An Irish Protestant View of the Orange Demonstration in Canada.

[From the Londonderry, Ireland, Sentinel.]

We are indebted to a respected subscriber in Canada West for a faithworthy account of the proceedings at Kingston, relative to the Prince of Wales and the Orangemen, which we publish. The Duke of Newcastle is deserving of strong reprehension for the course he has taken in advising the Prince not to land at Kingston and other places, where Orangemen, arrayed in their usual insignia, were prepared to welcome him. The Duke must have mistaken the place. Upper Canada was not unfortunate Ireland, where the fashions will soon be regulated by law. There is no anti-procession act or party-emblems act in Upper Canada. Protestants are as free there as in England or Scotland to display colors which recall glorious battles and are symbolical of deeply-cherished principles. They may well erect arches, for they are the men by whose stout hearts and strong arms rebellion was crushed in Lower Canada, as it once was in Ireland, and the colony preserved to the British crown. Orangeism is an institution in Upper Canada. It is connected with the Government. Its colors are worn in the Parliament-house. To see Upper Canada without seeing its Orangemen was not to see it at all. The Prince is not to blame in the matter; he was anxious to land, and will yet, we are sure, mingle with the brave and loyal men who are the stontest pillars of the British monarchy in the West. The Duke of Newcastle acted most unwisely. There was no such squeamishness shown in Lower Canada. Romish bishops were received with their mitres and their crosses; they were not requested to leave aside their offensive trappings. The Romish University at Quebec was visited, and addresses received from the heads of the college and the Romish hierarchy within their own walls. The Ursuline Convent was visited, and the ladies complimented on their labors in education. While these civilities were shown to Romanists, the moderator of a Presbyterian synod was not permitted to read an address at Montreal, and the Prince was advised not to see or accept the demonstrations made in his honor by the Orangemen of Upper Canada. This treatment of the Orangemen was a piece of unaccountable folly. Orangeism is a legal institution in Canada, its external displays are legal, and only three years ago the Orangemen were received at the Government House. What right had the Roman Catholics to interfere with their arrangements, or dictate their mode of dressing? If this work is to be persevered in throughout all parts of the world, it must be regulated by some uniform principle. In Ireland, we are told, Romanists are the majority, and things must be done, and things must not be done for that sole reason. Protestants must be cautious not to give offence, and they must submit to various unjust and tyrannical acts of Parliament. In Upper Canada Romanists are in the minority, and Protestants there are virtually told the same story by the Duke of Newcastle. It is no wonder that they should be excited, and that they should feel insulted. Romanists had no right to interfere in their arrangements, and the Duke of Newcastle had no right to humor the Roman Catholics, and prevent the Prince from receiving the warmest of all the demonstrations that were intended for him. The procession must have been a magnificent sight, consisting, as it did, of four thousand men, and headed by a troop of Orange cavalry. A great meeting was subsequently held, and expression given to wounded feeling. All passed over peaceably. It is well that the loyalty of the Protestants in Upper Canada, as that of the Protestants of Ireland, is based upon principle, and that they are strongly attached to the House of Brunswick; otherwise deeper injury might be done by the repeated playing into the hands of Popery by liberal time-servers. The loyal men of Canada West can afford to despise such doings, while they cherish their good old principles, and uphold the standard of freedom in their flourishing colony.

Indian Affairs.

The Washington correspondent of the N Y. *Times* says:

"A M. Robinson, Superintendent of Indian Affairs in the West, reports, under date of the 5th inst., hostilities between the Brule Sioux, under the chiefs 'Little Frog' and 'Medicine Cop,' and the Poncas and Omahas. The Sioux first contented themselves with stealing and cutting of the mules of single lodges of the Poncas and Omahas, but lately they surrounded a hunting camp of the Poncas, killed three chiefs and fifteen braves, took several prisoners, and destroyed five thousand dollars' worth of property. They also killed one Omaha, wounded one, and threatened to exterminate the tribe. The latter sek permission of the Government to go on a war party against their enemies, which is refused. Superintendent Robinson urges upon the Administration the protection of these tribes according to treaty stipulation, and recommends, as the best means of arresting hostilities, the holding of a council with the Brules, and bringing them under treaty stipulations. The cost of such a council would not exceed $800, and might result in saving many lives. There is fear that the Poncas will become so much alarmed that they may stampede from the reserve and scatter among the white settlements, from which they can be removed only by military force."

