THE PRINCE OF WALES IN NEW YORK.

IMPOSING DEMONSTRATION.

MILITARY AND CIVIL RECEPTION.

The reception of Baron Renfrew at New York, Thursday, was one of the most brilliant of the public spectacles for which New York is famous. The New York journals teem with details of the ovation, from which we condense the following brief account:

THE PRINCE ARRIVES AT AMBOY.

Never did Indian summer's sun shine on a lovelier scene than the day presented on Thursday to the witnesses on board the steamer Thomas P. Way, who went down to escort Baron Renfrew from Amboy, where he had arrived by the train at noon. The Harriet Lane was already waiting at the dock, and the Prince was received with a salute of twenty-one guns, the Marine Band of Governor's Island playing the British national anthem. The tugged steamer, the Lane threw off her lines, and the Prince held a reception on half of the quarter-deck, the other half being partitioned off with bunting, for a luncheon. Wm. B. Astor, Peter Cooper, Collector Schell, E. B. Hart, and some score of other New Yorkers were presented, Generals Scott and Wool assisting in citizen's dress.

THE PRINCE VIEWS THE BAY.

Luncheon having been discussed, the Prince mounted to the roof of the pilot-house. On nearing the Narrows, Fort Hamilton thundered out a 21-gun salute, and the Thomas P. Way, tired of waiting for the Lane, sailed around her to while away the time.

The yacht Maria, Commodore Stevens, now met the steamer, tacked, fired a first salute, and, sailing and firing, escorted the Lane to the Battery. The Havana, propeller, from Havana, coming up, assisted in the ovation, firing salutes, flying her bunting, and her passengers cheering. The upper bay was dotted with gaily-dressed yachts, peppering away with their little guns, the sounds of which were lost in the deep-mouthed thunder of the fort at Governor's Island; here the United States troops turned out, and cheered most lustily.

THE SCENE FROM THE BATTERY.

The scene off the Battery was most imposing. Castle Garden crowded to the dome, and countless thousands, from house-top to pavement, wherever human beings could stand, with the brilliant arms and uniforms of the military, made up a magnificent display. Amidst the naval salutes, the cheers of the thousands of spectators, and the strains of martial music at the Battery, the Prince landed at Castle Garden to attire himself in uniform to do honor to the citizen-soldiery of the State of New York.

HOW THE PRINCE WAS DRESSED.

We understand that some discussion took place between the Prince and his friends as to the proper dress to be assumed; but it was felt to be a military necessity for him to review the troops in the uniform of his military rank, that of Colonel of her Majesty's Grenadier Guards. Accordingly the more becoming dress for the occasion—that of a simple gentleman—was, reluctantly, no doubt, exchanged for the less dignified one, which excited general surprise and comment from the instinctive popular sense.

OUTSIDE THE BATTERY.

Battery place, from Bowling Green down to the great gate of the Battery, opposite Greenwich street, was cleared by the police, and at 1 P. M. gate the military, Mayor, and Common Council entered. From an early hour in the forenoon expectant thousands flocked to this vicinity, there to remain until late in the afternoon, regaled occasionally by the music of some of the military bands in the Battery; but long before the Prince made his appearance, to find their patience completely exhausted.

THE SCENE ALONG BROADWAY.

The decorations were not nearly so extensive or handsome as on the occasion of the reception of the Japanese. Many of the stores along Broadway displayed one small flag each, but the spectacle of banners and streamers shading the streets which was presented on the former occasion, was now absent.

Not a window along the line of march was unoccupied. Thousands upon thousands crowded every available position from which the procession could be viewed. The streets were even more densely filled than on the occasion of the Japanese procession. In front of very many of the stores, and even before many private dwellings, temporary tiers of seats were erected, places for which range from a shilling to five dollars each. By far the largest portion of the immense crowd, too, were women, dressed with the richness which characterizes the ladies of New York, and as beautiful, generally, as a New Yorker could wish to see them.

THE BATTERY.

The Battery was cleared at an early hour of all but those having special tickets of admission from the Mayor, so that the military had ample space for their evolutions. And as the sun broke through the morning clouds upon the mass of polished machinery, the scene presented was brilliant in the extreme. The Battery was lined from end to end with the files of accoutred soldiery. In due time the Brooklyn regiment arrived, which added to the animation of the scene. The Battery itself looked quite neat, having been well swept.

