AFFAIRS IN THE SOUTH.

TROUBLE IN THE CABINET.

A PROBABLE RUPTURE.

POSITION OF GEORGIA.

South Carolina Opposed to a Southern Conference.

KENTUCKY FOR THE UNION.

THE POSITION OF SPEAKER ORR.

The New York *Herald* publishes the following despatch from Washington:

WASHINGTON, Nov. 20, 1860.

The discussions of the question that is now agitating the whole country, and the position which the President shall take regarding it in his forthcoming message, has brought the Cabinet to the verge of a break-up, and it may end in that before the first Monday in December, when Congress will meet.

The President insists that the Constitution of the United States establishes a Government, and he, as the sworn head and executive thereof, must and will insist on the execution of the Federal laws; that the idea of peaceable secession by any State is a fallacy which he does not recognise, and must resist to the full extent of his power. In this view he is supported by Cass, Black, Toucey, and Holt.

On the other hand, the Southern members of the Cabinet—Floyd, Cobb, and Thompson—hold that the Constitution is merely a compact, which may be broken at any moment by a single State, which may wish to retire from the Confederacy, by declaring its wish to do so, and that in so doing they should not be molested by the Federal Government.

That portion of the message treating of this question of secession is still under discussion, which will continue until a compromise is found or the Cabinet breaks up in a row. You can rely upon these facts, and that the Administration is in a crisis.

WASHINGTON, November 20.—The Cabinet had a protracted session to-day, and it is understood that the President, having completed his message, it was read at length to his Cabinet. It is very lengthy. He discusses elaborately the questions at issue between the North and the South, especially secession. What position he assumes in regard to this matter I am not at present at liberty to disclose.

TOO LATE FOR A SOUTHERN CONFERENCE.

The Charleston *Mercury* says:

We see it stated in the papers that, by the Legislature, which, we believe, is summoned to meet in January, Virginia will propose a meeting of the Southern States in conference. This is the measure which South Carolina proposed to Virginia last winter. It was hooted down, and rejected as a disunion measure. If it had been adopted, an Abolitionist would not, in all probability, have been elected President of the United States, and the sectionalism of the North might have been alarmed. It was an exceedingly conservative proposition, which Virginia was unable to appreciate. The times have now passed beyond it. Virginia may now call, but the South will not answer. She is completely demoralized in the estimation of the South; and no Southern State, intent on vindicating her rights and preserving her institutions, would go into a conference with her. She has placed the Union above the rights and institutions of the South, and will only seek a conference with the Southern States in order to bring them down to the level of her fatal Union policy. Virginia and the other frontier States may as well at once understand their position with the Cotton States. They are not expected to aid the Cotton States in protecting themselves and redeeming their liberties. They will practically aid the Northern States in attempting to obtain in the South an acquiescence in the rule of Abolitionists at Washington. The Southern States, however, will disregard their counsels. They want *no conference but in the Convention which will assemble to frame the Constitution, and complete the organization of a Southern Confederacy.* They intend to secede from the Union, and construct a Union amongst themselves, and will be glad to find Virginia and the other border States in counsel with them after this great revolution. But if these value their own dignity, or respect our wishes, let them keep aloof from us until they are prepared to dissolve their connection with the present Union and to unite their destinies with that of the other Southern States. If they will not be our friends, let them not be our enemies, by unsolicited and undesired efforts, under whatever amiable pretext, of preserving an abolished Union, to subject us to the sectional despotism of a consolidated Government under the control of Abolitionists at Washington. The day for new guarantees is gone. Henceforth we are two peoples.

THE POSITION OF GEORGIA.

The Savannah *Republican* speaks for Georgia in the following terms:

It will be seen, from the letter of our correspondent, and the measure itself as reported elsewhere, that the joint special committee of the Georgia Legislature have agreed upon a bill calling a convention to deliberate upon the present condition of the country, and declare the action of our State with reference thereto. They call the election of Lincoln by the right name—a "grievance"—and declare it the judgment of the General Assembly of Georgia, that such grievance "demands resistance." Whatever may be the differences of opinion among our citizens with regard to the specific line of action, there is every reason to believe that all, or at least a vast majority, are of one mind and one heart, upon the general question of resistance. All opinions must be honest in times like the present, and no man has a motive to sacrifice either the honor or interests of his State.

It is believed that the bill agreed upon will pass without opposition.

Let us, then, not be divided in the coming election, but [illegible] hostile armies, arrayed against each other, but as brethren and friends, fellow-citizens of a great State, whose honor and safety have been committed to our hands. Let us agree upon a common ticket, to be constituted of our wisest and most prudent men, whose heads can be cool in the midst of danger, and the noblest impulses of whose hearts are for the character, dignity, and glory of our good old Commonwealth. By their judgment let all abide. Do this, and we shall be a united and a *triumphant* people.