VIEWS OF HON. JOHN BELL IN REGARD TO THE AMERICAN PARTY.—The Nashville *Union and American*, a Breckinridge paper, publishes the following extracts from a speech delivered by Hon John Bell at Knoxville, Tennessee, in September, 1855, after the State election of that year:

"After full consideration I have come to the conclusion that the best mode in which I can serve my country at the present time, is to stand by the American party. I am not a member of the order, *but I feel that I am at heart as true to the great and leading principles of the party as I could be were I formally initiated into one of its covenants.* * * * * * * * * *

"The councils of the American Order are denounced as secret political societies, fraught with and tending to all the mischiefs of the Jacobin clubs of Paris in the French Revolution; yet since the Order has become a political party all their alleged secret proceedings are known, almost upon the instant, to the public. The oaths administered on initiation of members are denounced as immoral, and amounting to a surrender of all freedom and independence in the exercise of the elective franchise; yet the oaths administered in every one other secret societies or voluntary associations in this country pass without notice or censure: and it is well known to those assailants, that any member of the Order can at any time, set aside the obligation of oath he takes, so strongly objected to, at discretion, by withdrawing from the Order. The exclusion of Roman Catholics from the official pale is denounced as proscriptive, and an attempt to establish a religious test, in violation of the Constitution. The exclusion of naturalized foreigners from all official stations is denounced as proscriptive, and likewise in violation of the constitutional rights of that class of citizens. To propose an amendment to the Constitution, by which Romanists shall be excluded from office, might justly be considered an attempt to establish a religious test; and to propose to exclude naturalized foreigners from office, by an amendment to the Constitution, might with truth be said to be an attempt to proscribe them; but the organization of a political party upon the principle or policy of withholding the support and suffrages of the members of that party in the public elections from Roman Catholics and naturalized citizens—and that is all the American party proposes to do—cannot, by any fair reasoning or ingenious sophistry, be shown to be an attempt to establish a religious test, or to proscribe any class of citizens; nor, in regard either to Romanists or naturalized citizens can the argument be maintained that the Association party, in withholding from them their support in elections, is guilty of a violation of the Constitution, in letter or spirit, unless the practice and maxims of both the great parties, which have so long contended for the possession of power in this country, in elections, and appointments to and removals from office, be admitted to be in violation of the Constitution or its spirit."

* * * * * * *

"The fears of the timid have been appealed to by the assailants of the American party, and the co-operation invoked, in putting it down, on the alleged ground, that its policy, in regard to foreigners, tends to provoke riot and bloodshed. It is said that this new party has been stained with blood, in its very birth, and that from this, we may augur a bloody future. Yes! blood has been shed, *and it may foreshadow a bloody future.* I will not stoop to inquire who provoked the shedding of blood, in Louisville and other places; but this I will say, *that whatever party may have given the provocation, it is better that a little blood should sprinkle the pavements and sidewalks of our cities now, than that their streets should be drenched hereafter, or that the highways and open fields of our country should drink the blood of its citizens, slain in deadly conflict between armed bands—it may be between disciplined legions—native Americans on the one side, and foreigners, supported by native factionists, on the other.* And this will be our future, unless now, and before it is too late, we erect sufficient barriers to arrest the torrent of aliens and strangers, which threatens in a few years more to flood the whole land."

A STEAM WAGON has been constructed at St. Peter, Minnesota, to run in the trade between that place and the Indian agency.

BOSTON is losing its old supremacy in the China and East-India trade. Not a single cargo has arrived there from China this year.

At a meeting of the apothecaries of Boston, it was voted to close their stores on Sundays between the hours of one and six P. M.

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Oct. 12, 1860.

SUN RISES.....6 35—SUN SETS.....5 38
HIGH WATER.....6 35—HIGH WATER.....12 21

ARRIVED.