The carriages, upwards of twenty in number, designed for the Prince and his suite, with the Mayor and Common Council, started from the city hall at half past 12 o'clock. The municipal dignitaries entered the amphitheatre of Castle Garden, where the reception was to take place. About two hundred ladies and gentlemen were also in the amphitheatre of the Castle.

THE HARRIET LANE ARRIVES.

The Harriet Lane reached Castle Garden dock at precisely twenty minutes past two o'clock, attended by continuous salutes from the artillery detachment on the Battery. The dock where the Prince was to land was kept perfectly clear, under the charge of a section of thirty-three picked men from the Broadway squad, commanded by Sergeant Cropsey.

THE PRINCE WELCOMED TO NEW YORK.

At half past two o'clock, the Prince and suite entered Castle Garden, headed by the band, playing a march. The Duke of Newcastle was on his right, and Lord Lyons and the Earl of St. Germain on his left. The Prince carried his hat in his right hand and light cane in his left. He had on a blue coat, closely buttoned, and a pair of close-fitting, gray pantaloons. His appearance is quite youthful, and he wore as he entered a look of exceeding modesty, impressing favorably all who saw him. As he advanced towards the Mayor and Common Council, the Mayor stepped towards him, all within being uncovered. Arriving at the table, which had come on the Harriet Lane, then introduced the Prince to the Mayor, and afterwards presented the Duke of Newcastle, the Earl of St. Germain, followed by other members of his suite. The Mayor then presented the royal party to the Aldermen and Councilmen.

A MOMENT OF EMBARRASSMENT.

The Prince and Lord Lyons bowed their acknowledgments, the former saying something to the Mayor, but amid the din of unwelcome music it was unheard, except perhaps by the Mayor. A slight pause followed, somewhat embarrassing, approaching Up, for the Prince. The band kept up its clatter, right against all propriety. The Prince tapped his cane against his foot, glanced bashfully around at the band, and then at the Common Council, when the Mayor, whispering to Lord Lyons, interrupted the embarrassment by offering the Prince his arm, and escorting him and the royal party to the rooms of the Commissioners of Emigration. As the Prince ascended the stairs, the band took the hint to stop playing.

THE PRINCE APPEARS IN HIS MILITARY UNIFORM.

A little before 3 o'clock the Prince made his appearance in his chapeau, with white plume, a red tunic, and dark pantaloons, with two narrow red stripes. Coming out of Castle Garden, he was presented to General Sanford and staff. He then mounted his horse, followed by the other members of his suite, and, with General Sanford and his staff, proceeded to review the troops.

THE MILITARY REVIEW.

The Prince, with Gen. Sanford, took the lead, moving first in the direction of Battery Place, the massed bands playing the air of "Hail Columbia," while a band struck up "God save the Queen." The 12th Regiment acted as Guard of Honor during the review. "Hail Columbia," "The Star Spangled Banner," and "God save the Queen" were alternately and successively played as the Prince rode back and forth along the several lines, while the crowds all around the Battery were continually greeting his appearance as he drew near them; the Prince, meanwhile, gracefully raising his chapeau in token of acknowledgment. The multitude could scarcely have numbered less than five thousand.

THE PROCESSION MOVES.

About half past three o'clock the head of the column began to move. After General Sanford and staff came the Prince's carriage, enclosed by the Washington Grays, followed by the other carriages in the order before mentioned. As the Prince drew near Broadway, a perfect shower of cheers greeted him on every hand, while clouds of cambric welcomes shook from every window. The march was necessarily slow, from the dense masses packing the streets on every side. It was an ovation to the young Prince throughout.

THE FIRST REVIEW FROM THE PARK.

The head of the column reached the Park about 4 o'clock, when the Prince and party, with the Mayor, alighted from their carriages on the steps of the City Hall, when the military gave the Prince a marching salute, the Prince continually touching his chapeau as they passed.

AT THE FIFTH AVENUE HOTEL.

Great enthusiasm was manifested the whole length of Broadway to the Fifth Avenue Hotel, which was dark before the procession reached Union Square. This whole line of march was perfectly alive with humanity. The head of the procession reached the Fifth Avenue Hotel at half past six, when the Prince and his party alighted from their carriages and at once repaired to their rooms. The military were then dismissed, and repaired to their several quarters.

