THE PRINCE ON HIS JOURNEY.

FROM ALBANY TO BOSTON.

DEPARTURE FROM ALBANY—THE PRINCE AND GOVERNOR SEWARD.

Promptly at the hour appointed the Burgesses Corps of Albany waited upon the Prince, and after he had—in company with Gov. Morgan, Senator Seward, and his own party—taken his position, they escorted him, through crowds of enthusiastic people, to the cars. The Prince seemed delighted with Senator Seward, conversed with him for a long time, and extended a cordial invitation for him to visit England. The Duke was equally cordial towards Senator Seward, and the party seemed pleased and satisfied with the visit. The only *mal apropos* occurrence was the great length of the dinner, which lasted over three hours, completely wearying the Prince. He was obliged to endure presentations until a late hour. As the train left the depot, Mr. Seward called out to Dr. Ackland that he would send him some works to Oxford, and the entire suite joined in a farewell salute.

EXCITEMENT AT WORCESTER.

At Worcester there was a very great rush for the royal car. Men, women, and children, vied with each other in the most frantic attempts to get hold of the Prince or touch his garments—to all of which he paid but little attention, bowing, occasionally, to the right and left. Gov. Washburn and the directors of the road here joined the train. They desired to be presented, but the Prince was sleepy, and they were not introduced.

ENTHUSIASM AT PITTSFIELD.

At Pittsfield there was an immense outpouring of the people. No such enthusiasm or desire to see his Royal Highness has been manifested since his arrival. In accordance with their oft-repeated request, he went to the rear of the platform and bowed several times to the cheering multitude.

THE RECEPTION AT SPRINGFIELD.

At Springfield the spacious depot was jammed with a dense mass of humanity, all struggling to see the lion of the day. Lunch had been provided for the party, but no knives or forks or plates had been brought, so Beckmeyer was compelled to borrow a dozen of each from the saloon. Here Cols. Thompson and Sargent, aids to Governor Banks, met the Prince. They presented their credentials, extended their invitations, and made part of the company. The Prince was very cordial to them, but was evidently tired, sleepy, and somewhat bored with the ceremony. Salutes were fired from the armory and several private residences.

AT BOSTON.

The approach to and the reception at Boston were very peculiar incidents in the royal progress. As the train passed the Arsenal a national salute was fired. When it stopped the Prince expressed a desire to examine the engine which had drawn the train, and which is named the "Prince of Wales." He was then introduced to Messrs. Everett, Winthrop, and Hilliard; after which the entire party, seated in barouches, drawn severally by four black horses, and escorted by mounted troops, moved on slowly towards the city. The entire route from Longwood, at which point the party disembarked, was thronged by private and public conveyances, which were crowded with curious people anxious to see the Prince. They were respectful, orderly, and cordial, and his acknowledgments indicated his entire comprehension of the fact. Some little drawback was occasioned by the breaking down of a carriage in which were Dr. Ackland and Hon. Mr. Ries, and the explosion of a cannon—but as a whole it was admirably arranged and carried out.

THE PRINCE MEETS A WATERLOO VETERAN AT ALBANY.

The Albany *Journal says:* Just before Lord Renfrew left this morning, a very interesting interview took place at Congress Hall. Philip Mills, an old veteran of Waterloo, one of the "guards to whom Wellington said, on that eventful day, "Up, Guards, and at them," was presented to Lord Renfrew and his suite. He showed the Prince his Waterloo medal, his certificate of honorable discharge from the army, for "extremely good conduct," and his certificate of ten years' service in the police, in London. He also handed the Prince two letters, one from the Colonel of the Grenadier Guards, and one from the superintendent of the London police, addressed to the Governor-General of Canada. They were given to Mills in 1835, and their seals have remained unbroken till they were broken this morning by the Prince. They were found to contain the strongest possible commendation of Mills. The Prince and his suite manifested great interest in the veteran. Viscount Hinchenbroke and Mr. Elliot are themselves officers in the Guards at present, the former being in the same battalion in which Mills formerly served. General Bruce took Mills' address, and we trust and believe the veteran will have cause to remember the visit of the Prince with life-long pleasure.

AN INCIDENT OF THE PRINCE'S STAY IN NEW YORK.

A curious incident occurred during the progress of the Prince up Broadway on the day of his arrival, which proves him to be possessed of much discernment and good sense. An enthusiastic sovereign rushed towards the carriage, and, extending his hand, vociferously prayed God to bless the Prince, to bless his mother, and to bless every one and everything, in general terms. The Prince smiled, and good-naturedly took the extended hand of the enthusiastic citizen. A policeman, emboldened by the condescension, then offered his hand also; but the Prince drew himself up and turned away, at the same time apologizing to the Mayor, beside him, and explaining that he recognized the distinction between a private citizen offering his hand, through a feeling of hospitality and welcome, and a public servant on duty doing the same thing. This little incident argues an amount of discrimination and self-possession on the part of the Prince not often to be found in so young a man.

DEATH OF THE ASSAILANT OF THE PRINCE.

Edward Moreans, the poor, crazy English sailor, who made the disturbance as Lord Renfrew was riding down Fifth avenue, on Friday morning, and was discharged by Justice Connolly, died on Tuesday, at Bellevue Hospital. He was arrested on Saturday for being intoxicated, and was delivered to the Commissioners of Public Charities. An attack of delirium tremens followed, and he was sent to the Hospital, where his disorder proved fatal.

SINGULAR BAGGAGE.

The Prince's servant is carrying for his master a little box, in which are four mud turtles, and amongst the luggage piled in the hall is a bundle of freshly-cut hickory canes.

GENERAL NEWS.

THE TEXAS BOUNDARY COMMISSION.—Mr. William H. Russell, Texas Boundary Commissioner for running the line between Texas and the Territories of the United States, has just arrived at San Antonio. The object of the expedition (says the *Ledger and Texan*) has been successfully accomplished. He has erected a monument on the north fork of Red river, on the one hundredth meridian, and, we understand him to say, about the thirty-fifth parallel north latitude. The country on the one hundredth meridian was permanently and well watered. He ran the line to the intersection of the one hundred and third meridian with the 36 deg. 30 min. north latitude, where he placed another monument. He describes the country which he traversed in running the boundary line as generally unfavorable to settlement, though late in the summer or early fall, when the spring and summer rains have fallen, the country is well covered with sedge and buffalo grasses. Along the line with New Mexico the gama grass is very fine in summer.

A LETTER from Venice, in the Augsburg *Gazette, says:* The fortifications of the coast are capable of resisting any attacks, however redoubtable. The defence works of Venice and the Lagunes are really formidable; within the last two years nearly 3,000,000 florins have been employed on the latter. The provisional forts of the Lido have been transformed into permanent ones. The number of works under the direction of the engineers at Venice is seventy. Venice is exceedingly dull. All her young men have sought refuge in Piedmont, but very few are serving under the tricolor flag, and the rest, thousands in number, are passing their lives in cafes, declaiming against foreigners and tyrants. Commerce, navigation, and manufactures are in a deplorable state.

AN INDIAN HUNT ON THE PLAINS.—In the summer buffalo hunt of the Red river settlement, there were five hundred men, six hundred women, six hundred and eighty children, seven hundred and thirty horses, three hundred oxen, and nine hundred and fifty carts. In a run, in which two hundred and twenty hunters were engaged, thirteen hundred buffaloes were shot. At another place they killed over one thousand. While drying their meat and manufacturing pemican, a herd of two hundred and fifty came by at a trot, running their last race; they were all brought down and converted into pemican.

FROM a return recently issued, it appears that the correct total population of the two hundred and one parliamentary boroughs of England and Wales in 1851 was 7,423,557. The total number of electors on the register (including freemen) is 481,686, or, deducting 3,478 for the universities, 448,208. The number of male occupiers of houses of a gross estimated rental of £10 and upwards, was 575,360; of £9 and under £10, 46,426; of £8 and under £9, 53,149; of £7 and under £8, 82,803; of £6 and under £7, 106,515—total male occupiers of houses, the gross estimated rental of which is £6 and upwards, 864,778.