THE POSITION OF SPEAKER ORR—THE EXCITEMENT SUBSIDING.

A correspondent of the Baltimore *Sun*, writing from Columbia, gives an account of a demonstration of the Minute Men on the night of the 14th instant. About 10 o'clock the body halted in front of the Congaree House, and, amid the most vociferous cheers for Hon. Mr. Orr, that gentleman appeared. He made a speech of some half hour's length, and declared himself in favor of immediate separate State action. He said he was at present, and had been for some time, entirely out of public life; but having been nominated to the Convention by the mountaineers of Anderson, he intended to lay his private interests on the altar of Carolina, and serve, if elected. At the commencement of his remarks, Mr. Orr was interrupted by some one in the crowd with the question, "Are you in favor of immediate separate State action?" His reply was prompt and to the point, in these words: "My fellow-citizens, I am now endeavoring to make an argument in order to justify my present course, because, up to this time, I have been opposed to secession; I can't be expected to put brains into the heads of my hearers in order to enable them to comprehend what I may say."

He then went on to show the true position of South Carolina, as he understood it. The reason he had opposed secession for the last ten years was, that he was satisfied the South was not ready for the important step—he was satisfied that South Carolina could not act unless she was encouraged and sustained by her sister Southern States. Such encouragement he believed she would now have, and he begged the crowd to understand that what he said in reference to other States he knew to be true. In Alabama, the camp-fires had already been lighted; a joint meeting of the Bell and Breckinridge men had been held in that State, and after shaking hands as late political enemies, they had resolved that, come weal, come woe, they would stand by the South. Georgia, the Empire State of the South, would have her Convention; Mr. Hill, the leader of the late Bell and Everett party, and one of the first men within her border, had taken the field, and was actively co-operating with his late political opponents. From Arkansas, Florida, Mississippi, Louisiana, Texas, and even from North Carolina and Virginia, the intelligence by every mail was of the most cheering character. Now was the time to strike, and all he desired was a unity of feeling and sentiment in South Carolina. Such he believed now to be the feeling, and he only hoped that it would go on increasing and gaining strength until, when the day of trial came, if come it must, the people of the State would stand forth as one man. He concluded by pledging that, when the issue was presented, his hardy men of the mountains would be found side by side with those of the midlands and the seaboard, striking no blow that would not redound to the honor of their native State.

CONSERVATIVE SPEECH OF A. H. STEVENS, OF GEORGIA.

[Correspondence of the Chronicle and Sentinel.]

MILLEDGEVILLE, Thursday, Nov. 15.—The hall of Representatives was crowded to suffocation, on Wednesday night last, to hear Georgia's *greatest* son. The galleries and aisles were thronged with ladies, and every available spot was occupied. The desks, chairs, aisles, and windows were unable to accommodate the vast multitude, and hundreds left unable to get an opportunity to hear. At seven o'clock Mr. Stephens made his appearance, and with great difficulty, owing to the multitude, ascended the speaker's stand. This was the signal for enthusiasm, and for five minutes the buildings shook beneath the cheers and screams from the audience. Mr. Stephens arose, after quiet was restored—and quiet it was, for a pin might have been heard to fall—and proceeded to address the people. It is useless for us to attempt to give even a synopsis of this great argument. We will try and give Mr Stephens' position, but our feeble pen will fail to do the great man justice.

He said that he came before that audience at the urgent solicitation of his friends, and a respectable number of the members of the Legislature. If he had consulted his own ease, he would not have left his room; but the invitation had been extended him, and to gratify his friends he came before them to exchange views and opinions as to the best course to be pursued. My countrymen, he continued, perilous times are upon us. Danger is at hand. The greatest Government on the face of the earth was about to be broken up. His object was to consult with his fellow-citizens, and endeavor, if possible, if we could maintain our honor, our interests, and our rights, to keep that great Government together; he bespoke a calm, considerate hearing, and when he finished, if he failed to show the means by which our honor might be preserved, he begged the audience to pay no attention to what he had said.

He continued that we had a great Government, and he warned his countrymen against ruining it by dissolving it. He regarded Lincoln's election, of itself, as no just cause for dissolution. We had been constitutionally defeated. No one could gainsay that, and though no one deprecated that event more than he did, his opinion was that, having a Democratic Senate, the concurrence of which was necessary in every appointment he made, and every measure set he performed, we had better wait until we had a better reason to disrupt the Government than the mere fact of Lincoln's election. This Government was bought with blood; the sun shone on no other like it; and if we determined to resist, let the disruption of every tie that bound us to the Union be for God's sake, said he, let us act with unanimity.

