail Business, Shipping, Forwarding and Commission, Banking, Exchange, Manufacturing, Railroading, Steamboating, &c., the most *thorough* and *practical* course in the United States. Also, Lectures, Commercial Calculations, Arithmetic, and the higher Mathematics, Penmanship (best in the city), Correspondence, &c.

For sale, their new Treatise on Bookkeeping, beautifully printed in colors, and the *best work published.*

SAUNDERS' INSTITUTE, THIRTY-NINTH AND MARKET STREETS, PHILADELPHIA.

Professor E. D. SAUNDERS & CORTLAND SAUNDERS, A. M., Principals.

Hon. WM. BIGLER, Clearfield; Wm. McKIBBIN, Esq., of the Merchants' Hotel, Philadelphia; Hon. J. W. FORNEY, of *The Press*; Hon N. B. BROWNE; Mauch Chunk—*all of whom have sons boarding in Philadelphia*; Rev. R. WEBSTER, D. D., of the Philad.; Hon. J. W. MAYNARD, Williamsport; J. LEISENRING, Esq., Sup't and Engineer of the Lehigh Coal and Navigation Company; and Hon ASA PACKER, *Saunders' Institute*—will give their friends who may be looking for a safe, thorough, and pleasant school any information desired respecting this seminary.

A grove and lawn of EIGHT ACRES are attached to the Institute for seclusion, recreation, and physical exercise.

The terms for a session of five months, counting from the day of admission, are $75 for day-boarding pupils, $100 for pupils who spend Saturday and Sunday at home, and $125 for pupils remaining constantly. No extra charges. Payments in advance. au20 6m*

ITALIAN, FRENCH, AND LATIN, by E. T. SAMBALINO, 1334 PINE Street. se20 12t*

MOORESTOWN BOARDING-SCHOOL FOR GIRLS will reopen 1st of 10th month, October next. For particulars, inquire of MARY S. LIPPINCOTT, Proprietor, Moorestown P. O., Burlington Co., N. J. se20 6t*

THE MISSES CASEY & MRS. BEEBE'S English and French Boarding and Day School for Young Ladies, No. 1703 WALNUT Street, will be reopened on WEDNESDAY, September 12. se14 3m

ENGLISH AND CLASSICAL SCHOOL.—The School of the subscriber, in Simes' Building, CHESTNUT street, above Twelfth will re-open on MONDAY, the 17th of September.

se11-tf CHARLES SHORT.

SPRING GARDEN ACADEMY FOR YOUNG MEN AND BOYS, N. E. Cor. EIGHTH and BUTTONWOOD Streets. Book-keeping, Languages, Mathematics, Drawing, &c. Boys received at any age. F. DONLEAVY LONG, Principal. se3-1m*

UNION ACADEMY, No. 5 SOUTH FIFTEENTH Street—Principal, THOS. D. JAMES.—Adapted to the promotion of sound health, good scholarship, and profitable associations. Circulars may be had at the rooms, or they will be sent to any address. au31 1m

HARRIET BROWN WILL REOPEN Her SCHOOL FOR GIRLS on the N. W corner of FILBERT and JUNIPER Streets opposite Penn Square on 10th of ninth month. (Sept.) au27-6w*

CLASSICAL INSTITUTE, DEAN STREET, below LOCUST. The duties of the Classical Institute will be resumed Monday, September 3. J. W. FAIRES, A. M., Principal. au27 d3m

MISS M. W. HOWES HAS REMOVED her school for young ladies to 1525 CHESTNUT street, and will reopen on Wednesday, September 12. A few boarding pupils will be received. For circulars, inquire as above, or at the Presbyterian House, 1334 and 1336 Chestnut street. au21-6w

PENN INSTITUTE, SOUTHEAST CORNER THIRTEENTH and FILBERT Streets reopens MONDAY, September 3d. Four more pupils will be admitted. Catalogues sent to any address. au31-tf R. STEWART, Principal.