FAST TRANSATLANTIC STEAMERS.—Commodore Vanderbilt is about to build two fast passenger steamers for his transatlantic line. They are to be of wood; length 400 feet, beam 55 feet, and depth only 17 to 18 feet. The decks will be as thick and solid as the bottom of the ship, and the deck houses will be constructed like the sides of a ship, with bull's-eye lights. The deck and upper structure upon it will thus form the upper web of a girder, and will give the vessel great stiffness.

BOSTON SHOE TRADE.—The *Shoe and Leather Reporter* advises manufacturers to be cautious about enlarging operations in the heavy class of work, and states that one of the largest houses in Pearl street has this year manufactured $100,000 worth of goods less than it did last season, and still has on hand a stock amounting to $100,000 more than on the 1st of October, 1859. The same, it asserts, is true of many other houses in Boston, although in less degree, not to the same extent.

EAGLE KILLED AT SEA.—Captain Howland, of the schooner Sea Gull, arrived at Providence on Monday afternoon, from Baltimore. He reports that, on Tuesday morning, while he was in latitude 36 degrees, and longitude 74.48 minutes—far out to sea, and during a gale of wind—an eagle flew against the main peak halyards, broke his wing, fell to the deck, and was killed. He measured five feet and four inches from the tip of one wing to that of the other.

ANOTHER BLONDIN FEAT.—Mons. Blondin has finally determined to keep on doing wonderful feats until he breaks his neck. His last performance was walking on stilts over a rope stretched between two points, elevated 200 feet above the ground, at Jones' Woods, New York. The distance travelled was about 1,200 feet, and the time consumed in making the journey was fifteen minutes.

INTELLIGENCE FROM MINISTER DIMITRY.—Despatches have been received at the Department of State from Minister Dimitry, who is still at Managua. There was no political news of importance. They had just heard of the summary manner in which the Hondureans had treated General Walker, and there was general rejoicing among the Nicaraguans.

DIDN'T TAKE THE JOKE.—A circus was exhibiting in Albany, a few days since, and when the clown commenced his customary squabble with a person in the crowd (one of the employees of the circus,) and they were about to come to blows, a policeman rushed into the ring, exclaiming at the top of his voice, "Hold on; stop that, or I will take you both up!"

SAD SUICIDE.—The Louisville (S.C.) *Herald* states that last week a citizen in the upper part of that district, Mr. Isham S. Bell, committed suicide by shooting himself with a rifle. It seems that he had been much harassed in mind with the fear of an insurrection for some time, and had lain with his arms beside him the night before his death.

THE people of Arizona are satisfied that a wretch named Gay, a renegade white man who sells arms and ammunition to the Indians, is at the bottom of the late Apache outrages, and undoubtedly supplied the savages not only with their implements of death, but with information and directions for their bloody work.

THAT portion of the people of Missouri who are in favor of State aid to railroads are already agitating the subject, preparatory to the assembling of the Legislature. A Convention of the friends of the measure will probably be held at St. Louis.

PUNISHMENT FOR KILLING A SLAVE.—A few days ago, in Columbus county, North Carolina, an overseer, named Mitchell, indicted for causing the death of a slave boy by whipping, was tried and convicted of manslaughter. The court sentenced him to be branded and imprisoned for six months.

THE POTATO CROP IN IRELAND.—The latest Irish papers which have come to hand are unfavorable to the potato harvest. A Limerick paper says the accounts from every district are disheartening, and the price per stone for sound potatoes has nearly doubled within a few days.

COOLIE SHIPS.—The diplomatic agents of the United States, in Chinese and other Eastern ports, have long since given notice that protection would not be afforded to ships engaged in the Coolie traffic. In addition to this, the New York and Boston insurance companies refuse to insure ships in the trade.

MOVEMENT OF COTTON.—The Illinois Central Railroad has concluded a contract to take 2,000 bales of compressed cotton from Cairo to the East by rail, and are in treaty for a much larger amount.

BY a strange vicissitude, General Canas, who was shot for invading Costa Rica, suffered his execution at the foot of the very monument erected to his honor, in the Plaza at Punta Arenas, for his many services to the country.

THE Marietta Company are having a survey made of a route for an independent entrance into Cincinnati, with a view of ascertaining the probable cost, for the consideration of the English bondholders.

FOUND GUILTY.—William H. Robey, for killing W. Giblin, at Richmond, Va., has been convicted of murder in the second degree, and sentenced to the penitentiary for five years.

ON Saturday last two thousand bags of coffee were sold at auction in Wilmington, N. C., at an average of fifteen dollars and forty-seven cents per hundred pounds.

REV. GIDEON J. SYPHERS, of the Baptist Church, died in Jefferson county, Va., on the 28th ult.

THE outstanding tobacco in Prince George's county, Maryland, has been slightly "nipped" by frost.

THE citizens of New Albany, Ind., propose to erect a monument in honor of Gov. Willard.

SNOW fell in the neighborhood of Mount Airy, Smythe county, Va., on Sunday morning, to the depth of three inches.

GEORGE W. JACKSON, formerly proprietor of the Providence (R. I.) *Journal*, died suddenly on Monday.

MR. W. RIDDICK, of Gates county, N. C., lately sold 35 slaves for $85,000.

SKILFULLY-executed counterfeit gold dollars are in circulation in Massachusetts.

IMPORTATIONS.

(Reported for The Press.)

ST JOHN, NB—Schr Amanda, Kelly—122,600 broom handles 183,600 laths Saml Bolton & Co.

CALAIS—Schr Geo...a, Carman—900,000 laths Knight & Bell.

PHILADELPHIA BOARD OF TRADE.

EDWARD S. CLARKE,
HENRY CONRAD, } COMMITTEE OF THE MONTH.
WM. L. REHN,

LETTER BAGS

At the Merchants' Exchange, Philadelphia.

Ship Sarsfield, Rowland	Liverpool	soon
Ship Wm Cummings, Cope	Liverpool	soon
Ship Village Belle, Blaisdell	London	soon
Brig Black Squall, Davis	St Jago de Cuba	soon
Brig S Thurston, Latcher, Falmouth, via Norfolk		soon
Brig Doris, Nissen	Bristol Channel	soon
Ketch Commerce, Barr	Mayaguez	soon
Schr Orinoco, Tabbutt	St Jago de Cuba	Oct 13

SAILING OF THE OCEAN STEAMERS.

FROM THE UNITED STATES.

SHIPS	LEAVE	FOR	DAYS
C of Baltimore	New York	Liverpool	Oct 20
Vanderbilt	New York	Havre	Oct 20
North Briton	Quebec	Liverpool	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 1
Asia	New York	Liverpool	Nov 7
Fulton	New York	Havre	Nov 10
Europa	Boston	Liverpool	Nov 14
Atlantic	New York	Havre	Nov 17

FROM EUROPE.

SHIPS	LEAVE	FOR	DAYS
Canada	Liverpool	Boston	Oct 6
C of Washington	Liverpool	New York	Oct 10
Illinois	Southampton	New York	Oct 10
Canadian	Liverpool	Quebec	Oct 11
Asia	Liverpool	New York	Oct 13
G Eastern	Milford Haven	New York	Oct 17
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	Galway	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 3d, 7th, 13th, 17th, and 27th of each month.

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Oct. 19, 1860.

SUN RISES......6 22—SUN SETS......5 37
HIGH WATER......................6 55

ARRIVED.

Steamship City of Richmond, Mitchell, from Richmond, via Norfolk, 36 hours, with mdse and passengers to Thos Webster, Jr. Passed in the Bight of New Castle, bark Linda, Hewitt, from Matanzas; above New Castle, saw bark Union, Heard, from Pernambuco; brig Blumenthal, from Bremen, and an unknown full-rigged brig, all beating up.

Schr Laurel, Arey, from Frankfort, Me, with potatoes, bound to Baltimore, put in for repairs. On Sunday night last, 5½ miles SE of Cape Henlopen, during a gale from ENE, while at anchor, had to cut away both masts to prevent the vessel from dragging ashore, and made a signal for the Breakwater, where we was taken in tow by tug J P Starr, and brought up to port.

Schr Amanda, Kelly, 10 days from St John, NB, with laths, &c, to S Bolton & Co.

Schr Bee, Twiford, 4 days from Georgetown, DC, with coal to captain.

Schr Tennessee, Wooster, 8 days from Eastport, with plaster, &c, to E A Souder & Co.

Schr R L Tay, Sheppard, 6 days from Boston, in ballast to Noble, Hammett & Caldwell.