Steamship City of Richmond, Mitchell, from Richmond, via Norfolk, 25 hours, with mdse and passengers to Thos Wilson, Jr. At 9 o'clock yesterday morning off Reedy Island, passed ship Montebello, from Liverpool at anchor, with a tug alongside.
Ship Bornso, Reed, 61 days from Newcastle, Eng, with coals, &c. to order. Towed up by the Dolphin.
Brig B T Martin, Daggett, 18 days from Cienfuegos, with sugar &c to Madeira & Cabeda.
Schr Sea Witch, Tyler, 3 days from New York, with mdse to David Cooper.
Schr Diamond State, Carey, 3 days from Georgetown, DC, with coal to captain.
Schr J S Griffith, Burder, 6 days from Georgetown, with coal to captain.
Schr Josephus C Edwin, Conn-ily, 3 days from James River, with lumber to Gaskill & Galvin.
Schr B L Berry, Weaver, 6 days from Boston, in ballast to Noble, Hammett & Caldwell.
Schr Delaware, Denby, 1 day from Smyrna, Del, with corn to Isa Barratt & Son.
Schrs Two Brothers, White, 2 days from Indian River, with corn to J W Secon.
Schr Farmer, Deputy, 2 days from Milford, Del, with corn to J W Secon.
Schr Telegraph, Connor, 1 day from Smyrna, Del, with wheat to Isa Barratt & Son.
Steamer Sarah Jones, 24 hours from New York, with mdse to W M Baird & Co.

CLEARED.

Steamship Boston, Crocker, New York, J Alldredge.
Bark Salinda, Staples, Matanzas, Cadera & Cabada.
Bark Sea Eagle, Kenny, Havana, F Watson & Sons.
Schr J S Berry, Weaver, Boston, Noble, Hammett & Caldwell.
Schr Jesse Williamson, Jr, Winsmore, Boston, Sinnickson & Glover.
Schr Juliet, Bassett, Portland, do
Sch J S Shriver, Dennis, Baltimore, A Groves, Jr.

Correspondence of the Philadelphia Exchange.

Ship John Trucks, for Liverpool, went to sea yesterday in company with three barn brigs and several schrs, N Atlantic at the harbor. Wind SW.
Yeaxe, &c. N. W. HICKMAN.

(Correspondence of The Press.)

HAVRE DE GRACE, Oct. 11, 1860.

The Kinnston left with 8 boats, laden and consigned as follows:
Julia A Charles, flour to order and slate to Mr Evans; Schr Schuylkill, rye, corn, &c. to A G Cattell & Co; George Lesher and G S Weyer, lumber to Norcross & Sheets; Elizabeth Weyer, do to Malone & Taylor; Dani Webster, do to Stimpson & E E Hanna; Captain J A Moyer and Monroe, anthracite coal to Delaware City.

(Correspondence of The Press.)

READING, Oct. 10.

The following boats from the Union Canal passed into the Schuylkill Canal to day, down to Philadelphia, laden and consigned as follows:
O B Ashton, iron to E Bting & Bro, and flour to J J Black; Elias Rever, light to captain; Gower & Hash, grain to Jos Coover; Barbara, lumber to J H Dreshar.

MEMORANDA.