THE ROYAL PARTY AT THEIR QUARTERS.

At about six o'clock, the hurried movements of the police seemed to indicate that something was about to happen, and at twenty minutes past six P. M., the something did happen. A body of dragoons, moving at a brisk trot, dashed up the Fifth avenue, towards the front or main entrance to the hotel, thus diverting momentarily the attention of the crowd, while the carriage containing his Royal Highness, and "his Excellency" Mayor Wood, was driven quickly to the private entrance on Twenty-third street. Almost at the same moment, the two large wagons carrying the Prince's baggage were driven up to the same door, but the drivers, discovering their mistake, moved on around to the Fifth-avenue entrance. The Prince, Mayor Wood, the Duke of Newcastle, and the other members of the Prince's suite, dismounted and entered the hotel.

THE PRINCE ON A BALCONY—"COURTESIES" OF A NEW-YORK CROWD.

Some one in the crowd proposed "three cheers for the Prince of Wales." The cheers were given "with a will," fairly rattling the hotel windows, and, just as they were concluded, the Prince, accompanied by his suite, came forth on the balcony. He was greeted with loud and continuous cheering and waving of hats and handkerchiefs, which continued for a minute or two, during which time the Prince bowed gracefully and frequently in acknowledgment. As the noise lulled for a second, and, with simultaneous roar the shout broke forth, "Speech, speech, speech!" But the Prince didn't seem to understand it, and declined bowing apologetically to the crowd until he was lost to sight within the window.

AT THE METROPOLITAN HOTEL.

A number of the aforementioned "Friends of the Prince," which they have learned to consider everybody bows from a hotel balcony, had been disposed for an exhibition. Unfortunately, the scene for an exhibition was not quickly presented. Scarcely two minutes had elapsed, when the window then another and another of the balcony was thrown open, and, in the twinkling of an eye, legs began pouring out, until, at the end of three minutes, twenty legs, and twenty-three men, were hanging out, until the balcony was filled. They rushed to the Prince's window, stared in at him, tried to enter, formed a solid wall of faces at his window, and the crowd down below hissed, groaned, and shouted "shame" at them with no effect. Some were so impudent as to turn and look coolly down at the indignant multitude, and then resume their gaping attitudes at the window. The crowd shouted "! Oh! Oh! Oh!" but it was not until the police had tightly closed the Prince's windows that they gave way and moved slowly back into the hotel, amid the jeers of the crowd.

Another and Full Account of Walker's Execution by an Eye-Witness.

[From the New Orleans Delta, October 5.]

Several false reports having been published respecting the circumstances of General Walker's execution at Truxillo, we have a melancholy satisfaction in being enabled, from the statement of an eye-witness, to give an authentic and reliable narrative of the transaction.

Mr. Wm. S. Elton, an intelligent young man, a native of Philadelphia, who has been for some time in the employ of the Panama Railroad Company as an engineer, happened to be in Truxillo when General Walker and his command were brought back to that place, and was an attentive observer of all that occurred. Mr. Elton came over from Truxillo in a schooner to Charleston, and thence proceeded to Mobile with letters from Col. Rudler to Mrs. Julius Hearst, of that place. Mr. Elton was a friend of Gen. Walker, and sympathised in his cause, but was not of his party. He witnessed the execution of the General, of which he gives in substance this description:

At the state of the fort the General, having been led from his cell, was relieved of the heavy irons he had borne ever since his surrender. He had on the clothes which he had worn through the expedition. A force of two hundred men, with bayonets, received him at the fort. He was placed between two priests, with lighted candles, and the troops forming in column, the melancholy cortege proceeded to the place appointed for the tragical deed. The General's carriage was erect and resolute, his expression calm and even smiling, and the whole scene left the impression of a man of earnest devotion and conscious rectitude.

The consolations of religion, which were whispered to him by the priests who accompanied him on this his last march, were received and responded to by him with fervid piety and Christian hopefulness. These responses, we are assured by our informant, were all that proceeded from him during the march from the fort to the scene of the execution. The military cortege was followed by a great crowd of people, and a number of the sailors and marines of the British ship Icarus, wearing their side arms. As the procession passed the streets, the doors and windows were all filled with people, whose countenances, and now and then their language, indicated their views and feelings in regard to General Walker. Among the natives there was a general feeling of exultation at the downfall of the "terrible filibuster."