CENTRAL INSTITUTE, TENTH AND SPRING GARDEN Streets, will reopen September 3. Boys prepared for any Division of the Public Grammar Schools, for Colleges, or for Business. au20 6w* H. G. McGUIRE, Principal.

MR. WINTHROP TAPPAN'S BOARDING and DAY SCHOOL for YOUNG LADIES, No. 1727 VINE street, near Logan Square, will RE-OPEN on WEDNESDAY, September 12th. Circulars furnished on application. au15-6w*

MISS LUCY R. MAYER and Mrs. R. M. BIRD will reopen their school for young ladies, at No. 1010 SPRUCE street, on MONDAY, September 17. au24-3m

BUSINESS CARDS.

NEW ORLEANS (LA.) PICAYUNE.—JOY, COE, & Co.

Have been appointed sole agents in Philadelphia for *this extensively circulating paper, of commanding influence.* Business men are advertising in the best newspapers of city and country, at the offices of JOY, COE, & Co., Advertising Agents, FIFTH and CHESTNUT Streets, Philadelphia; Tribune Buildings, New York. se25-tf

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

MATHEW BROOKS, MANUFACTURER OF CAMPAIGN UNIFORMS, in every variety of colors. No. 139 North THIRD Street, opposite Cherry, Philadelphia. se10-1m

HORACE SEE, MECHANICAL ENGINEER, and PATENT ATTORNEY, No. 114 South SIXTH Street, (Nearly opposite the County Court House.) Prepares Specifications, Drawings, &c., and transacts all other business connected with the obtaining of Letters Patent.

Machinery Designed and Drawings made. au23 3m*

R. R. CORSON, REAL ESTATE BROKER AND CONVEYANCER, NORRISTOWN, Pennsylvania.

FARMS, STORES, MILLS, and HOTELS FOR SALE in Montgomery, Bucks, Chester, and Delaware Counties, varying from 10 to 250 acres, in good localities. Persons applying will be shown properties free of charge.

Bonds and Mortgages negotiated at fair rates. HANDSOME RESIDENCES for sale in Norristown, Pottstown, and intermediate places. For Catalogues and full description, address R. R. CORSON, Norristown, Pa. jy21-6m

J. NICHOLSON, Manufacturer of SHIRTS LINEN and MARSEILLES BOSOMS AND COLLARS.

A large and choice assortment, and WELL MADE, always on hand, unto which I particularly invite the attention of CASH and prompt-paying SHORT-TIME buyers.

S. E. Corner of SECOND and ARCH Streets, Philadelphia. au7-3m*

S. FUGUET & SONS, IMPORTERS OF HAVANA CIGARS, No. 219 South FRONT Street.

Receive regularly a full assortment of desirable CIGARS, which they offer at low rates, for cash or approved credit. je10 1y

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

JAMES PAWSON. JAS. H. NICHOLSON. ja27 1y*

J. WAGNER JERMON, ATTORNEY AND COUNSELLOR-AT-LAW, Office, No. 116 South SIXTH Street, (Opposite Independence Square,) PHILADELPHIA.

By the aid of reliable Attorneys, at different points in the United States, is enabled to prosecute and collect claims of every description.

Particular attention given to the examination and recovery of the claims of Legatees and Devisees, and the examination of Land Titles and securing the interests of heirs and all persons interested in the same, in all parts of the Union.

Has the Statutes of all the States and is Commissioner for most of them.

Depositions carefully taken under Commissions. ap11-6m

E. J. BAYLIS THOMAS, ATTORNEY-AT-LAW, Has removed his office from No. 823 Arch street to No. 429 WALNUT Street.

Particular attention given to the recovery of Mercantile Claims. The drafting and examination of Wills, Conveyances, Assignments, Briefs of Title, and other Instruments of Writing. The management of Executorships, Administratorships, and Trusts, superintended; and the best securities procured for the permanent investments of Money. Satisfactory reference given when required. ap30-6m*

EXCURSIONS.