Schr Emily Fowler, Willard, 6 days from Salem, in ballast to captain.

Schr C Hall, Graham, 8 days from Newport, in ballast to N Sturtevant & Co.

Schr A C Brooks, Dyer, 6 days from Portland, with plaster, &c, to E A Souder & Co.

Schr Mariah, Carman, 10 days from Calais, with laths to Knight & Bell.

Schr A C Gray, Sitesor, 1 day from Delaware City, with oats to Jas L Bewley & Co.

Schr Wm George, Rasel, 1 day from Smyrna, Del, with wheat to Jas L Bewley & Co.

Schr Mary, Rickards, 1 day from Camden, Del, with corn to Jas L Bewley & Co.

Schr Clayton & Lowber, Jackson, 1 day from Smyrna, Del, with corn and oats to Jas L Bewley & Co.

Schr Baltimore Belle, Jackson, 1 day from Smyrna, Del, with corn to Jas L Bewley & Co.

Schr Sarah Warren, Hollingsworth, 1 day from Little Creek Landing, with grain to Jas L Bewley & Co.

Schr A Marcella, Morris, 1 day from Magnolia, Del, with corn and oats to Jas L Bewley & Co.

Schr Deborah Jones, Tatem, from Plymouth.
Schr Mary Nowell, Covill, from Cohasset Narrows.
Schr H B Bascom, Tomlin, from Braintree.
Schr Crisis, Kenear, from Neponset.
Schr John Rogers, Clark, from New Bedford.
Schr Ambassador, Watson, from Providence.
Schr L A Danenhower, Miller, from Boston.
Schr Mary Haley, Haley, from Boston.
Schr White Squall, Howell, from Boston.
Schr Raven, Ross, from Boston.

Tug J P Starr, Mauli, 19 hours from Delaware Breakwater, having in tow schr Laurel, in distress. Reports passing in the bay, on Wednesday night, brigs Antilla, from Rio, and Blumenthal, from Bremen; also a bark, name unknown, below Liston's.

CLEARED.

Steamship Kensington, Baker, Boston, H Winsor.
Steamship Delaware, Cannon, N York, J Allderdice.
Bark Cordelia, Roberts, Port Spain, S & W Welsh.
Bark Cordelia, Farrell, Barbadoes, T Wattson & Sons.
Brig Rolla, (Br) Carran, Belfast, Ireland, Raphael & Co.
Brig Cuba, Strout, Boston, captain.
Brig Surinam, Sherman, Boston, Mellon & Co.
Schr Deborah Jones, Tatem, Charleston, Van Dusen, Norton & Co.
Schr J Rodgers, Clark, New Bedford, do
Schr H B Bascom, Tomlin, Richmond, Noble, Hammett & Caldwell.
Schr R L Tay, Sheppard, Boston, do
Schr White Squall, Howell, Richmond, Read's RR Co
Schr Mary Nowell, Covill, Cohasset Narrows, N Sturtevant & Co.
Schr C Hall, Graham, Braintree, do
Schr L A Danenhower, Miller, Boston, do
Schr Ambassador, Watson, Boston, Baum, Ogle & Co.
Schr E Fowler, Willard, Charleston, do
Schr Raven, Ross, Boston, Reppher & Bro.
Schr M Haley, Haley, Boston, L Rothermel & Co.
Schr Crisis, Kenear, Cambridge, do
Schr Marcellus, Healey, Portland, E A Souder & Co.
Schr S L Simmons, Gandy, Fall River, R R Corson & Co.
Schr Geo Hoffman, Borden, do do
Schr Gipsey, Ingalls, Salem, Sinnickson & Glover.
St'r J S Shriver, Dennis, Baltimore, A Groves, Jr.

(Correspondence of The Press.)

HAVRE DE GRACE, Oct. 18, 1860.

The Kingston left with 10 boats, laden and consigned as follows:

S R Trump, lumber to M Trump & Son; John Cline, do and shingles to Cadwalader & Co; Col J Lesoure, do to St George; Geo Hopson and Mary Elizabeth, do to Norcross & Sheets; John Griffin, railroad iron to David Reeves & Son; Four Boys, S H Hicks, Eliza Louisa, and Stranger, coal to Delaware City.

(Correspondence of The Press.)

READING, Oct. 17.

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

American Eagle, grain, &c, to captain; W P Fisher, do to Humphreys, Hoffman & Wright; H J P Courson, lumber to H Deysher; A S Valentine, do to Mr Shellingberger.

MEMORANDA.

Steamship Saladin, Beard, from Kingston, Ja, 6th inst, arrived at New York 17th inst.

Ship Wyoming, Burton, from Liverpool for Philadelphia, was spoken 11th inst, lat 43, long 59.

Ship Tonawanda, Julius, hence, arrived at Liverpool 4th inst.

Ship Mary Washington, Tinkham, for Philadelphia, cleared at Liverpool 29th ult.

Ship Golden Light, Vaughn, for Philadelphia, sailed from Liverpool 1st inst.

Ship Annie Kimball, Stinson, for Philadelphia, entered for loading at Liverpool 3d inst.

Ship Monterey, Norton, for Savannah, cleared at Liverpool 5th inst.

Ship Medway, Kennedy, sailed from Bombay Aug 8 for New York.

Ship Sagamore, Treadwell, cleared at Liverpool 5d inst. for Calcutta.

Ship St Mark, Colley, sailed from Liverpool 2d inst. for San Francisco.

Ship Commonwealth, Grozier, 90 days from Callao, for Hampton Roads, at New York 17th inst. 28th ult, lat 22 52 N, long 60 07, signalled Br bark Jane & Isabella, from Pernambuco for Baltimore.

Ship Independence, Crowell, cleared at New York 17th inst. for Hong Kong.

Ship Malay, Willcomb, cleared at Boston 17th inst. for San Francisco.

Ship Henry Brigham, Potter, from Baker's Island, via Hampton Roads, at Savannah 15th inst, with guano.

Bark Conrad, Salsbury, for Philadelphia, sailed from Rio de Janeiro 6th ult.

Bark Margaret, Quig, hence, remained at St Thomas 1st inst, repairing.

Brig Ashby, Swain, hence, arrived at Kingston, Jam, 16th ult.

Brig Condova, Jones, sailed from Providence 16th inst for Delaware City.

Brig Judge Blaney, Coombs, hence, arrived at Boston 17th inst.

Schr Antares, Cordery, from Providence for Philadelphia, arrived at New York 17th inst.

Schr R S Dean, Cook, hence, arrived at Dighton 16th instant.

Schr S A Taylor, Taylor, hence, arrived at Fall River 16th inst.

Schr Thos P Cooper, Taylor, sailed from East Greenwich 16th inst. for Philadelphia.

Schrs Alexandria, McDermott, and John H Jones, Reagan, hence, arrived at New Haven 16th inst.

Schrs H Benedict and Miranda, cleared at New Haven 16th inst. for Philadelphia.

Schrs Niad Queen, Hulse, A B Simpson, Churn, Bolivar, Benker, and H A Weeks, Godfrey, for Philadelphia, sailed from Providence 16th inst.

Schrs L S Levering, Corson, Ivy, Corson, W R Genn, Bacon, and W G Bartlett, Connelly, hence, arrived at Boston 17th inst.

Schr Eloise, Thatcher, cleared at Boston 17th inst, for Philadelphia.

Schrs D Townsend, Townsend, and Chas H Rogers, Langley, hence, arrived at Savannah 15th inst.

Schr Northern Light, Lake, hence, arrived at Charleston 16th inst.

Schr Geo W Krebs, Emersen, hence, arrived at Baltimore 17th inst.

Steamer S Seymour, Palmer, hence, arrived at Alexandria 17th inst.

MEDICINAL.

INPECTINE;

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-CARE 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.

Lemuel 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.

Mary K. Belknap, Sandusky, Ohio, after almost losing her reason as well as strength, by Intermittent Fever, with Chills, restored to health in twenty hours.

J. K. 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.

TRY 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.