Ships Morning Light, Johnson, and Red Rover, Cumming, cleared yesterday from Baker's Island, Ann Eliza for Hampton Roads.
Ship Pivos, Blair, Linnell, sailed from Baker's Island 14th inst for Hampton Roads, with 1822 tons guano.
Ship Charles & Jane, (of Bath) Donnell, at Trapani 9th inst, for Boston next day.
Ship Crusader, Hill, for Boston, was at Valparaiso 2d inst.
Ship Harrisburg, Wiswell, sailed from Cardiff 25th ult. for New Orleans.
Ship Adirondack, Burmeister, cleared at New York for Melbourne.
Brig Washington Butcher, Collins, from New York, arrived at Marseilles about 28th ult.
Bark Don Pedro II, Lewis, cleared at Boston 10th inst for Hong Kong.
Bark Crusader, Moore, cleared at New York 10th inst for Melbourne.
Brig Wm Crawford, Baker, hence, arrived at Newburyport 9th inst.
Schr Lizzie Rowes, hence, was discharging at Barbadoes 20th ult.
Schr Hero, Terry, cleared at Baltimore 10th inst. for Philadelphia.
Schrs C M Neal, Henderson, and A Pharo, Cavalier, hence, arrived at Alexandria 10th inst.
Schr Sinaloa, White, from Delaware City, arrived at Taunton 8th inst.
Schrs C Carroll, Pratt; G Moore, Inversoll, and E Hickory, Crowell, for Philadelphia, sailed from Providence 9th inst.
Schrs G Fales, Nickerson, J Farnum, Hall, Revenue, Gentry, A Middleton, Jr, Sparks, M W Sears, Godfrey, Sophia Ann, Smith, Naiad Queen, Hulse, A Henderson, Crowell, E G Porter, Hudson, and A H Brown, Edwards, hence, arrived at Providence 9th inst.
Schr Billow, Salter, cleared at Halifax 4th inst. for Philadelphia.
Schr White Squall, Littlefield, cleared at Boston 9th inst. for Philadelphia.
Schr Three Brothers, Borden, Wrightington, hence, arrived at Fall River 9th inst.
Schrs E T Allen, Allen, Snow Flake, Weaver, L A Beneshaw, Seaver, Miller, Mary Haley, Haley, Gen Green, Rich, Pequonnock, Barnes, S N W Simmons, Godfrey, and Anita Damon, Haskell, hence, arrived at Boston 9th inst.
Schrs Richard Vaux, Frink, and Frank Herbert, Parker, for Philadelphia, cleared at Rockland 9th inst.
Schr Albert Field, Phillips, hence, arrived at Dighton 9th inst.
Schr S L Simmons, Gandy, hence, arrived at Fall 9th inst.
Schr Sarah, Benson, hence, arrived at New Bedford 9th inst.
Schr Van Buren, Wall, sailed from New Bedford 9th inst. for Philadelphia.
Schr Rose Zealand, Rich, for Philadelphia, sailed from Newburyport 9th inst.
Schrs Miranda, Ward, Gen Taylor, Hunter, and D B Heckerman, Buckman, hence, arrived at New Haven 9th inst.
Schr Star, Crowell, hence, arrived at Portland 9th inst.
Schr Perk Reed, McAlmon, cleared at Portland 9th inst. for Baltimore.

MEDICINAL.

MOTHERS. MOTHERS. MOTHERS. MOTHERS. MOTHERS.

It must be obvious not only to you, but to every attentive and intelligent person, that the first diseases of infancy and childhood arise from a disordered condition of the bowels, and in this connection we present to your notice for the alleviation and cure of these diseases a remedy known as

DR. EATON'S
INFANTILE CORDIAL.

Prepared from a formula used by Dr. Eaton with remarkable success during several years' practice, we know it to be a most reliable and efficacious remedy for infantile complaints, and one trial alone will convince you of its superiority over every other preparation of the kind. It is particularly recommended

FOR CHILDREN TEETHING,

And at this period of infantile life, when your anxious hours are pained by witnessing the sufferings of your little ones, it will be found invaluable in *Softening the Gums, Reducing Inflammation,* and *Relieving all Pain.* For DISEASES ARISING FROM TEETHING, such as *Diarrhœa, Dysentery, Griping in the Bowels, Acidity of the Stomach, Wind, Colic,* and *Cold in the Head,* we confidently offer this as a certain relief and cure in every case when given in time. It will invariably regulate the stomach and bowels, and its importance in this respect can hardly be estimated.

IN CONVULSIONS,

from which more infants are said to die than from any other disease, the little sufferer is relieved *instantaneously,* as a charm, by its use; and in this dread complaint alone, its intrinsic value is such that it has been recommended from one family to another, until the name of DR. EATON'S INFANTILE CORDIAL has become "a familiar as a household word." We now ask your attention to a subject of vital interest to yourself, as well as to your *suffering child. Dr. Eaton's Infantile Cordial* contains

NO MORPHINE OR OPIATE

of any kind, or of whatever nature, ☞ *a fact which we can fully prove, and is a thing can't be said of any other preparation for infantile diseases, at this time before the public.* ☜ We find that throughout the country, Mothers are becoming acquainted with the truth, and of the sad and blighting consequences which are *certain to result from the use of narcotics* discussed in the form of quieting remedies their continued administration being invariably followed by stupefaction, and constipation of the bowels, ending oftentimes in convulsions and death. DR. EATON'S INFANTILE CORDIAL differs from every other remedy. It