As the procession marched by the prison where the rest of Walker's men were confined, the doors and windows of the prison were completely closed.

Arriving at an old ruined barracks or fort, about a quarter of a mile outside of the city, the troops were formed into three sides of a square, and the General was led forward and placed near an angle of the wall. The crowd of people stood behind the line of soldiers.

The priests who had accompanied the General now held a brief colloquy with him, receiving his confession, and administered to him the last and rites of the Church, and retired. A section of four soldiers were then ordered to their post, and, taking their position within twenty paces, the usual military commands were given, and the soldiers took deliberate aim at the gallant American, not a feature of whose face, not a fibre of whose body betrayed the slightest emotion of fear. The command "Fire!" was given, the volley discharged, and the General fell forward on his face. The body lay quivering in the agonies of death—the bullets of his executioners had passed through his head—when the second section was ordered to advance and fire another volley, which totally mutilated the body, from which life was fast ebbing. Then a single soldier marched up to the body, and placed his musket within a few inches of the already dead man, and fired, horribly defacing his countenance, and blowing the head nearly from the body.

Then the troops were formed, and proceeded, at a lively step, back to town, leaving the body of Gen. Walker where it had fallen. Here it was taken charge of by the priests who had attended him to the place of execution, and by two American citizens, whose names are Cornelius Hooper and Orlando Graves, and after being decently coffined was interred, with the ceremonies of the Catholic church, in a cemetery outside of the town. During the whole time of the execution not a word escaped Gen. Walker, except his whispered responses to the spiritual consolation of the priests. The story that he addressed the spectators a short time before his execution, declaring his regret for his course, was concocted by the Honduran authorities, or, perhaps, was fabricated in Havana, where the name and deeds were held in such terror. There is not a word of truth in the statement.

GENERAL NEWS.

The following description of the Papal States is of interest at this moment: Before the war of Italy the States of the Church were divided into four legations, not counting the district of Rome. The first comprised the provinces of Bologna, Ferrara, Forli, and Ravenna, and were called Romagna. They have been annexed to Piedmont. The second consisted of the provinces of Urbino, Pesaro, Macerata, Loreto, Ancona, Fermo, Ascoli, and Camerino, and are commonly called the Marches. They have on the north Romagna, on the east the Adriatic, on the south the kingdom of Naples, and on the west Tuscany and the provinces of Spoleto and Perugia. They separate Romagna from the Neapolitan States. The third legation consists of the provinces of Spoleto, Perugia and Rieti; the first two constituting what is called Umbria. The town of Foligno, which is in Perugia, is the Fulginium of the ancients. The fourth legation comprises the provinces of Velletri, Frosinone, and Benevento; the latter, however, is surrounded by Neapolitan territory. The district of Rome, which is placed under a special regime, consists of that city, of Viterbo, Orvieto, and Civita Vecchia, the latter being an important commercial port.

The London *Standard*, of the 4th ult., says that a prosecution was instituted by the Dublin and Kingston Railway Company, on Saturday, the 1st ult., against a gentleman named Richardson, with a view of putting an end, if possible, to the abound ing and impermissible practice of passengers jumping out of a train while it is still in motion. Railway companies, for their own protection, as well as that of the public, are quite justified, and, we believe, determined, to adopt the most rigorous measures to prevent or punish, a practice which can never be of any appreciable advantage to the person indulging in it, and has often been attended with disastrous consequences. In this particular instance the full penalty of two pounds was pressed for against the defendant by the company's solicitor; but it was afterwards, in a spirit of well-intended lenity, mitigated by the magistrate to a nominal fine. It may, nevertheless, serve as a warning.

DEATH OF A TENNESSEE HERMIT.—The Memphis (Tenn.) *New Era* announces the death, on the 23d ult., of Daniel West, the well-known hermit of the mountains, at the age of seventy-eight. He had lived for a number of years in the hollow of a large American poplar tree, in the opening of which he had fitted a rude door. In the centre of this hollow he would build his fire in winter and for cooking his plain meals. This tree was also served as his sleeping apartment, and it is said he slept in a sitting posture reclining against the wall of his house. Adjoining or near to this tree he had a rude shed which he used as a workshop, where he manufactured chairs, boxes, cider mills, &c. He was a North Carolinian by birth, and served as a soldier in the war of 1812. He was at the Mobile station when the battle of New Orleans was fought, and heard the booming of the guns when his old General was whipping the British.