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PROF. WOOD'S
RESTORATIVE CORDIAL
AND
BLOOD RENOVATOR

Is precisely what its name indicates, for, while pleasant to the taste, it is revivifying, exhilarating, and strengthening to the vital powers. It also revivifies, reinstates, and renews the blood in all its original purity, and thus restores and renders the system invulnerable to attacks of disease. It is the only preparation ever offered to the world in a popular form, so as to be within the reach of all. So chemically and skilfully combined as to be the most powerful tonic, and yet so perfectly adapted *as to act in perfect accordance with the laws of nature, and hence soothe the weakest stomach,* and tone up the digestive organs, and allay all nervous and other irritation. It is also perfectly exhilarating in its effects, and yet it is never followed by lassitude or depression of spirits. It is composed entirely of vegetables, and those thoroughly combining powerfully tonic and soothing properties, and consequently can never injure. Such a remedy has long been felt to be a desideratum in the medical world, both by the thoroughly skilled in medical science, and also by all who have suffered from debility; for it needs no medical skill or knowledge even to see that debility follows all attacks of disease and lays the unguarded system open to the attacks of many of the most dangerous to which poor humanity is constantly liable. Such, for example, as the following: Consumption, Bronchitis, Indigestion, Dyspepsia, Loss of Appetite, Faintness, Nervous Irritability, Neuralgia, Palpitation of the Heart, Melancholy, Hypochondria, Night Sweats, Languor, Giddiness, and all that class of cases, so fearfully fatal if unattended to in time, called *Female Weaknesses and Irregularities*. Also, Liver Derangements or Torpidity, and Liver Complaints, Diseases of the Kidneys, Scalding or Incontinence of the Urine, or any general derangement of the Urinary Organs, Pain in the Back, Side, and between the Shoulders, predisposition to slight Colds, Hacking and Continued Cough, Emaciation, Difficulty in Breathing, and, indeed, we might enumerate many more still, but we have space only to say, it will not only cure the debility following Chills and Fever, but prevent all attacks arising from Miasmatic Influences, and cure the disease at once, if already attacked, and as it acts directly and persistently upon the biliary system, arousing the Liver to action, promoting, in fact, all the excretions and secretions of the system, it will infallibly prevent any deleterious consequences following upon change of climate and water; hence all travellers should have a bottle with them, and all should take a table-spoonful at least before eating. As it prevents costiveness, strengthens the digestive organs, it should be in the hands of all persons of sedentary habits; students, ministers, literary men; and all ladies not accustomed to much outdoor exercise should always use it. If they will, they will find an agreeable, pleasant, and efficient remedy against those ills which rob them of their beauty; for beauty cannot exist without health, and health cannot exist while the above irregularities continue. Then, again, the Cordial is a perfect Mother's Relief. Taken a month or two before the final trial, she will pass the dreadful period with perfect ease and safety. *There is no mistake about it, this Cordial is all we claim for it. Mothers, try it!* And to you we appeal to detect the illness or decline, not only of your daughters, before it be too late, but also your sons and husbands, for while the former, from false delicacy, often go down to a premature grave rather than let their condition be known in time, the latter are often so mixed up with the excitement of business that if it were not for you they, too, would travel in the same downward path, until too late to arrest their fatal fall. But the mother is always vigilant, and to you we confidently appeal, for we are sure your never-failing affection will unerringly point you to Prof. Wood's Restorative Cordial and Blood Renovator, as the remedy which should be always on hand in time of need. O. J. WOOD, Proprietor, 444 Broadway, New York, and 114 Market street, St. Louis, Mo.; and sold by all good Druggists. Price, One Dollar per Bottle.

Sold here by DYOTT & CO., 232 North SECOND Street. sow&w-tf

BLOOD FOOD.
BLOOD FOOD.
BLOOD FOOD.
BLOOD FOOD.
BLOOD FOOD.

The attention of invalids, physicians, clergymen, scientific men, and the public generally, is respectfully solicited to the merits of this chemical preparation containing Iron, Sulphur, and Phosphorus, and which is identical in its composition with the *Hæmatic Globule*, or *red blood*. In all diseases accompanied with

DEBILITY,

pale countenance, and nervous derangement, analyses of the blood show a deficiency of the red globules. Ruddy complexion and a rosy tint of the skin is always indicative of health; while a pale, wax-like skin and countenance—which evinces a deficiency of the red globules—accompanies a diseased organism. Preparations of Iron have been given for the purpose of supplying the red globules, but we contend that Iron alone, Sulphur alone, or Phosphorus alone, will not meet the deficiency in every case, but that a judicious combination of *all* these elements is necessary to restore the blood to its normal standard. This point, never before attained, has been reached in the Blood Food, and its discovery ranks as one of the most scientific and important of the age. Its effects in

CONSUMPTION

are to soften the cough, brace the nerves, strengthen the system, allay the prostrating night sweats, increase the physical and mental energy, enrich the blood by restoring the lacking red globules, increase the appetite, restore the color, and clothe the skeleton frame with flesh. The Blood Food will be found a specific in all Chronic Diseases of the Throat or Lungs, such as Asthma, Bronchitis, Coughs, &c. Public speakers and singers will find it of great utility in clearing and strengthening the vocal organs. In Dyspepsia, Liver Complaints, Dropsy, Epilepsy, Paralysis, Scrofula, Gravel, St. Vitus' Dance, Fever and Ague, &c., its efficacy is marked and instantaneous. In no class of diseases, however, are the beneficial effects of this remedy so conspicuous as in those harassing

FEMALE COMPLAINTS

to which the gentler sex are liable, and which will tend towards Consumption, such as suppressed or difficult Menstruation, Green Sickness, Whites, &c., especially when these complaints are accompanied with a paleness, a dingy hue or pallor of the skin, depression of spirits, debility, palpitation, want of appetite, and nervous irritability, &c. We have the utmost confidence in recommending the *BLOOD FOOD* to all who may be conscious of a loss of vitality or energy, and to those who are mentally or bodily powers are prostrated through overuse, either of the mind or body, and we deem it our duty to say that, in all cases of Weakness and Emaciation, and in all diseases of the Kidneys or Bladder, this preparation has a claim upon the attention of sufferers which cannot be over-estimated.

A faithful trial will be found the most convincing proof in regard to its efficacy that could be asked for. With the above remarks, and with the numerous testimonials we have in its favor, we offer the "BLOOD FOOD" to the consideration of the afflicted, knowing that it will be acknowledged as pre-eminent over all other preparations, patent or officinal, in point of usefulness. Circulars, giving the theory upon which this remedy is founded, also certificates of remarkable cures, will be sent free when desired. We forward the BLOOD FOOD to any part of the United States or Canadas upon receipt of price—$1 per bottle, $6 for six bottles. Be careful in all cases to take none but that having our facsimile signature upon the wrapper. None other is genuine.

Prepared only by CHURCH & DUPONT, No. 409 Broadway, New York.

And sold by them, and by DYOTT & CO., 232 North SECOND street, Philadelphia, and by all respectable Druggists. au5-mwf tf

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY.

INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1835.

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

MARINE INSURANCE

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

INLAND INSURANCES

On Goods, by River, Canals, Lakes, and Land Carriage to all parts of the Union.

FIRE INSURANCES

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

ASSETS OF THE COMPANY, November 1, 1859.

Par.		Market Value.
$123,050	Philadelphia City 6 ⅌ cent. Loan	$123,050 00
$100,000	Pennsylvania State 6 ⅌ cent. Loan	93,558 00
$21,000	Pennsylvania State 5 ⅌ cent. Loan	21,000 00
$25,000	U. S. Treasury 5 ⅌ cent. Notes and interest due	26,263 54
$30,000	U. S. Treasury 6 ⅌ cent. Notes and interest due	30,615 00
$25,000	Temporary Loan to the City of Philadelphia	25,000 00
$5,000	Pennsylvania Railroad 2d Mortgage 6 ⅌ cent. Bonds	4,300 00
$20,000	North Pennsylvania Railroad Mortgage 6 ⅌ cent. Bonds	12,500 00
$14,000	West Philadelphia Passenger Railway Company 7 ⅌ ct. coupon Bonds	12,600 00
$15,000, 300	shares stock Germantown Gas Company, interest and principal guaranteed by the city of Philadelphia	15,000 00
$5,000, 100	shares Pennsylvania Railroad Company	5,775 00
$5,000, 100	shares North Pennsylvania Railroad Company	580 00
$2,250	shares Philadelphia Ice Boat and Steam Tow Company, Philadelphia and Savannah Steam Navigation Company, Ocean Steam Navigation Company, Philadelphia and Havre de Grace Steam Tow Boat Company, Philadelphia Exchange Company	2,210 00
$435,850		$408,718 54
	Bonds and Mortgages, and Real Estate, Office Building	75,363 83
	Bills receivable for Insurances made	131,496 69
	Balance due at Agencies—Premiums on Marine Policies, interest, and other debts due the Company	65,564 58
	Scrip and stock of sundry Insurance Companies	3,250 00
	Cash on Deposit in Bank	67,060 31
		$801,665 57

DIRECTORS.