DOES NOT CONSTIPATE

the bowels, neither does it act by deadening the sensibilities of your children, but nature's, through its rare *medicinal qualities, by removing all pain and cause of disease.* We earnestly recommend you, therefore, to lose no time in procuring this invaluable boon, for it is indeed a remedy which will never fail to relieve your child in time of need. *It is perfectly harmless, and cannot injure your dearest offspring.*

Take none but DR. EATON'S INFANTILE CORDIAL. *This you can rely upon.* Price 25 cents per bottle.

Prepared only by
CHURCH & DUPONT,
No. 409 BROADWAY, New York.
And sold by them, and by all respectable Druggists, and by DYOTT & CO.
aul-mwf-eow 232 North SECOND St. Philadelphia

THE ONLY PREPARATION
THAT HAS
STOOD THE TEST OF YEARS,
AND GROWS MORE AND MORE POPULAR EVERY DAY.

And testimonials, new, and almost without number, which have arisen from families and residents in all grades of society, whose united testimony none could resist, that Prof. Wood's Hair Restorative will restore the bald and grey, and produce a new hair of the youth of age, in all its youthful beauty!

BATTLE CREEK, Mich., Dec 21, 1858.

PROF. WOOD: This will please accept a line to inform thee that their hair on my head all fell off some twenty years ago, caused by a complicated chronic disease, attended with a severe eruption on the head. A continual course of suffering through life having reduced me to a state of dependence, I have not been able to obtain stuff for cape, neither have I been able to do them up, in consequence of which my head has suffered extremely from cold. This induced me to pay Briggs & Hodges almon-ith for one pint and one and a half dollar bottle of thy Hair Restorative about the 1st of August last. I have faithfully followed the directions, and the hair is now covered with hair thick and black, though short; it is also coming in all over my head. Feeling confident that one half large bottle would restore it entirely, and being poor, I feel anxious to persevere in its use, and being destitute of means to purchase any more, I would ask thee if thee would not be willing to send me an order on the agents for a bottle, and receive to yourself the Scripture declaration "The reward is to those that are kind to the widow and the fatherless."

Thy friend, SUSANNAH KIRBY.

LITCHFIELD, Noble co., Indiana, Feb. 5, 1859.

PROF. O. J. WOOD: Dear Sir: In the latter part of the year 1859, while attending the State and National Law School of the State of New York, my hair, from a cause unknown to me, commenced falling off very rapidly, so that in the short space of six months, the whole upper part of my head was almost entirely bald, very shaving, and much of the remaining portion upon the side and back part of my head shortly after became gray; so that at 25 years of age I was forced to wear a wig. Now, upon my return to the State of Indiana, my more casual acquaintances were not so much at a loss to discover the cause of the change in my appearance, as my more intimate acquaintances were to recognise me at all.

I at once made application to the most skilful physicians in the country, but receiving no assurance from them that my hair could again be restored, I was forced to become reconciled to my fate; but, fortunately, in the latter part of the year 1857, your Restorative was recommended to me by a druggist, as being the most reliable Hair Restorative in use. I tried one bottle, and the result was so satisfactory that it was producing the desired effect. Since that time, I have used seven dollars' worth of your Restorative, and as a result, have a fresh coat of very soft black hair, which no money can buy.

As a mark of my gratitude for your labor and skill in the production of so wonderful an article, I have recommended its use to many of my friends and acquaintances, who, I am happy to inform you, are using it with like effect. Very respectfully, yours,

A. M. LATTA,
Attorney and Counsellor at Law.

Depot, 444 Broadway, and sold by all dealers throughout the world.

The Restorative is put up in Bottles of three sizes, viz: large, medium, and small; the small holds half a pint, and retails for one dollar per bottle; the medium holds at least one pint, more in proportion than the small, retails for two dollars a bottle; the large holds a quart, 40 percent. more in proportion, and retails for $3 a bottle.