EXPLOSION OF A DIAMOND MACHINE.—It is generally known, says the Sacramento *Union*, that a party of gentlemen have been experimenting for some months past in diamond making, and for said purpose have caused to be put together some sort of machinery of some kind peculiar to the vocation, we know not what. At any rate, it is of iron, and is bolted and riveted together about as strong as mechanics can make such things. On Wednesday, about noon, as I. W. Underwood was experimenting with his pet, which is to make diamonds as cheap as pebbles, the thing blew up, and the experimenter barely escaped with his life. We understand the power of the explosive gas was so great as to tear asunder solid iron three-fourths of an inch thick, as readily as one would tear up wet paper.

It is estimated that the actual loss of property at Damascus has been upwards of three mil *lions sterling. The losses sustained by the inhabi*tants of Mount Lebanon would be, at the present moment, almost impossible to calculate. All the crops, mulberries, silk, cereals, &c., are totally destroyed. Twenty-eight colleges, and three hundred and sixty villages, are in ruins; five hundred and sixty churches have been pulled down, and forty-two convents together with nine European establishments, have been burned to the ground. The products of the gardens in the fertile plains of the Bekaa, of the anti-Lebanon, from the village of Hamah to the Hauran, as well as the crops of the Hauran itself, the richest district in Syria, to the extent of 40,000 square miles, are all completely and irretrievably lost.

BY DECREE of the 21st May last, the Abbé Maret was nominated Bishop of Vannes, but the Pope refused to give his sanction to the appointment. The Duke de Grammont, according to the *Courrier de Bretagne*, lately made a new and strong appeal in connection to the Holy Father to grant his pronunciation, but in vain, the Pope declaring that he had conscientious reasons for refusing. The Abbé Maret is known to be an enlightened man, who does not believe in the necessity of maintaining the temporal authority of the Pope. Hence the refusal of his Holiness.

The London *Economist* says: It is now almost certain that the failure of the potato crop is greater than in any year since 1847. The root crops are full of weeds in most cases, and where tolerably clean they cannot grow for want of rain and from excess of moisture. At present the farmer's chief hope is a dry autumn; without it his position will indeed be serious.

Not the slightest accident having occurred on the Hudson River Railroad for the last four months, the conductors are becoming reckless, and, on Thursday morning, of last week, the newspaper train ran from Hudson to Castleton, twenty-one miles, in twenty-three minutes, and on Friday, from Castleton to Albany, seven miles and a half, in seven minutes.

DURING the session of Parliament just ended, 5,574 petitions, with 197,684 signatures attached, were presented to the House of Commons against the total abolition of church rates, and 5,688 petitions, with 610,877 signatures attached, in favor of the total abolition of the rates.

BY the middle of next year, when the vessels now constructing for the British navy shall be finished, they will count 735 vessels; with 17,099 guns, and a steam power of 132,785 horses. In guns the French navy is only about half as strong as the English.

THERE is talk in Paris of the construction of a large theatre, to contain 6,000 spectators, at the corner of the Boulevard Bonne Nouvelle and of the Rue du Faubourg St. Denis. It is stated that it will be called the Theatre Angelo Français.

MURDER LICENSED.—A Chinese trader has been permitted to sell opium throughout the Sandwich Islands by paying $2,000 per year for the privilege.

A BOX containing $1,200 worth of jewelry was stolen at Niagara Falls, on Monday, from a pedler, who in an unguarded moment had left it upon a hotel table.

THE western grain crop is so large that it is supposed the railroads will be busy all winter bringing it east.

DURING the year ending the 1st instant, 76,997 hhds. of tobacco were inspected in Virginia, against 69,660 in 1859.

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 importance but the necessity of having a thoroughly fire and burglar-proof Safe.

That the 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 will not resist the combined attacks of fire and burglars is established by the fall of walls, timbers, &c., or by its own bulk in its descent, thus preventing the evaporation of the moisture from the filling, as it is scarcely possible to make or keep the vapor chamber water-tight in so frail a structure; also, its inability to withstand the heat and or vapor during the fire; its rapid deterioration by rust and otherwise, and its entire insecurity against burglars, will scarcely be denied. It is claimed that all these defects are remedied in the above wrought and chilled-iron safe and lock, 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 this safe, as well as of sheet-iron safe, premising that the two principles comprise all the popular safes now in use. Further, that the vapor principle is the only fire-proof principle, and to make the safe fire-proof, by all safe-makers having any celebrity, consequently, all now put in a composition-chamber for this object.