William Martin,	Samuel E. Stokes,
Edmund A. Souder,	J. F. Peniston,
Theophilus Paulding,	Henry Sloan,
John R. Penrose,	Edward Darlington,
John C. Davis,	H. Jones Brooke,
James Traquair,	Spencer M'Ilvaine,
William Eyre, Jr.,	Thomas C. Hand,
James C. Hand,	Robert Burton,
William C. Ludwig,	Jacob P. Jones,
Joseph H. Seal,	James B. M'Farland,
Dr. R. M. Huston,	Joshua P. Eyre,
George C. Leiper,	John B. Semple, Pittsb'g,
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WILLIAM MARTIN, President.
THOS. C. HAND, Vice President.
HENRY LYLBURN, Secretary. d16-wfm

INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA—FIRE AND MARINE INSURANCE—Nos. 4 AND 5 EXCHANGE BUILDINGS.

Chartered in 1794—Capital $200,000—Feb. 1, 1860, cash value, $435,792 77.

All invested in sound and available securities—continue to insure on Vessels and Cargoes, Buildings, Stocks of Merchandise, &c., on liberal terms.

DIRECTORS.

Henry D. Sherrerd,	George H. Stuart,
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LIFE INSURANCE AND TRUST COMPANY.—THE PENN MUTUAL LIFE INSURANCE COMPANY, 921 CHESTNUT Street. Assets $937,691.42.

INSURES 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. V. Dufton,	Samuel J. Christian,
William Robertson,	Joseph M. Thomas,
Warner M. Rasin,	John G. Brenner.
	P. S. Michler, Easton,

DANIEL L. MILLER, President.
SAMUEL E. STOKES, Vice Prest.
JOHN W. HORNOR, Secretary. au18

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.

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Patrick Brady,	Chas. W. Poultney,
	Israel Morris,

THOMAS R. MARIS, President.
ALBERT C. L. CRAWFORD, Secretary. fe21-tf

QUAKER CITY INSURANCE COMPANY—FRANKLIN BUILDINGS, 408 WALNUT STREET, PHILADELPHIA. CAPITAL AND SURPLUS, $256,146.70.—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.

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A. C. Cattell,	Foster S. Perkins,
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H. R. Coggshall,	Samuel Jones, M. D.,
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EXCHANGE INSURANCE COMPANY

—Office No. 406 WALNUT Street.

FIRE INSURANCE on Houses and Merchandise generally, on favorable terms, either limited or perpetual.

DIRECTORS.

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John Q. Ginnodo,	John J. Griffiths,
Joshua T. Owen,	Reuben C. Hale,
Thomas Marsh,	John McDowell, Jr.,
Saml. L. Smedley,	Jas. T. Hale, Bellefonte,

JEREMIAH BONSALL, President.
JOHN Q. GINNODO, Vice President.
EDWARD W. DAVIS, Secretary. mh31—mtf

RED LEAD, GROUND IN OIL, Manufactured and for sale, WETHERILL & BROTHER, 47 and 49 North SECOND Street. oc11

RAILROAD LINES.

1860. 1860.

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 8 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	2 25
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 Class Ticket	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 3½ and 4 P. M. from Walnut-street wharf, 7.10 A. M., and 5½ P. M. from Kensington.

For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 12½, 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.

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 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 " 10.20 P. M.

WAY TRAINS LEAVE AS FOLLOWS:

Harrisburg Accommodation, via Columbia, 2 P. M.
Columbia " 4.00 P. M.
Parkesburg " 5.40 P. M.
West Chester " 12.30 P. M.

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:

P. 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.; Athern & Hubbert, 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.

E. 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. ja3-ly

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, ap16-tf Philadelphia.

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 3.30 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 6.38 A. M., 9.30 A. M. and 6.22 P. M.

Leave Doylestown at 7.30 A. M. and 4.15 P. M.

Leave Fort Washington at 6.40 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 4.07 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.

FALL ARRANGEMENT—PHILADELPHIA WILMINGTON, BALTIMORE RAILROAD.

On and after MONDAY, OCTOBER 1, 1860,

PASSENGER TRAINS LEAVE PHILADELPHIA:

For Baltimore at 8.15 A. M., 12 noon (Express), and 11.10 P. M.

For Chester at 8.15 A. M., 12 noon, 1.15, 4.15, 6, and 11.10 P. M.

For Wilmington at 8.15 A. M., 12 noon, 1.15, 4.15, 6, and 11.10 P. M.

For New Castle at 8.15 A. M. and 4.15 P. M.
For Middletown at 8.15 A. M. and 4.15 P. M.
For Dover at 8.15 A. M. and 4.15 P. M.
For Harrington at 8.15 A. M. and 4.15 P. M.

For Milford at 8.15 A. M., (Tuesdays, Thursdays, and Saturdays at 4.15 P. M.)

For Farmington at 8.15 A. M. (Mondays, Wednesdays, and Fridays at 4.15 P. M.

For Seaford at 8.15 A. M. (Mondays, Wednesdays, and Fridays at 4.15 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 6.30 A. M. (Express), 10.15 A. M., and 5.25 P. M.

Leave Wilmington at 7.30, 9, and 11.30 A. M., 1.45, 3.45, and 8.35 P. M.

Leave Salisbury at 1.30 P. M.

Leave Seaford at (Tuesdays, Thursdays, and Saturdays at 7.20 A. M.) 2.50 P. M.

Leave Farmington at (Tuesdays, Thursdays, and Saturdays at 8 A. M.) 4.10 P. M.

Leave Milford at (Mondays, Wednesdays, and Fridays at 7.50 A. M.) 4 P. M.

Leave Harrington at 8.15 A. M. and 4.25 P. M.
Leave Dover at 9.03 A. M. and 5.25 P. M.
Leave Middletown at 10.15 A. M. and 6.40 P. M.
Leave New Castle at 8.30 and 11 A. M., and 7.35 P. M.
Leave Chester at 8.20 and 9.40 A. M., 12.04, 2.22, 4.25, and 9.15 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., 12.28 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 6 P. M.

Leave Baltimore for Havre-de-Grace and intermediate places at 4.25 P. M.

ON SUNDAYS:

Only at 11.10 P. M. from Philadelphia to Baltimore.
Only at 5.25 P. M. from Baltimore to Philadelphia.

se29 S. M. FELTON, President.

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 to	Miles.	
Phœnixville	28	Philadelphia and Reading and Lebanon Valley R.R.
Reading	58	
Lebanon	86	
Harrisburg	112	Northern Central Railroad.
Dauphin	126	
Millersburg	142	
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	235	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.

ap23-tf W. H. McILHENNEY, Secretary.

WEST CHESTER TRAINS via PENNSYLVANIA RAILROAD, leave depot, corner ELEVENTH and MARKET, at 7.30 A. M., 12.30 P. M., and 4 P. M. On Sunday, leave Philadelphia at 8 A. M., and West Chester at 4 P. M. 1280-tf

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 FRENTZEL'S Warehouse, under National Hall, 1224 MARKET Street.

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

Mark Goods "Via Seaford, Del."

Passengers will take the 8.15 A. 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,
oc12 tf P. W. & B. R. R. Co.

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 2 P. M.

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

Trains leave Philadelphia at 7.45 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 Concord, Kennett, Avondale, Elkview, &c., and for Oxford, via Stage, 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 Peach Bottom, in Lancaster county.

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.

Offices and waiting room, southeast corner of Eighth and Market streets, where passengers, purchasing tickets for West Chester, will be furnished with a ticket over the Passenger Railway.

HENRY WOOD, General Superintendent.

The baggage car will leave Eighteenth 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, 11, and 12 A. M., 1, 2, 3¼, 4, 5, 6, 6¾, 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 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, 8, and 10½ P. M.