O. J. WOOD & CO., Proprietors, 444 BROADWAY, New York, and 114 MARKET Street, St. Louis, Mo.

And sold by all good Druggists and Fancy Goods Dealers.

Solebhere by DYOTT & CO., 232 North SECOND street.

KEROSENE OIL.

PORTLAND KEROSENE OIL.

In order to meet the constantly-increasing demand for this justly

CELEBRATED OIL AS AN ILLUMINATOR,

the company have now doubled their former capacity, and have *the most extensive works for manufacturing Oil from Coal in the United States;* and in order to insure for us a constant supply, adequate to the demand, they have positively refused to establish any new agencies, or create any new outlets for it whatever.

What we claim for this Oil is,

ITS UNIFORMITY IN QUALITY AND SUPERIORITY OVER ALL OTHER OILS.

It is entirely free from the offensive odor peculiar to all other Coal Oils in the market, and for brilliancy as a light, cleanliness, cheapness, and safety, (having no explosive properties, is, we may confidently say,

THE ONLY OIL THAT WILL GIVE GENERAL SATISFACTION.

Wherever it has been introduced consumers will use no other.

As there are many inferior Oils sold as Kerosene, we caution dealers in particular against using this trade name, unless they are prepared to stand by the genuineness of the article, we respectfully ask that a sample may be submitted to us for inspection.

We offer it to the trade at the

COMPANY'S LOWEST PRICE,

and all orders addressed to us by mail or otherwise will meet with prompt attention.

Z. LECKIE & CO.,
Sole Agents and Manufacturers of Alcohol, Burning Fluid, and Fine Oil,
oct10-6m No. 1010 MARKET St., Philadelphia.

50 bbls. 200 half bbls, 375 qr bbls, 400 kil s, 300 two quart cans, 780 one-quart cans Patent Yellow Grease, white, yellow, and black, in perfection and for sale by ROWLEY, ASHBURNER, & CO., No. 16 South Wharves. oct

50 CASES OF SEED LEAF TOBACCO, in store, and for sale by
oct8-tf JOS. B. HANSON & CO.

SAILING OF THE OCEAN STEAMERS.

SHIPS	LEAVE	FOR	DATE
Arabia	New York	Havre	Oct 13
Glasgow	New York	Liverpool	Oct 13
Saxonia	New York	Southampton	Oct 15
Canada	Boston	Liverpool	Oct 17
C of Baltimore	New York	Liverpool	Oct 20
Vanderbilt	New York	Havre	Oct 20
Africa	New York	Liverpool	Oct 24
New York	New York	Bremen	Oct 27
Arabia	Boston	Liverpool	Oct 31
Borussia	New York	Southampton	Nov 3
Asia	New York	Liverpool	Nov 7
Fulton	New York	Havre	Nov 10
Europa	Boston	Liverpool	Nov 14
Atlantic	New York	Havre	Nov 17

SHIPS	LEAVE	FOR	DATE
FROM EUROPE.			
Nova Scotian	Liverpool	Quebec	Sept 27
Etna	Liverpool	Halifax	Sept 29
C of Manchester	Liverpool	New York	Oct 3
New York	Southampton	New York	Oct 3
Bremen	Southampton	New York	Oct 4
Caledonia	Liverpool	Boston	Oct 6
C of Washington	Liverpool	New York	Oct 6
Illinois	Southampton	New York	Oct 10
Canadian	Liverpool	Quebec	Oct 11
Asia	Liverpool	New York	Oct 13
C of Eastern	Milford Haven	New York	Oct 13
Fulton	Southampton	New York	Oct 17
Hammonia	Southampton	New York	Oct 18
Bohemian	Liverpool	Quebec	Oct 18
Europa	Liverpool	Boston	Oct 20
Prince Albert	Galway	New York	Oct 23
Leinster	Liverpool	New York	Oct 23
Adriatic	Southampton	New York	Oct 24
Persia	Liverpool	New York	Oct 27

The California Mail Steamers sail from New York on the 1st, 11th, and 21st of each month.

The Havana Steamers leave New York on the 2d, 7th, 12th, 17th, and 27th of each month.

MEDICINAL.

INSPECTING

OR

PERSIAN FEVER CHARM

FEVER AND AGUE EXTERMINATED.