STRUCTURE OF CHILLED-IRON SAFES DESCRIBED.

The base or body of this safe is a box made of bars of wrought iron, ¾ to ⅞ of an inch thick, by 1½ to 2½ inches wide; screws each way through the bars, and placed near each other, forming a compact network; about ¾ inch holes are drilled near each other through these bars, and molten cast iron is poured in and through 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 thoroughly chilling the cast iron, and making it drill proof, while the two-screws are so intimately tied as not to be separated or broken by any ordinary power.

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 RIVETS, the sides and top having a band across the centre. This constitutes the whole iron work, adding the door flanges and back plate and door-way or frame, which is made of cast iron, and a thin 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 practically, vapor chambers, as vapor is found absolutely necessary to act upon the iron flanges that surround the composition chamber, or the heat would be easily conducted through these flanges to the interior, and it is impossible to be ever so good a non-conductor as iron is a free conductor of heat, and, consequently, the vapor principle must be admitted that the best material for this chamber is that which is the greatest absorbant, and will not coke or become hard. Plaster of Paris appears to be that article, as most of the Safe makers use a composition having lime for a constituent, and this is the only material for the production of vapor; but as it is so light, it is in the sheet-iron safe adulterated with fire clay, or some heavy substance, to give them weight and solidity.

The Chilled Iron Safe has both in the outer structure, consequently its fire-proof principle is greatly increased, producing much more vapor than the composition used by sheet-iron makers, and while the sheet-iron Safe is warping and twisting in the intense heat, and allowing the vapor to escape, the chilled iron has no outer joints, and the thickness iron prevents the warping of the chilled, consequently the vapor cannot escape. And here lies the great advantage this Safe has as a fire proof over the sheet-iron safe, in three important advantages. *The structure shows that it* cannot be affected by the falling of walls, timbers, &c., or its own fall; that it secures the vapor for protection from rust or otherwise; that in case of fire its shape is not affected; that if it is checked by water, or other cause, the check can not injure the Safe; that the bars, consequently the Safe is not injured for use; that the steam or vapor is generated by the vapor chamber, and does not destroy the binding to injure the paper 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, combination, is the best drill 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 in Green Bay was burned on 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 your safe, and they came out safe, in an awful heat, which your Safe passed through, and, to the astonishment of all, preserved everything, money, books, and papers, in a perfect state.

GEO. H. HAYWOOD.

M. C. SADLER, General Agent,
715 CHESTNUT Street,
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In order to meet the constantly-increasing demand for this justly

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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 every refused to establish any new agencies, or create any new outlets for it whatever.

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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 mark. Whenever doubts exist as to 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

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TAR.—50 bbls Tar; 275 kegs ditto, in store and for sale by ROWLEY, ASHBURNER, & CO., No. 16 South Wharves. oc4

REFINED SUGAR.—1,000 Barrels LOVERING'S Crushed, coarse and fine pulverized, A, B and O Coffee, and refined yellow Sugar, for sale by JAMES GRAHAM & CO., 140 LETITIA Street.

JAVA COFFEE.—1,000 packets prime Java Coffee; for sale by JAMES GRAHAM & CO., 140 LETITIA Street.

PITCH.—375 bbls Pitch, in store and for sale by ROWLEY, ASHBURNER, & CO., No. 16 South Wharves. oc4

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As accidents will happen, even in well-regulated families, it is very desirable to have some cheap and convenient way for repairing Furniture, Toys, Crockery, &c.

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meets all such emergencies, and no household can afford to be without it. It is always ready, and up to the sticking point. *There is no longer a necessity for limping chairs*, splintered veneers, baskets of ware broken and useless, as it is just the article for cane, shell, and other ornamental work, so popular with ladies of refinement and taste.

This admirable preparation is used cold, being chemically held in solution, and possessing all the valuable qualities of the best cabinet-makers' Glue. It may be used in the place of ordinary mucilage, being vastly more adhesive.

"USEFUL IN EVERY HOUSE."

N. B.—A Brush accompanies each bottle. *Price* 25 cents

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RAILROAD LINES.