PHILADELPHIA AND READING RAILROAD. REDUCTION OF FARES!

On and after APRIL 2d, 1860, Commutation Tickets, with twenty-six coupons, will be issued, good for the holder and any member of his family, on any Passenger Train, and at any time. They will be sold by the Treasurer, at the office of the company, No. 227 South FOURTH Street, at a reduction of twenty-five per cent. from the regular fares. Parties wishing to enjoy the Summer in the Country will find this a very desirable route, the Schuylkill and Lebanon Valleys being among the most beautiful and healthy in the State, and accessible by four trains from and to Philadelphia daily.

S. BRADFORD, Treasurer.
PHILADELPHIA, March 26th, 1860. mh27-tf

FOR THE SEA SHORE.—CAMDEN AND ATLANTIC RAILROAD.—On and after SATURDAY, September 1,

Mail train leaves Vine-street wharf ... 7 30 A.M.
Express ... 4 00 P.M.

RETURNING, LEAVES ATLANTIC:

Mail ... 4 00 P.M.
Express ... 6.05 A.M.

Stopping at all Stations going and returning.

Fare to Atlantic, $1.80; round trip tickets, good for three days, $2.50.

Freight must be delivered at Cooper's Point by 3 P.M. The Company will not be responsible for any goods until received and receipted for by their Agent at the Point.

au31-tf JOHN G. BRYANT, Agent.

PHILADELPHIA AND READING RAILROAD. DELIGHTFUL EXCURSIONS. On and after MONDAY, JULY 9th, until September 30, the following routes will be open for excursions.

Tickets for sale at Ticket Office, Broad and Callowhill streets.

To Niagara Falls and return ... $16 00
To Scranton and return ... 6 50
To Lock Haven and return ... 8 00

For further particulars see small bills, or apply to Ticket Agent of the Company, Broad and Callowhill streets, or to JNO. F. BEATY, General Agent Phila. & Reading Railroad, Phila.

G. A. NICOLLS, Gen'l Superintendent, Reading.
jy11-tse30

SUMMER RESORTS.

MANSION HOUSE, MOUNT CARBON, SCHUYLKILL COUNTY, PA.

Families accommodated with good rooms at reduced prices.

This old-established House, located in the gap between Sharp and Second mountains, immediately on the line of the Philadelphia and Reading Railroad, within half a mile of Pottsville, formerly kept by Joseph Head, of the old Mansion House, Philadelphia, has, since his demise, been under the charge of his daughter.

The House is prepared, at all seasons of the year, for the reception of guests, and has been recently put in order. The large garden, and park adjoining, presents great inducements as a summer resort, to persons wishing to spend a short time away from the dust and turmoil of the cities, where they can breathe fresh mountain air, and enjoy the wild and beautiful scenery of the coal region.

Commutation passenger tickets, for the use of families, are sold at a reduction of twenty five per cent., and an accommodation train will leave Pottsville daily during the summer months, to enable those who may desire it to spend the business portion of the day in the city and return the same evening, on which the charges will be thirty-three per cent below the usual rates.

For terms, apply to MARY HEAD, Mansion House, Mount Carbon, Schuylkill Co., Pa. je30-3m

TRY, TRY, TRY, 726 GIRARD AVENUE, To buy cheap and good SASH, BLINDS, DOORS, AND SHUTTERS, Window Frames and Door Frames. WALCH & HUNT. se22-sw5t*

PURE PORT WINE.—Physicians and Invalids, in want of a reliable article of PURE PORT WINE, are assured that they can obtain it at JAMES R. CANTWELL'S Wine and Liquor Store, Southeast corner of GERMANTOWN ROAD and MASTER Street, who has on hand a small quantity of PURE PORT, bottled in Oporto in 1820.

FAIRBANKS' PLATFORM SCALES, for sale by FAIRBANKS & EWING, 715 CHESTNUT Street, Phila.

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.

SALES BY AUCTION.