THE HUMAN CONSTITUTION SAVED FROM WRECK.

THE PREVENTIVE AND REMEDY,

FOR ALL

INTERMITTENT AND BILIOUS FEVERS,

CURES INSURED IN A DAY.

NATURE'S GRAND RESTORATIVE.

INPECTINE. INPECTINE.

INPECTINE. INPECTINE.

INPECTINE. INPECTINE.

The terrible malady known as the FEVER AND AGUE has smitten hundreds of thousands of persons throughout the world every year, and has never till now been met by successful medical treatment that has not produced severe

MEDICINAL DISEASES,

which affect the lungs, the spleen, the liver, the heart, or other parts of the human organism. The INPECTINE is the natural antagonist of all fevers, and when it comes in contact with the skin, is absorbed by the interior organs, which resist easily miasma and all tendencies toward those maladies which prostrate the mind and body with fever.

Fever and Ague result from numerous causes. No place is exempt from the causes which promote the existence of the disease. That being once seated in the system, induces depression of spirits, lassitude, languor, pains, chills, fever, and a long train of disagreeable sensations, depriving the patient of all energy, and reducing him or her to a condition of

EXTREME HELPLESSNESS.

Why will any one suffer the horrors of a debilitating Intermittent Fever, when, by the use of the

INVALUABLE INPECTINE,

or

PERSIAN FEVER CHARM,

the eminent medical and magical qualities of which are instantly absorbed,

ALL TRACES OF DISEASE MAY BE ANNIHILATED IN A FEW HOURS!

SELF-CURE IS BETTER THAN PHYSIC,

NATURE IS WISER THAN ART,

EVERY DISEASE HAS A DIVINE REMEDY,

THE WISE APPLY WHILE THE FOOLISH DREAM,

BETTER PREVENT THAN STRIVE TO CURE,

DELAYS ARE DANGEROUS,

THE INPECTINE,

OR

PERSIAN FEVER CHARM,

Has cured thousands of both sexes of the most dreadful fevers. Read and reflect.

WONDERFUL EFFECTS.

Leimuel Bonsall, of Pittsburg, for two years useless to himself and society—a martyr to Chills and Fever—cured in less than three weeks, and improved in eight hours.

J. R. Tilton, of Belgrade, Maine, brought from death's door, having suffered for four years, made well in five weeks, and improved in two hours.

Adolphe Monbro, of France, relieved in one hour, while travelling in the cars of the Fort Wayne and Chicago Railroad. He was apparently dying with Chills.

Ellen R. Benson, Lockport, New York, rescued after seven years' suffering. A perfect cure.

Thousands of other cases prevented and cured every month, and not a single complaint of the efficiency of the

INPECTINE

OR

PERSIAN FEVER CHARM

WRY IT, PROVE IT, KNOW IT.

And make known its wonderful powers and virtues, that those who suffer, or who are threatened with suffering, may be led to use a simple, innoxious preparation, furnished by the field of Nature for

MAN'S BLESSING.

INPECTINE

IS SOLD BY ALL DRUGGISTS AND MEDICINE DEALERS IN AMERICA.

PRICE ONE DOLLAR.

Sent by mail to any part of the United States.

REMEMBER.

It is not taken inwardly, but is applied outwardly, according to directions, which accompany each package.

MANUFACTURED BY

JOHN WILCOX & CO.,

188 MAIN STREET,

RICHMOND, VIRGINIA.

BRANCH OFFICE,

No. 98 BANK OF COMMERCE BUILDING.

NEW YORK CITY.

RAILROAD LINES.

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	00
At 12½ P M, via Camden and Amboy, Accommodation	
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, Eastern Express	2 25
At 6 P M, via Camden and Jersey City, Evening Mail	3 00
At 11 P M, via Camden and Jersey City, Southern Mail	2 25
At 5 P M, via Camden and Amboy, Accommodation. (Freeport Passengers.—1st Class Ticket 2d " " "	1 50
The 6 P M Mail Line runs daily. The 11 P M, Southern Mail, Saturdays excepted.	

For Belvidere, Easton, Lambertville, Flemington, &c., at 8 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 Doylestown, at 8 A M and 4½ P. M.