Leave Chestnut Hill 7.10, 7.40, 9.40, 11.40 A. M., 1.40, 3.40, 5.40, 6.40, and 1.10 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 5.40, 7¼, 9, 11.05 min., A. M., 1.05, 3.05, 4¼, 5.35, 6.50, and 11½ P. M.

Leave Norristown 6, 7, 8.05, 9, 11 A. M., 1½, 4½, 6 and 7½ 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 5.40, 7½, 9, 11.05 A. M., 1.05, 2.05, 3.05, 4¾, 5.35, 6.50, 8, and 11½ P. M.

Leave Manayunk 6½, 7½, 8.35, 9½, and 11½ A. M., 2, 5, 6½, 8, and 9¼ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 3, 5, and 8 P. M.

Leave Manayunk 7½ A. M., 1½, 6½, and 9¼ P. M.

H. K. SMITH, General Superintendent,
au3-tf DEPOT, NINTH and GREEN Streets.

NOTICE.—CHESTER VALLEY RAILROAD.—PASSENGER TRAINS FOR DOWNINGTOWN AND INTERMEDIATE STATIONS.

On and after 28th 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 P. M.

DAILY (Sundays excepted.)

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

ap3 W. H. McILHENNEY, Secretary.

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,
fe12-tf General Superintendent.

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, Flue, 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 guarantied.

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,
fe14-tf BEACH and PALMER streets.

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.; Casting 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 & Wolsey's Patent Centrifugal Sugar Draining Machine. au3-y

POINT PLEASANT FOUNDRY, No. 951

BEACH Street, Kensington, Philadelphia.—WILLIAM H. TIERS informs his friends that, having purchased the entire stock of Patterns at the above Foundry, he is now prepared to receive orders for Rolling, 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. my9-tf

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 to 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 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 5 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,	Jonas Yerkes,
	Joseph W. Lippincott.

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

"A Dollar saved is twice earned."

"Application in youth makes age comfortable."

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. self

PIANOS AND MUSIC.

PIANOS! PIANOS!! PIANOS!!

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

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

J. E. GOULD,
my14-ly SEVENTH and CHESTNUT.

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,

d5-ly 1006 CHESTNUT Street.

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. lyl8-6m

BURNS' CELEBRATED ROSEWOOD and full metallic-plate PIANO-FORTES;

and Estey & Green's Harmonia and Eolian Melodeons. The above instruments are of the very latest improvements, and best makes. For sale at MARSH'S Music Store, No. 1102 CHESTNUT Street. oc5 1m

MARSH'S NEW IMPROVED PIANO INSTRUCTION BOOK.

—Easiest method of fingering, together with a beautiful selection of popular pieces and progressive lessons, ever before published in a small work—price only 50 cents—at MARSH'S Music Store, 1102 CHESTNUT Street. oc5-1m

MUSIC.—From all Catalogues in the United States, at One Cent per page—at 1118 MARKET Street, opposite the Farmers' Mammoth Market House. oc5-1m

WINNER'S INDEPENDENT VIOLIN PLAYER,

Nos. 1, 2, 3, 4, 5, 6, 7, and 8, are now ready—price 25 cents—at MARSH'S Music Store, 1102 CHESTNUT Street. oc5-1m

FAIRBANKS' PLATFORM SCALES,

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

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

50 CASES OF SEED LEAF TOBACCO,

in store, and for sale by
se25-tf JOS. B. HANSON & CO.

SALES BY AUCTION.

FURNESS, BRINLEY & CO.,

No. 429 MARKET STREET.

SALE OF FRENCH GOODS—of the importation of Benkard & Hutton, of New York—THIS (Friday) MORNING, OCT. 19, 1860, AT 10 O'CLOCK PRECISELY, ON 6 MONTHS' CREDIT.

A CARD TO THE TRADE.—We will sell this morning, commencing at 10 o'clock, a large and splendid catalogue of French goods, chiefly of the importation of Benkard & Hutton, comprising full lines of the different fabrics of Seydoux, Sieber, & Co., in merino cloth, Cashmere de cosse, plain mousseline de laine, &c. Also the largest and most costly variety of fancy dress goods, 12 6-4 velour imperial, velour Ottoman, and reps imperatrice, assorted colors and black poplins, &c. Colored and black collar velvets, and mantilla do.

SILKS.

Also, 600 pieces medium and extra rich and costly Lyons dress silks, the handsomest offered at auction. Also, extra heavy black, plain, and figured silks, for city trade.

SILK ROBES.

Also, 150 extra rich broche and velvet robes, 7 and 9 flounces, very costly.

SHAWLS.

Also, a complete assortment of shawls, in Lupin's black, mode, and high colored thibet, long and square, broche border stella, printed thibet, and stella borders, reversible woollen do., plaid long do.

Also, broche long and square shawls, the richest broche shawls offered, of the celebrated manufacture of Gouin & Co., Paris.

Also, black cravats, scarfs, &c.

☞ Catalogues and samples now ready.

LARGE SALE OF FRENCH DRY GOODS.

[Of the importation of Messrs. Benkard & Hutton.]

THIS MORNING.

October 19, at 10 o'clock.

Consisting of—

500 pieces merino cloth, assorted colors blacks and whites, fine to very fine, manufacture of Seydou, Sieber, & Co.

400 pieces plain mous de laines, assorted colors, high colors, and blacks, superfine qualities.

150 pieces 6-4 velour imperial, velour Ottoman, and reps imperatrice.

200 pieces high colored plaid Saxony merinos.

75 pieces poplins, assorted colors and blacks, superb qualities.

150 pieces rich fancy dress silks, colored and black.

100 silk robes, broche and velvet, 7 and 9 flounces, choice and new styles.

25 pieces *Lyons mantilla* and collar velvets.

SHAWLS.

1,000 black, mode, and high colored thibet shawls, silk fringe.

1,500 square and long black shawls, wool fringe.

500 very rich and super qualities broche border stella shawls.

200 rich printed thibet shawls, small palms and rich stellas.

600 new styles reversible woollen shawls, very desirable.

200 superb Paris make striped broche Cashmere shawls, including new and elegant designs, of the celebrated manufacture of Gouin & Co., Paris, some very high cost.

SALE OF FRENCH GOODS.

This Morning,

October 19, at 10 o'clock,

800 packages and lots of French dry goods.

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

SALE OF RICHLY FRAMED OIL PAINTINGS, FRENCH-PLATE OVAL AND PIER MIRRORS, &c., &c.

This Morning,

Oct. 19, 1860, by catalogue, commencing at 10 o'clock.

☞ Collection arranged for examination on Thursday, 18th inst.

Included will be found—

Pleasing American, Swiss, and Italian landscapes, marine views, coast scenes, German exteriors and interiors, fancy sketches, &c., all richly framed in pure gold leaf gilt frames.

MIRRORS.

Extra thick French-plate oval and pier mirrors, in ornamented and plain frames.

SALE OF A STOCK OF SUPERIOR OLD BRANDY, WINES, &c.

On Saturday Morning,

Oct. 20, commencing at 10½ o'clock.

☞ Particular attention is invited to this sale, which will contain a quantity of pure cognac brandy, sherry, port, and Madeira wines, Scotch and Irish whisky, &c., being a stock selected for best city retail sales.

Included will be found—

Pure old Cognac Brandy, in one-eighth and one-quarter casks, fine old Monongahela Whisky, Whisky, Wine and Brandy, in fine gallon demijohns, liquors in bottles &c.

FIRST SPECIAL SALE OF LADIES', MISSES', AND CHILDREN'S FANCY FURS, BUFFALO, AND FANCY ROBES.

On Monday Morning,

October 22, 1860.

Consisting in part of—

Sets of two and three pieces, with one-half, one quarter, and full cases of mink, squirrel, marten, and other fashionable furs.

Also, mink and other muffs, gents' fur caps, gloves, and collars. Robes—Hudson Bay, Wolfe Company, and bear robes, winter killed buffalo robes.

LARGE SHERIFF'S SALE OF A FULL AND COMPLETE ASSORTMENT OF CARRIAGES, MATERIALS, &c., of a celebrated make.

On Thursday Morning,

Oct. 25, 1860, at 10 o'clock, at the warerooms, 1009 and 1011 Chestnut street.