NEW TRI-WEEKLY FREIGHT AND PASSENGER ROUTE TO NORFOLK AND PORTSMOUTH, VA. CHANGE OF LOCATION for the receipt and delivery of Freight.

On and after Monday, October 15, Forwarders of Goods by this line will send to FRENTZELS' Warehouse, under National Hall, 122 MARKET Street.

Entrance for drays in the rear of the building, from Thirteenth Street, through Leiper's street.

Mark Goods "Via Camden, N. J."

Passengers will take the 3 15 P. M. train at the depot, corner of Broad street and Washington avenue, on Tuesdays, Thursdays, and Saturdays.

Fare for first-class passengers, including meals on the boat, $7

Second-class passengers, including meals on the boat, $4 50

H. F. KENNEY, Master of Transportation,
P. W. & B. R. R.

oc12 tf

WEST CHESTER AND PHILADELPHIA RAILROAD

VIA MEDIA.

CHANGE OF HOURS.

On and after Monday, September 17th 1860, the trains will leave PHILADELPHIA, from the Depot, corner of Thirty-first and Market streets, West Philadelphia, at 7.45 and 10 A. M., and 2.30 and 5 P. M.

Leave WEST CHESTER, from the Depot, on East Market street, at 7 and 10.15 A. M., and 1.45 and 5 P. M.

ON SUNDAY.

Leave Philadelphia, from the depot, northeast corner of Eighteenth and Market streets, at 8 A. M. and 3 P. M.

Leave West Chester, at 7.30 A. M., and 4.45 P. M.

Trains leaving Philadelphia at 7 A. M. and 5 P. M., *and on Wednesdays and Saturdays only, at 2.30 P. M.*, connect at Pennelton with the Philadelphia and Baltimore Central Railroad, for Oxford, Rising Sun, Elkdale, Elkview, &c., and for Oxford, via Stare, from end of Track, at 7.45 A. M. On Tuesday, Thursday, and Saturday, the 7 45 A. M. train from Philadelphia will connect with a line of stages, via Oxford and Hopewell, to Fairville, and Kennett Square.

The last Passenger Railway Car will leave Front and Market streets 30 minutes and Eighth and Market streets 25 minutes before the starting time from the Depot, and will carry a flag to denote it.

Office and waiting room, southeast corner of Eighth and Market streets. Passengers can purchase tickets for West Chester, will be furnished with a ticket over the Passenger Railway.

HENRY WOOD,
General Superintendent.

The baggage car will leave Eighth and Market streets one hour before the departure of the train from the West Philadelphia Depot. se14-tf

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD—SUMMER ARRANGEMENT.—On and after MONDAY, May 14, 1860,

FOR GERMANTOWN,

Leave Philadelphia 6, 7, 8, 9, 10, and 12 A. M., 1, 3, 3½, 4, 5, 5, 6½, 7, 8, 9, 10½, and 12½ P. M.

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

ON SUNDAYS.

Leave Philadelphia 8.05 min. A. M., 2, 3, 5, 7½, and 10½ P. M.

Leave Germantown 8.10 min. A. M., 1.10 min., 4, 6½, and 9½ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 11 A. M., 2, 4, 6, 6½, 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, 6.40, and 11.10 P. M.

ON SUNDAYS.

Leave Philadelphia 9.05 A. M., 2, 5, and 7½ P. M.

Leave Chestnut Hill 8.40 A. M., 1.40, 4.40, and 9.10 min. P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 5.30, 7½, 9.05, 11.05 A. M., 1.05, 3.05, 4½, 5.50, 6.50, and 11½ P. M.

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

ON SUNDAYS.

Leave Philadelphia 9 A. M. and 3 and 8 P. M.

Leave Norristown 7½ A. M., 1 and 7 P. M.

FOR MANAYUNK.

Leave Philadelphia 5.30, 7½, 9.05, 11.05 A. M., 1.05, 3.05, 4.05, 5.55, 6.50, 8½, and 11½ P. M.

Leave Manayunk 6, 7, 8, 9, 10, 11 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 P. M.

ON SUNDAYS.

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

Leave Manayunk 7½ A. M., 1½, 6½, and 9½ P. M.

H. PARSONS, General Superintendent.

DEPOT, WINTER AND ALDER Streets.