Greece and Rome had lost their liberty, and, as Mr. [illegible] had said, because they failed to fight [illegible] internal dissensions. He wished every [illegible] whose history had been written [illegible] would be the history of this [illegible] with unanimity. He favored the [illegible] of the people. They had the right to decide this matter. Let the Legislature follow the legitimate objects for which it was sent here. As for him, he intended to bow to the will of Georgia; and no man was farther from submitting to what was wrong, or would sacrifice more to preserve Georgia's interests and honor, than he. He concluded amidst thundering applause. His speech occupied two hours in delivery.

A VOICE FROM VIRGINIA.

A private letter received in Washington from a gentleman residing in Loudoun county, Va., contains the following paragraph:

"For one, I say unhesitatingly, give Lincoln a fair chance, and judge his Administration by his measures. I have *no fear* of him; I believe *as yet* that he is conservative. This is my opinion, though I hold one hundred and fifteen slaves."

This gentleman was a warm supporter of General Jackson's Administration, and has ever since been an influential member of the Democratic party. He owns an estate in Frederick county, Md., from which he has lost several slaves by "the underground railroad" within a few years past, and yet he is willing to judge the incoming Administration by their measures.

NO CAUSE FOR SECESSION.

The Norfolk (Va.) *Herald* says:

"Although we cannot consent to a sectional division of our Union, not seeing the least necessity for it at present, we are clear for leaving those States which seem to be bent on Secession to work out their own favorite theory without molestation. We shall not seek, by the use of irritating language, to convince them that they are pursuing a wrong course, but leave them to themselves, and hope that others who deprecate their action will do likewise. The great body of the South has manifested its fidelity to the Constitution and the Union at the recent election; but it cannot tolerate any armed interference to suppress what is deemed the rash and ill-advised course of its erring sisters, who, if satisfied that the Federal Government will not interfere with a seceding State if she should prefer to leave the Union, will be more apt to apply voluntarily for readmission than succumb to coercion. So let them go, if such is their determination. The supposition that the incoming President will trample on the rights of the South, as a matter of course, is hardly pretext enough to justify their leaving the Union, when the South has every guaranty but one, which it can desire, for their protection—an anti-Republican majority in the House of Representatives—a majority in the Senate friendly to the South, and an independent judiciary which has ever strictly guarded the rights of the South—aye, and the conservative feeling and sentiment of the North, which is daily increasing and strengthening. If all this is not ample to protect the South in her constitutional rights, in vain may we expect to stay the mad career of our extreme Southern sisters.

A MEETING IN KENTUCKY—CONSERVATIVE COUNSELS PREVAILING.

[Correspondence of the New York Times.]

CINCINNATI, Nov. 17, 1860.—A rapid jaunt from Gotham to this city enabled your correspondent to attend a Union meeting held last evening at Newport, Kentucky, which, in point of numbers and in enthusiasm, would favorably compare with an old-fashioned Sixth-ward gathering at a time when Democracy was what it represented itself to be, and not, as is the case in these times, a disjointed, dismembered *something*, with but a name left to mark its past existence in the political world.

The following resolutions were adopted on the occasion:

Whereas, The result of the late election for President of the United States has created, in certain sections, an excitement productive of alarm to our people, and perhaps dangerous to the perpetuity of our National Union; believing it to be the duty of patriots to do all in their power to avert any calamity that may threaten our beloved country, at least to give some expression of opinion as to the supposed causes and tendency of such excitement, we, the citizens of Newport and the county of Campbell, do hereby

Resolve, That, in our judgment, the election of a Chief Magistrate, in the manner prescribed by the Constitution, is not a cause for the secession of any State from the Union.

Resolved, That however much we may have been opposed to the election of Abraham Lincoln to the Presidency, and averse as we are to the policy of the party which has promoted his success, yet we believe it to be the duty of all good citizens to submit to his Administration, and to aid and support him in the just and proper execution of his office.

Resolved, That we do not recognise the right of any State, upon its own supposed causes of grievance, and without consultation of the other States, and until every remedy under the Constitution has been exhausted, to secede from the Union, and even then we could regard the act of secession in no other light than that of revolution itself.

Resolved, That, true and loyal as we are to the institutions of our own section, and ever ready, when necessary, to defend them, we would yet implore our brethren of the South, by all the ties which bind us together, to do no act, to precipitate no measures, by which we may incur the reproaches of mankind, and bring our common country into the vortex of ruin.