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

SALE OF 350 PIECES RICH FANCY DRESS SILKS AND 150 FLOUNCED SILK ROBES.

On Friday Morning,
Sept 28, at 10 o'clock—

100 pieces 22-inch fancy printed chintz colored poult de soie.
20 pieces 24 inch Lyons black moire antique.
20 pieces 24 inch super quality ex heavy plaid poult de soie.
50 pieces super quality small figured black silks.
25 do col'd colors Point [illegible] silks.
25 do 30 inch plain poult de soie.
100 5, 7, and 9 flounce ex rich silk robes.
50 do do black do.
10 pieces ex heavy Paris black poult de soie.

HIGH CHINTZ FOULARDS AND PRINTED CASHMERES.

25 pieces Paris rich chintz foulards.
50 do do 6-4 rich printed Cashmeres.

CHECKED FOULARDS. Warranted all silk.

4 cases (40 pieces) checked foulards, all silk, for the best hat and cap trade.

VIENNA BROCHE SQUARE AND LONG SHAWLS.

40 superior 12-4 Vienna broche square shawls.
[illegible] do do long do.

CHENILLE SCARFS.

50 dozen extra Paris chenille scarfs.

PARIS BLACK AND BROWN MOUSLIN DE LAINES.

150 pieces fine to extra fine Paris black and brown mousslin de laines.

POPLIN FRANCAISE BROCHE.

2 cases rich poplin Francaise broche.

SALE OF 1,500 PIECES SAXONY WOVEN DRESS GOODS.

FURNESS, BRINLEY & CO., Auctioneers, 429 MARKET street,

Will include in their sale of Friday, Sept 28, 1860,

1500 pieces of Saxony woven dress goods, of the well-known manufacture of Messrs. Schmieder Brothers, New York.

Consisting of—[illegible]

The above, comprising the most approved styles of their importation, are fresh goods, just in time per steamer, and carefully selected for the trade and market. Your attention is respectfully called to this sale, which will include all the latest novelties of the importation.

The sale of Saxony dress goods will commence at 11 o'clock precisely.

6-4 SUPERIOR PARIS BLACK BOMBAZINE—OF A VERY SUPERIOR MAKE.

On Friday Morning.

A full assortment of superior Paris Black Bombazines.

PARIS DRESS SILKS AND SILK ROBES.

An invoice of rich Paris Dress Silks and Silk Robes.

SALE OF IMPORTED DRY GOODS.

On Tuesday Morning,

October 2, at 10 o'clock, by catalogue, on six months' credit.

800 packages and lots of fancy and staple dry goods.

Samples and catalogues early on the morning of sale.

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

Peremptory Sale of Superior AMERICAN CUTLERY, TO CLOSE AN ACCOUNT.

On Monday Morning.

October 1st, will be sold, by catalogue, on a liberal credit, [illegible] first quality American Cutlery comprising a full assortment of the best goods in the market, [illegible] commencing at 11 o'clock precisely.

Catalogues and samples ready on Saturday, September 29th.

PHILIP FORD & CO., AUCTIONEERS, No. 530 MARKET Street, and 531 MINOR Street.

POSITIVE SALE OF 1,100 CASES BOOTS, SHOES, BROGANS, AND GUM SHOES.

This Morning.

September 27, at 10 o'clock precisely, will be sold, by catalogue, on [illegible] months' credit 1,100 cases men's, boys', and youths' calf, stout, kip, and Hungarian boots, calf, kip, and buff brogans, gaiters, pumps, and Oxford ties.

Women's, misses', and children's goat, calf, kip, and morocco heel boots.

Also, a general assortment of women's, misses', and children's city made goods.

Also, [illegible] dozen superior kid shoes.

Also, [illegible] cases Scotch gingham umbrellas, sizes from 28 to 32 inches.

The above sale will embrace an assortment of goods worthy the attention of buyers, as they are from first-class City and Eastern manufacturers.

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

ST. LOUIS, MO.