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

WAY LINES.

For Bristol, Trenton, &c., at 8¾ and 4 P. M. from Walnut-street wharf, 7.10 A. M. and 3¾ P. M. from Kensington.

For Fairmount, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 12¾, 1, and 4½ P. M.

Steamboat Jos Belknap for Bordentown and intermediate places, at 3¾ P. M.

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

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

WM. H. GATZMER, Agent.

THE PENNSYLVANIA CENTRAL RAILROAD.

250 MILES DOUBLE TRACK.

1860. 1860.

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

THREE THROUGH PASSENGER TRAINS BETWEEN PHILADELPHIA AND PITTSBURG, Connecting direct at Philadelphia with Through Trains from Boston, New York, and Intermediate points, and at 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—ensuring perfect control of the engineer, thus adding much to the safety of travelers.

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

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

WAY TRAINS LEAVE AS FOLLOWS:

Harrisburg Accommodation, via Columbia, 3 P. M.
Columbia " " 4.00 P. M.
Parkesburg " " 5.40 P. M.
West Chester " " 12.00 P. M.

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

Passengers for Strasburg, Williamsport, Elmira, Buffalo, Niagara Falls, and intermediate points, leaving Philadelphia at 7.15 A. M. and 3 P. M. can directly through; Through Tickets and may be obtained at the office of the Company in Philadelphia, New York, Boston, or Baltimore, and thereafter 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, gives 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 Ample Warehouse facilities, are gratefully 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 Cheapest Route of FREIGHT to and from any point in the West by the Pennsylvania Railroad *are at all times as favorable as are offered by other Railroad Companies.*

☞ 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, Cincinnati, O.; Tenney & Cropper, Portsmouth, O.; Paddock & Co., Jeffersonville, Ind.; Jas. W. Brown & Co., Cincinnati, O.; Athern & Hibben, Cincinnati, O.; E. G. Bridgman, Madison, Ind.; Jos. E. Moore, Louisville, Ky.; J. O'Riley & Co., Evansville, Ind.; N. W. Graham & Co., Cairo, Ill.; R. T. Sears, Shawneetown, Ill.; Trueman & Co., Nashville, Tenn.; Harris & Hunt, Memphis, Tenn.; Clarke & Co., Chicago, Ill.; W. H. R. Koontz, Alton, Ill.; or to Agents of Railroads at different points in the West.

S. M. KINGSTON, Jr., Philadelphia.
CLAGHAN & KOONS, 93 North-street, Baltimore.
LEECH & CO., Astor House, or 18 William st., N.Y.
LEECH & CO., 117 Washington st., Boston.

H. H. HOUSTON, Gen'l Freight Agent, Phila.
E. L. HOUPT, Gen'l Ticket Agent, Phila.
E. LEWIS, Gen'l Sup't Altoona, Pa. ja3-1y

ELMIRA ROUTE.—PHILADELPHIA AND ELMIRA RAILROAD.

QUICKEST ROUTE to Tamaqua, Catawissa, Rupert, Wilkesgarre, Scranton, Danville, Milton, Williamsport, Lewisburg, Canton, Towanda, 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 (adjoining Girard House, Callowhill street,) daily (Sundays excepted), for above points, as follows:

MAIL TRAIN LEAVES.....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, Cannandaigua and Niagara Falls, and Buffalo, New York and Erie, and New York Central Railroads, from all points North and West, and the Canadas.

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

Tickets can be procured at the Philadelphia and Elmira Railroad Ticket Office, northwest corner of F. and THIRTEENTH streets, and at the 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 at 1 P. M.

Freights must be delivered before 5 P. M. to insure their going the same day.

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

CHAS. E. FAPPEN, General Agent,
Northwest corner SIXTH and CHESTNUT Streets.
ap13-tf Philadelphia

NORTH PENNSYLVANIA RAILROAD.

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

(Stations on Delaware River Railroad.)

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 7.30 P. M. (Express), for Bethlehem, Easton, &c.

This train reaches Easton at 8.20 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. 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 6.35 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 8.30 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 and SIXTH Streets, in order to secure the above rates of fare.

All Passenger Trains (except Sun