Resolved, That it is the bounden duty of the present Executive, acting with that discretion and wisdom which should become the Chief Magistrate of one of the greatest Powers of the earth, to use promptly every efficient means to allay the excitement which now exists in our country.

Resolved, That we call upon the people of our sister States of the North, in the legislative branches of their State Governments, to annul all laws that may have been passed in derogation of our National Constitution; to come back to, and strictly conform to, that instrument, as the bond of all our dearly bought liberties, and as the rock of our common safety.

Resolved, That we declare our unalterable devotion to our National Union; that we will still appreciate common suffering and common triumph in the splendid achievement of our independence, and, obeying the counsel of our glorious Washington, we will cherish a cordial, habitual, and immovable attachment to it, accustoming ourselves to think and speak of it as the palladium of our political safety and prosperity, watching for its preservation with jealous anxiety, discountenancing whatever may suggest even a suspicion that it can, in any event, be abandoned, and indignantly frowning upon the dawning of every attempt to alienate one portion of our country from the rest, or to enfeeble the sacred ties which link together the various parts, and, in the language of our illustrious Clay, if we are asked when we shall be in favor of a dissolution of the Union, we answer, "Never, never, never."

Resolved, That we are in favor of the Constitution and Union as they came from the hands of our fathers, and as they exist, having for seventy-three years been our common bond and shield, with which, and under which, we have lived and prospered, and mounted to our present state of grandeur and glory: "The Constitution and the Union, one and inseparable, now and forever."

IMPORTATIONS.

[Reported for the Press.]

LIVERPOOL—Ship Golden Light, Vaughan—31 casks soda ash Yarnall & Trimole; 68 do Dulles & Cope; 31 tcs bleaching powder Jessup & Moore; 12 casks bryten J Lucas & Co; 140 tcs pot ash 8396 sacks salt Alex Kerr; 48 earthenware tipes C & E Lennig; 100 casks bottled ale S Morris Wain & Co; 79 do soda ash 70 do bleaching powder C W Cunchman; 14 pkgs mdse J & L Gillam; 1 cask china J & Caldwell & Co; 21 bxs mdse J Cowpland; 1 case do J W Sabine; 177 crates and casks earthenware F W Wright & Sons; 9 bales mdse T C Henry & Co; 1079 sacks salt 60 bbls caustic soda order.

PHILADELPHIA BOARD OF TRADE.

F. R. COPE, THOS. KIMBER, Jr., RICHARD WOOD, } COMMITTEE OF THE MONTH.

LETTER BAGS

At the Merchants' Exchange, Philadelphia.

Ship Wyoming, Burton	Liverpool,	soon
Ship Mazeppa, Weeks	Loando, WCA,	soon
Ship Victor, Keller	Benicia,	soon
Ship Victoria Reed, Preble	Liverpool,	soon
Ship Hortensia, Atkins	Liverpool,	soon
Bark Washington, Wencke	London,	soon
Bark Rector, Weisser	London,	soon
Brig Lord Palmerston, Carregal	Glasgow,	soon
Brig Nord Horn, Van Leuwen	Cork,	soon
Brig Ella Reed, Davis	St Jago de Cuba,	soon
Brig Delhi, Darnaby	Havana,	soon
Schr Velma, Sazett	Aspinwall,	soon

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Nov. 22 1860.

SUN RISES..........7.12—SUN SETS..........4 48
HIGH WATER..........9 45

ARRIVED.

Ship Golden Light, Vaughan, 49 days from Liverpool, with mdse to E A Souder & Co.

Brig Elmira, McDonald, 10 days from Portland, with mdse to D S Stetson & Co.

Brig Trenton, Atherton, from Portland, in ballast to C A Heckscher & Co.

Brig Geo Amos Treat, from Boston, in ballast to Tyler, Stone & Co.

Schr Spray, Price, 5 days from Boston, in ballast to A Heron, Jr & Co.

Schr Geo Fales, Nickerson, 3 days from Providence, with mdse to Crowell & Collins

Schr Jos Turner, Crowell, 4 days from Providence, with mdse to Crowell & Collins.

Schr Bird, Long, 1 day from Indian River, with corn to Jas Barratt & Son.

Schr Merchant, Phillips, 4 days from Laurel, Del, with bark to J W Bacon.

Schr Sea, Twiford, 4 days from Seaford, Del, with railroad ties to J W Bacon.

Schr J H Wainwright, Corson, from Boston, in ballast to C A Heckscher & Co.

Schr A R Wetmore, Bogart, from New York, in ballast to Noble, Hammett & Caldwell.

Schr John Cadwalader, Clayton, from Boston, in ballast to Tyler, Stone & Co.