NOTICE.—CHESTER VALLEY RAILROAD.—PASSENGER TRAINS FOR DOWNINGTOWN AND INTERMEDIATE STATIONS.—On and after 26th May, 1860, the Passenger Trains on the Chester Valley R.R. will start from the new Passenger Depot of the Philadelphia and Reading Railroad Company, corner of BROAD and COLLEGE AVENUE Streets, (passenger entrance on Callowhill.

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

AFTERNOON TRAIN for Downingtown, leaves at 4 P. M.

DAILY (Sundays excepted.)

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

W. H. MCILHENNEY, Secretary.

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Oct. 13, 1860.

SUN RISES ..... 6 27—SUN SETS 5 39
HIGH WATER 1 17

ARRIVED.

Steamship Delaware, Cannon, 21 hours from N York, with mdse and passengers to Jas Alderdice. Below Gombay Hook passed brig Emma Egerr, from Charleston, at anchor.

Ship Montebello, Henderson, from Liverpool 24 ult, with mdse to *Wright & Sons. Arrived off the Capes* of Delaware 7th inst. Sept 28th, lat 32 46, long 51 09, signalled a ship supposed the Kitty Floyd, steering east. 9th inst, lat 40, long 72, passed a ship Moro Castle, steering south.

Brig Commerce, Barnes, 9 days from Grand Turk, Tl, with salt to John Mason & Co.

Brig Black Squall, Davis, 10 days from Cardenas, with molasses to John Mason & Co. Vessel to G W Bernadon & Bro.

Brig H McGilvery, Heagan, 5 days from Portland, in ballast to captain.

Schr G M Smith, Mills, 3 days from New York, with mdse to French, Richards & Co.

Schr Rancocas, Straughn, 1 day from St George, with wheat to Jas J Black.

Schr T P McColley, Carter, 1 day from Camden, Del, with corn to Jas Barratt & Son.

Schr J R McGee, Townsend, 4 days from Suffolk, with shingles to captain.

Schr Gerro Gordo, Irons, 4 days from Suffolk, with shingles to captain.

Schr Marion Baker, Baker, from Norfolk.

Schr Marian Rosana, Palmer, from Boston.

Schr Kingsold, Crowell, from Newport.

Schr Jas A Parsons, Shaw, from Washington.

CLEARED.

Steamship City of Richmond, Mitchell, Richmond, T Webster, jr.

Brig H H McGilvery, Heagan, Boston, L Rothermel & Co.

Schr Lizzie W Dyer, McDuffie, Portland, Sinnickson & Glover.

Schr Ella Cannon, Sayers, Norwich, R R Corson & Co

Schr J McCloskey, Stebbins, New London, do

Schr Smith D Bellows, Clark, Providence, do

Schr Maggie Van Dusen, Ireland, Richmond, Baker & Folsom.

Schr Minnehaha, Young, Richmond, T Webster, jr.

Schr Maria Pickup, Baker, Salem, Noble, Hammett & Caldwell.

Schr J A Parsons, Shaw, Maurice River, do

Schr Marian Rosana, Palmer, Bristol, Binkiston & Cox

Schr Ringgold, Crowell, Bristol, N Sturtevant & Co.

Schr Charles S. Kersey, Washington, Van Dusen, Norton & Co.

Schr H G Ely, McDonnell, Washington, do

Schr Anna & Mary, Rowen, Boston, do

Schr G M Smith, Mills, Providence, B Milnes & Co.

Schr H L Gaw, Carr, Baltimore, A Groves, jr.

Str Putnam, Canfield, Quincy, Dandelow & Co.

Str F Boardman, Crocker, Portsmouth, L Audenried & Co.

(Correspondence of the Philadelphia Exchange.)

LEWES, DEL., Oct. 11.

No square-rigged vessels have passed to sea since my last report. There are no vessels at harbor. Wind SW and pleasant.

Yours, &c., N. W. HICKMAN.

(Correspondence of The Press.)

HAVRE DE GRACE, Oct. 12, 1860.

The Wyoming left with 11 boats, laden and consigned as follows:

Schr Brannah, G B Brass, and Geo B Merrick, lumber to Saml Bolton; E C Gramm, do to Jas Pollock; Geo Thos S Steele, do to M Fite; Jos Hopper, do to Albert Benton; Frances Adams, do to Morgan & Steele; C L Coe, do to Malone & Taylor; J C Hoffman, do to Brubaker, and Lillie J