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

Cash advances made on receipt of goods.
Settlements made three days after sale.

REFERENCES.

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

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, Fine, 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, BEACH and PALMER Streets.
je14-tf

SAMUEL V. MERRICK, J. VAUGHAN MERRICK, WILLIAM H. MERRICK.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON STREETS, PHILADELPHIA.

MERRICK & SONS, ENGINEERS AND MACHINISTS,

Manufacture High and Low Pressure Steam Engines, for Land, River and Marine service.

Boilers, Gasometers, Tanks, Iron Boats, &c.; Castings of all kinds, either Iron or Brass.

Iron Frame Roofs for Gas Works, Work Shops, Railroad Stations, &c.

Retorts and Gas Machinery of the latest and most improved construction.

Every description of Plantation Machinery, such as Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, &c.

Sole Agents for N. Rillieux's Patent Sugar Boiling Apparatus; Nesmyth's Patent Steam Hammer; and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machine.

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 Mill, 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.

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 Charles P. Marshman, will sail on Friday, October 5, at 10 o'clock A. M.

Through in 50 to 60 hours—only 40 hours at Sea.

FOR SAVANNAH, GA.

The U. S. Mail Steamship STATE OF GEORGIA, Captain John J. Garvin, will sail on Saturday, September 29, at 10 o'clock P. M.

Through in 50 to 60 hours—only 45 hours at Sea.

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

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

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

INSURANCE.

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

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

GREAT REDUCTION IN FARE.

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

VIA CHARLESTON.		VIA SAVANNAH.	
To Charleston	$15 00	To Savannah	$15 00
Augusta	17 50	Augusta	17 50
Columbia	20 00	Macon	21 00
Atlanta	21 00	Atlanta	22 00
Montgomery	25 00	Columbus	21 00
Mobile	25 00	Albany	21 00
New Orleans	29 75	Montgomery	25 00
Nashville	27 75	Mobile	30 00
Knoxville	25 00	New Orleans	30 75
Memphis	31 50		

Fare to Savannah, via Charleston ... 15 00
Charleston, via Savannah ... 15 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., & CO., No. 12½ NORTH WHARVES.

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. Moodie.
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.

ARABIA, Stone, leaves Boston, Wednesday, Sept. 12
AFRICA, Shannon, " N. York, Wednesday, Sept. 19
AMERICA, Moodie, " Boston, Wednesday, Sept. 26
ASIA, Lott, " N. York, Wednesday, Sept. 26
EUROPA, Little, " Boston, Wednesday, Oct. 3
PERSIA, Judkins, " N. York Wednesday, Oct. 10

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, New York. au21

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, General Superintendent. fe18-tf

COPARTNERSHIP NOTICES.

DISSOLUTION OF COPARTNERSHIP.—The copartnership heretofore existing between E. KRETZMAR and A. CROUZE has this day been dissolved, by mutual consent. The business of the late firm will be settled by E. KRETZMAR, at 37 South TENTH Street.

E. KRETZMAR. A. CROUZE.

PHILADELPHIA, September 22, 1860. se25-3t*

NOTICE OF COPARTNERSHIP.—A copartnership has this day been formed between Albert Crouze, William F. Muller, and William Breuninger, under the firm of CROUZE, MULLER, & CO., for the manufacturing of fish jewelry.

ALBERT CROUZE. WILLIAM F. MULLER. WILLIAM BREUNINGER. 1312 CHESTNUT Street.

PHILADELPHIA, September 24, 1860. se25 3t*

DYOTT & CO., No. 232 North SECOND Street.—Having removed to our new and spacious store, we would call the attention of Dealers to our extensive stock of PATENT MEDICINES, PERFUMERY, and FANCY ARTICLES. Our list comprises a greater variety than can be found at any establishment in the United States, and our prices will compare with any market. sa7-tuths 6m

SALES BY AUCTION.

M. THOMAS & SONS, Nos. 139 and 141 South FOURTH Street.

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.