Also,

On Friday Morning,

Oct. 26, at the Factory, northwest corner Sixth and Master streets, commencing at 10 o'clock, a large lot of carriages, material, unfinished work, lumber, &c.

☞ Particulars in future advertisements.

SAMUEL NATHANS, AUCTIONEER,

No. 224 South THIRD Street, below Walnut.

LARGE SALE OF FORFEITED PLEDGES,

By order of ABRAHAM NATHANS, Broker,

On Tuesday Morning,

October 20, at 9½ o'clock A. M., consisting of gold and silver patent lever and other watches, gold chains, finger rings, breastpins, medallions, pencil cases, silver and plated-ware, coats, vests, shawls, umbrellas, Dupuy carpets, pistols, guns, &c.

NOTICE.—All persons having goods on deposit with me over the legal length of time, will call and redeem the same, otherwise they will be sold at public sale on the above day. ABRAHAM NATHANS, Broker,

Northeast corner SIXTH and CALLOWHILL.

oc19 10t*

PHILIP FORD & CO., AUCTIONEERS, No. 530 MARKET Street, and 521 MINOR Street

STOVES.

INDUSTRIAL STOVE WORKS.

WILLIAM C. NEMAN,

WHOLESALE AND RETAIL DEALER

IN

STOVES,

No. 33 NORTH SECOND STREET.

Offers the most perfect, convenient, and economical Gas-burning Cooking Stove yet invented.

Inquire for his Lehigh Gas-burner, to obtain the best Stove in use.

Also, one of the largest and most complete stock of Stoves for heating parlors, chambers, stores, counting-houses, &c., in the city. The attention of the public is solicited. oc11-1m

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 Silver's 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 Stoves in use. Call and examine for themselves. Purchasers would do well to call and examine; and he would hereby extend a cordial invitation to all persons in want of Stoves to call and examine for themselves. Particular attention is given to all these, as they are shown them, whether intending immediately to purchase or not. se15-3m

QUAKER CITY GAS CONSUMER, PATENTED by CHARLES JONES, Seventh Month, 1860.

GREAT IMPROVEMENT ON SILVER'S GAS BURNER.

By the use of the Quaker City Gas-Consuming Parlor and Office Stoves all dust may be avoided, the rooms ventilated, and an even temperature maintained for many hours, without any attention to the fire, and at a great saving of fuel.

For sale by CHARLES JONES, Patentee, No. 305 North SECOND Street, above Vine, where the excellent Gas-consuming Cookine Stove DAYLIGHT, unsurpassed in its operations, may be obtained. Of the large number now in operation, every stove, we believe, gives entire satisfaction. oc5 3m

THE CELEBRATED ROYAL COOKING STOVE

is the best and most popular Cooking Stove in the market. It is made either with or without gas-burning fixtures. Manufactured and for sale by NORTH, CHASE, & NORTH. Foundry Warerooms, 209 North SECOND Street. o8-1m

THE FIERY STAR GAS-BURNING AND RADIATING PARLOR STOVE;

is the best and most economical Heating Stove Manufactured and for sale by NORTH, CHASE, & NORTH. Foundry Warerooms, 209 North SECOND Street. o8 1m

OUR NEW GAS-BURNING BASE STOVE

is the most economical Stove of the kind, and much more durable than the Gas-burners with a sheet-iron base. Manufactured and for sale by NORTH, CHASE, & NORTH. Foundry Warerooms, 209 North SECOND Street. o8-1m

SECOND-HAND FURNITURE BOUGHT TO ANY AMOUNT.

—Housekeepers having articles of Furniture, Feather Beds, Carpets, Mirrors, &c., to dispose of, will get a liberal cash price by applying to WALSH. Also, on hand, a select assortment of new and second-hand Furniture suited for the city trade.

T. N. WALSH,
oc9-12t* No. 934 MARKET Street, below Tenth.

BREAD.

PURE AND CHEAP BREAD,

MANUFACTURED BY THE

MECHANICAL BAKERY,

CAN BE OBTAINED AT THE FOLLOWING PLACES:

MECHANICAL BAKERY	S. W. corner of Broad and Vine streets.
C. M. CLARK	Poplar street, below Tenth.
H. McNEIL	S. E. corner Sixth and Coates street.
JATHO & SON	No. 256 North Fifth street.
JOHN G. MOXEY	No. 1223 Vine street.
T. P. SMITH	No. 115 North Fifth street.
S. SOOY	S. E. corner Fifth and Spruce streets.
W. W. MATHEWS	S. E. corner Eleventh and Locust streets.
D. KNIGHT	Broad street, below Walnut.
GEORGE GARVIN	No. 1419 Lombard street.
D. COURTNEY	N. W. corner Sixteenth and Pine streets.
WM. COURTNEY	No. 686 South Twelfth street.
S. R. WANAMAKER	Federal street, above Sixth.
S. LENTZ	Corner South Fourth and Johnston streets.
L. HOLLAND	S. W. corner Sixteenth and Ogden streets.
DAVID SADDLER	No. 250 North Eleventh street.
J. WEIGHTMAN	Thirteenth street, below Thompson street.
S. S. TOMKINS	No. 1040 North Front street.
R. BROOKS	S. W. corner of Seventh and Pine streets.
F. MORRIS	N. W. corner Tenth and Shippen streets.
E. B. TURNER	No. 1216 South Front street.
SHUSTER	S. W. corner Broad and Parrish streets.
THOS. T. BLEST	Corner Nineteenth street and Ridge avenue.
B. S. BOWN	N. E. corner Ninth and Federal streets.
J. McINTYRE	Twenty-second street, ab. Coates.
ALEX. FULLERTON	Corner of Fifth and Christian.
MRS. E. RAMBLER	No. 1731 Coates street
D. F. & T. W. WOLF	633 Girard avenue.
WM. McCRACKEN	2202 Hamilton street.
R. R. BEAZLY	N. W. corner of Twelfth and Melon street.
JULIUS KLEIN	S. W. cor. of Thirteenth and Parrish street.
M. NIPPES	N. E. corner of Fourth and Green street.
MRS. F. ELLIOTT	S. W. corner Tenth and Green street.
J. L. HICKS	Camden, N. J., store 119 Arch street.
C. H. RAINIER	West Philadelphia, 38th st. ab. Haverford road.
N. L. YARNELL	Lenni, Penna.
JOHN BARNDT	Tremont and Pine Grove Penna.
GEO. B. TOWNSEND	West Chester, Penna
M. McCLEES	Atlantic City, N. J.
D. HORTON	Florence, N. J.
S. F. EBERLEIN	Columbia, Pa.

SALES BY AUCTION.

M. THOMAS & SONS,

Nos. 139 and 141 South FOURTH Street. (Formerly Nos. 67 and 69.)

STOCKS AND REAL ESTATE.

SALES AT THE EXCHANGE EVERY TUESDAY.

☞ 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. Printed lists may be had at the auction store.

PRIVATE SALE REGISTER.

☞ Real estate entered on our private sale register, and advertised occasionally in our public sale abstract (of which 1,000 copies are printed weekly,) free of charge.

Estate of John C. Weber, deceased.

PEWS, STOCKS, AND LOANS.

On Tuesday,

October 23, at 12 o'clock noon, at the Philadelphia Exchange—

Pew No. 2, Grace Church (Episcopal).

Pew No. 25, Arch-Street Presbyterian Church (Rev. Mr. Wadsworth).

$100 bonds Sandy and Beaver Canal Co.

25 shares Susquehanna Canal Co.

5 shares Merchants' Hotel Company, Philadelphia—par $100.

1 share Pennsylvania Academy Fine Arts—par $25.

4 shares Philadelphia Silk Culture and Manufacturing Company—par $20.

2 shares North American Academy of the Homœopathic Healing Arts.

10 shares of stock in the Commonwealth Bank, ($24 paid on each share.)

2 shares Commercial Bank.

For account of whom it may concern—

10 shares Maryland Soap Stone Company stock.

Also, without reserve, by order of an executor—

20 shares Girard Insurance Company stock—par $100.

GLENWOOD CEMETERY LOTS,

Section D, Nos. 218, 220, 224, 226, 316, 317—par $24 each.

" F, " 348, 349, 376, 377—par $24 each.

" M, " 659, 660, 661, 662—par $30 each.

" E, " 175—par $30.

A separate deed will be given with each lot.

5 shares Academy of Music, with ticket.

1 Share Academy Fine Arts.

SIXTEENTH FALL SALE—OCTOBER 23.

Orphans' Court Sale—Estate of Nathan Supplee, dec'd. Valuable TRACT OF LAND, 62½ Acres, and improvements, Blockley, within three miles of Market-street bridge.

Same Estate—6 Frame DWELLINGS and LOT, southwardly side of Green street, Twenty-fourth ward.

Same Estate—Two-story Brick DWELLING, No. 828 Dilwyn street.

Same Estate—Three-story Brick DWELLING, No. 249 Duke street, late Kensington.

Same Estate—Three-story Brick DWELLING, No. 245 Duke street, late Kensington.

Same Estate—Three story Brick DWELLING, No. 1012 Ross street, late Kensington.

Same Estate—GROUND RENT, $60 a year.

Orphans' Court Sale—Estate of Isabella Shaw, dec'd. A Yearly GROUND RENT of $24.

Orphans' Court Sale—Estate of James Harmer, dec'd. One undivided sixth part of a GROUND RENT of $60 a year.

Executors' Peremptory Sale—Estate of Martha Carrea, deceased.

RESIDENCE, Stable, Coach House, and large LOT, Rittenhouse st., GERMANTOWN, has the modern conveniences—gas, hot and cold water, &c.; also, a good garden. Sale absolute—see handbills.

Handsome Modern Brick RESIDENCE, No. 1820 Arch street, west of Eighteenth street; it is well built, and has modern conveniences. Immediate possession.

Executors' Sale—Estate of George L. Heiss, dec'd.

Neat Modern DWELLING, No. 604 Frankford road, above Wood street.

Three-story Brick DWELLING, Tenth street, north of Tasker, First ward.

Administrators' Sale—Estate of James Stuart, dec'd. TAVERN and DWELLING, northeast corner of Locust and Duponceau streets, and 2 Three-story Dwelling in the rear.

Handsome Modern RESIDENCE, Fifteenth street, north of Thompson street, has the modern conveniences.

Peremptory Sale—BUILDING LOT, York street, west of Parke street, Twenty-fourth ward—45 feet front.

BUILDING LOT, northwest corner of Lombard and Cerusa streets.

Orphans' Court Peremptory Sale—Estate of Elizabeth Sergeant, deceased.

SQUARE OF GROUND, corner of Sixteenth and Seventeenth and Brown streets. Sale absolute.

Executors' Sale No. 1514 VINE Street.

SUPERIOR FURNITURE, MIRRORS, TAPESTRY AXMINSTER CARPETS, &c.

This Morning,

19th instant, at 10 o'clock, at No. 1514 Vine street, by order of the executors, the superior furniture, French-plate mirrors, tapestry Axminster carpets, feather beds, fine engravings, &c.

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

Sale No. 419 North SECOND Street.

20 MARBLE-TOP TABLES, OIL CLOTHS, STOOLS, CHAIRS, SHOW CASE, GAS FIXTURES, &c.

This Morning,

19th inst, at 10 o'clock, at No. 315 North Second street, above Callowhill street, the fixtures of a confectionary store, consisting of marble-top tables, show case, gas fixtures, chairs, stools, large quantity of oil cloth, ice cream cans and tubs, &c.

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

Sale No. 214 COATES Street.

SUPERIOR FURNITURE, ORGAN, SHOW CASES, &c., &c.

On Monday Morning,

22d inst., at 10 o'clock, at No. 214 Coates street, above Second street, the entire stock of a cabinet warehouse, comprising superior parlor, dining-room, and chamber furniture, small church organ, with 5 stops, bookcases, desks, show cases, 2 high-case clocks, &c.

☞ May be examined with catalogues three days previous to the sale.

Peremptory Sale.

FINE MADEIRA AND SHERRY WINES,

In Demijohns and Bottles.

To be sold, without reserve, at the Auction Store, Nos. 139 and 141 South Fourth street,

On Wednesday,

October 24, at 12 o'clock noon. The sale will include—

15 demijohns Meja Harmina Madeira, Blandy brand of 1840.

13 demijohns Verdelho Madeira, Blandy brand of 1840.

15 do. Mandarin Madeira, very delicate.

13 do. Malmsey Madeira, very old.

Also, a large and very fine assortment of fine old Madeira and Sherry Wines, in full-size bottles.

☞ Full particulars in catalogues, now ready.

GREAT SALE OF VALUABLE PAINTINGS.

JAMES S. EARLE & SONS' THIRD GREAT SALE OF PAINTINGS, to take place at the PENNSYLVANIA ACADEMY OF FINE ARTS.

October 25 and 26.

This sale will comprise specimens of the works of the most celebrated European and American artists, many of which have been painted expressly for this Collection, among the most prominent may be mentioned, Fully's great picture of Washington at Valley Forge, several of the works of the late lamented Rembrandt Peale, W. Sonntag, Pierce, Lewis, Geo. H. Hill, Frankenstein, Moran, Otis, Vanderlot, Bursell, Van Stalenborgh, Birch, Bonfield, Waugh, Richards, Mignot, Whittredge, Rossiter, Achenback, Verboeckhoven, Beaver, Wood, Patroles, &c. &c.

☞ The whole to be sold without limitation or reserve, will be open for exhibition several days before the sale, with catalogues.

Sales Nos. 139 and 141 South Fourth Street.

SUPERIOR FURNITURE, FRENCH PLATE MIRRORS, PIANO-FORTES, BRUSSELS CARPETS, &c.

On Thursday Morning,

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

M. FITZPATRICK & BROS., AUCTIONEERS, 604 CHESTNUT Street, above Sixth.

SALE OF WATCHES, JEWELRY, &c.

This Morning,

19th instant, at 10 o'clock, at the auction store, sale of fine gold and silver watches, gold and plated jewelry, gold and plated chains, bracelets, pins, and ear drops, shirt studs, and sleeve buttons, splendid sets of jewelry, gold and silver pencil cases, finger rings, gold spectacles, silver and plated ware, pens, &c. Also, silver-plated ware, clocks, table and pocket cutlery, and fancy goods.

SALES EVERY EVENING,

At 7 o'clock, of Books, stationery and fancy goods, watches, jewelry, clocks, silver plated ware, cutlery, paintings, musical instruments, &c.

Also, Hosiery, dry goods, boots and shoes, and merchandise of every description.

DAY SALES every Monday, Wednesday, and Friday, at 10 o'clock A. M.

PRIVATE SALES.

At private sale several large consignments of watches, jewelry, books, stationery, silver-plated ware, cutlery, fancy goods, &c. To which is solicited the attention of city and country merchants and others.

Consignments solicited of all kinds of merchandise, for either public or private sales.

☞ Liberal cash advances made on consignments.

Out-door sales promptly attended to.

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

MONEY TO LOAN.

$25,000 to loan, 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 dollar to thousands for 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 9 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 $100 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.

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 Thursday, Oct 25, at 10 o'clock A. M.

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

FOR SAVANNAH, GA.

The U. S. Mail Steamship STATE OF GEORGIA, Captain John J. Garvin, will sail on Saturday, Oct 20, at 10 o'clock A. M.

Through in 55 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 30 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	20 00
Atlanta	21 50	Columbus	21 00
Montgomery	25 00	Atlanta	21 00
Mobile	35 00	Albany	25 00
New Orleans	39 75	Montgomery	25 00
Nashville	27 75	Mobile	35 00
Knoxville	26 75	New Orleans	39 75
Memphis	31 50		

Fare to Savannah, via Charleston......16 00
Charleston, via Savannah......16 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. 126 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.

PERSIA, Judkins, leaves N. York, Wednesday, Oct. 10
CANADA, Anderson, " Boston, Wednesday, Oct. 17
AFRICA, Shannon, " N. York, Wednesday, Oct. 24
ARABIA, Stone, " Boston, Wednesday, Oct. 31
ASIA, Lott, " N. York, Wednesday, Nov. 7
EUROPA, Moodie, " Boston, Wednesday, Nov. 14
PERSIA, Judkins, " N. York, Wednesday, Nov. 21

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,

oc10 4 Bowling Green, New York.

PRIVY-WELLS cleaned at a low price to obtain the contents. Address WM. TINSON, Ford drette Office, 1313 North SECOND Street. oc9-lm*