Contributors have the option of either sale.

REAL ESTATE AT PRIVATE SALE.

We have a large amount of real estate at private sale, including every description of city and country property. PRIVATE SALE REGISTER.

Real estate entered on our private sale register and advertised [illegible] printed weekly,) free of charge.

Peremptory Sale. MORTGAGES, &c.

COTTON BONDS, [illegible]

On Monday, [illegible] will be sold at public sale at the Philadelphia Exchange, [illegible] account of whom it may concern, the following [illegible]

[illegible]

Also, a receipt of A. W. [illegible], Superintendent of the Girard Trust, for [illegible] of said bonds, and the rights [illegible] secured.

[illegible]

Terms: [illegible] payable at the time of sale, immediately [illegible] property is struck off.

SEVENTH FALL SALE—OCTOBER 2.

[illegible]

SALE OF SUPERIOR FURNITURE, MIRRORS, SUPERIOR PIANO FORTES, LARGE QUANTITY OF FINE BRUSSELS, VELVET, AND OTHER CARPETS, SUITS OF COTTAGE FURNITURE, SEWING MACHINES, BEDS AND BEDDING, CHINA, AND GLASSWARE, &c.

CARD.—Our sale this (Thursday) morning at the auction store, will comprise, besides [illegible] lots of superior second hand furniture, superior piano fortes, large quantity of fine velvet, Brussels, ingrain and other carpets, suits of cottage furniture, [illegible] china, glass, [illegible] attractive assortment, to which we invite the attention of purchasers.

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.

This Morning.

At 9 o'clock, at the Auction Store, an assortment of excellent second-hand furniture, elegant piano-fortes, fine mirrors, carpets, &c., from families declining housekeeping, removed to the store for convenience of sale.

Sale No. 334 South SEVENTEENTH Street.

NEAT FURNITURE, BRUSSELS CARPETS, &c.

On Friday Morning.

Sept. 28, at 10 o'clock, at No. 334 South Seventeenth st., below Spruce street, the entire furniture, fine carpets, bedding, &c., of a family declining housekeeping.

Also, the kitchen furniture.

May be examined on the morning of sale, at 8 o'clock.

Peremptory Sale, No. 905 MARKET Street.

STOCK OF SUPERIOR PIANOS.

On Monday Morning.

Oct 1, at 11 o'clock, at No. 905 Market street, the entire stock of F. Scheller, (late Wilhelm & Scheller,) declining business, comprising 8 superior new piano fortes; first class 7 and 7-octave rosewood pianos, manufactured with great care, expressly for his warerooms sales, and warranted in every respect.

May be examined three days previous to sale, with catalogues, and will be sold without reserve.

Sale No. 327 PINE Street.

SUPERIOR FURNITURE, ROSEWOOD PIANO, TAPESTRY CARPETS, &c.

On Wednesday Morning.

October 3, at 10 o'clock, at No. 327 Pine street, below Fourth street, the superior parlor, dining room, and chamber furniture, rosewood piano forte, by Hallet, Davis & Co., fine tapestry carpets, superior spring mattresses, &c., of a gentleman leaving the city.

Also, the kitchen furniture.

May be examined at 8 o'clock on the morning of the sale with catalogue.

SALE No. 1530 ARCH STREET.

SUPERIOR FURNITURE, VELVET AND BRUSSELS CARPETS, MIRRORS, FINE OIL CLOTHS, &c.

On Friday Morning.

October 5th, at 10 o'clock, at No. 1530 Arch street, by catalogue, the superior Rosewood Furniture, fine large mirrors, elegant Velvet, Brussels, and other carpets, Oil Cloths, &c., in use but a short time, and in excellent order.

Also the Kitchen Furniture, and about [illegible] tons of Coal.

The cabinet furniture was made by Moore & Campion.

May be examined on the morning of sale at 8 o'clock with catalogues.

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

MONEY TO LOAN.

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

The Oldest Established House in this city.
Private entrance on RACE Street.
Business hours from 8 A. M. to 7 P. M.
Heavy insurance for the benefit of depositors.

CHARGES ONLY TWO PER CENT.

Advances of $100 and upwards at two per cent. Advances of $10 and upwards, at one per cent, for short loans.

AT PRIVATE SALE.

Some of the finest GOLD PATENT LEVER and CHRONOMETER WATCHES, manufactured at half the 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, very low. Guns, pistols, musical 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.

SPLENDID SET OF DIAMONDS AT PRIVATE SALE.

Consisting of diamond and opal breastpin and earrings. Price, $650. Cost in Paris $1,400.

PIANOS.

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, 1006 CHESTNUT Street.

PIANOS! PIANOS!! PIANOS!!

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

Made by Raven, Bacon, & Co., Nunns & Clark, Hallett, Davis, & Co., and others.

J. E. GOULD, SEVENTH and CHESTNUT. my14-1y

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.

STOVES.

THE CELEBRATED ROYAL COOKING STOVE is one of the most popular Cooking Stoves ever introduced. It is made either with or without gas-burning fixtures and of various styles, adapted for burning either coal or wood. The RESERVOIR TOP ROYAL, with a reservoir containing a constant supply of hot water, is a valuable improvement for housekeepers.

These stoves are made of the best iron, and WARRANTED to give satisfaction. Please examine before purchasing. NORTH, CHASE & NORTH, Iron Founders, No. 209 N. SECOND St. se21-3t

STOVES! STOVES!! JAMES SPEAR, No. 1116 MARKET STREET, is now prepared to meet the wants of the public more completely in all the details of the Stove trade than any other establishment in Philadelphia. In proof of which he invites COMPARATIVE EXAMINATION.

The following are among his own popular inventions, several of which have already obtained a national reputation as surpassing in excellence and economy any other stoves in use.

JAMES SPEAR is the Inventor and Patentee of the Improved Gas burning Cooking Stove, acknowledged to be the best Stove for family use in the world.

JAMES SPEAR is the Patentee of the celebrated Gas-consuming Cooking Range, now rapidly coming into general use.

JAMES SPEAR is the Patentee of the Improved Silvery's Air tight Gas consuming Parlor Stove.

JAMES SPEAR is the *Inventor of the Improved* (Patented) Ornamental Stove Urn, which, from its beauty and utility, is likely, this season, to be universally adopted.

JAMES SPEAR is the Patentee of the Labor, Fuel, and Comfort saving Ironing Pan.

JAMES SPEAR is the Inventor and Patentee of the celebrated Railway car Heater.

JAMES SPEAR is the Inventor of the Improved Fire-board Stove.

For all of the above the Inventor very justly claims advantages which require but to be understood by the public to be universally appreciated and preferred to any other articles of that class in the market; and he would hereby extend a cordial invitation to all persons in want of Stoves to call and examine for themselves. Parties wishing to examine will have every attention shown them, whether intending immediately to purchase or not. se13-3m

500,000 HAVANA CIGARS.—Comprising: Partagas, Figaro, Espanola, Cabanas, Neptuno, Rock-sea, Calhoun, Arnaw, Adoracion, Arroyo Hondo, &c.

Of Regalia, Londres, Millar, Conchas, Opera, and Figurines, of all sizes, qualities and prices, in store, by recent arrivals, and for sale by CHARLES TETE, 130 WALNUT Street. se4 3w

SWEET OIL, in quarts and pints, for sale. WETHERILL & BROTHER, 47 and 49 North SECOND St. se10

CARDAMOM SEED, MALABAR—1 case for sale. WETHERILL & BROTHER, 47 and 49 North SECOND St. se10

ANNISEED—4 casks Italian for sale. WETHERILL & BROTHER, 47 and 49 North SECOND St. se10

BORAX, refined, in cases and barrels, for sale. WETHERILL & BROTHER, 47 and 49 North SECOND St. se10

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