Schr John Compton, Elliott, from Providence, in ballast to Sinnickson & Glover.

Schr L H Endicott, Leeds, from Newport, in ballast to N Sturtevant & Co.

Schr H Warwick, Shropshire, from Providence, in ballast to B Milnes & Co.

Schr Jas M Bayles, Thompson, from Providence, in ballast to Blakiston & Cox.

Schr Mary Haley, Haley, from Boston, in ballast to Sinnickson & Glover.

Steamer Josephine, Green, 22 hours from New York, with mdse to W M Baird & Co.

Steamtug J F Starr, Maul, 12 hours from Cape May, having in tow ship Golden Light, from Liverpool. Reports having towed to sea 19th inst, ship Flora, bound to West Coast of Africa.

CLEARED.

Brig Geo Amos, Treat, Pensacola, Tyler, Stone & Co.
Brig Trenton, Atherton, Portland, C A Heckscher & Co.
Schr J H Wainwright, Corson, Salem, do
Schr West Wind, Gilman, Galveston, Bishop, Simons & Co.
Schr A R Wetmore, Bogart, Alexandria, Noble, Hammett & Caldwell.
Schr M Haley, Haley, Charleston, Sinnickson & Glover
Schr John Compton, Elliott, Providence, do
Schr H Warwick, Shropshire, Norwich, Milnes & Co.
Schr L H Endicott, Leeds, Newport, L Sturtevant & Co.
Schr J Cadwalader, Clayton, Boston, Tyler, Stone & Co.
Schr J M Bayles, Thompson, Boston, Blakiston & Cox
Steamer Farmer, Fultze, Baltimore, A Groves, Jr.

BY TELEGRAPH.

(Correspondence of the Press.)

NEW ORLEANS, Nov 20.

Arrived, barks Medora, from New York; Sea Breeze from Cardenas.

(Correspondence of The Press.)

HAVRE DE GRACE, Nov. 21, 1860.

The Kingston left with 7 boats, laden and consigned as follows:

Col Geo Bodine, lumber to Norcross & Sheets and Cadwalader & Co; E W Frame, do to R Wolverton; C C Price and Isaac Buffington, do to Henry Croskey; True American, do to Gaskill & Galvin; Maid o' the Mist and Holman & Grubb, coal to Delaware City.

(Correspondence of The Press.)

READING, Nov 20.

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

S A Douglas, grain to A G Cattell & Co; Pennington & Raymon, lumber to Jas Haley; Barbara, do to J M Deysher; R R Bridgins, do to Saml Bolton & Co; Clara Louisa, pig iron to S Peterson.

MEMORANDA.

Steamship Mobile, Kirby, hence for Mobile, was passed 5½ P M 16th inst off Cape Lookout.

Steamship Persia, Judkins, sailed from New York 20th inst. for Queenstown and Liverpool.

Steamship Etna, Hookley, from New York, arrived at Liverpool 7th inst.

Steamship Nova Scotian, McMasters, from Quebec, arrived at Liverpool 7th inst.

Ship John Clark, Letourneau, 26 days from Liverpool, was below Baltimore 20th inst.

Ship Ann E Hooper, Hooper, at Liverpool 8th inst. from New York.

Bark Dawn, Chase, cleared at New York 20th inst. for Buenos Ayres.

Brigs Atlanta, Merryman; Com Stewart, Bishop; and Carolina, [illegible], hence, arrived at Portland 19th inst.

Brig [illegible], Gilchrist, hence, arrived at Newbury port 19th inst.

Schr Paradise, Presley, cleared at Boston 20th inst. for [illegible] to load for South America.

Schrs [illegible] Welsh, Cole, for New York, went to sea from [illegible] 18th inst.

Schrs C S Carstairs, Somers, for Wilmington, NC, A Hugel, Mason, for do, and J A Griffin, Foster, for Boston, went to sea from Charleston 18th inst.

Schrs Fidelia, Weeks; Excelsior, Riley, J C Baxter, Jeffers, A C Reeves, Lake, J C Babcock, Babcock, R L Tay, Shepherd, Elliott, Weaver, Wm H Rowe, Harris, Jane N Baker, Henderson; Constitution, Strout, Chrysolite, Smith, hence, and Mary Price, Blizzard, from Brandywine, Del. at Boston 20th inst.

Schrs Broadfield, Fiske, and Wm P Cox, Houck, for Philadelphia, cleared at Boston 20th inst.

Schrs Hannah Grant, Newman; Gertrude Horton, Pendleton; Grecian, Matthews; Z Stratton, Webb, and John Lamson, hence, arrived at Newburyport 19th inst.

Schr Halo, Newman, sailed from Newburyport 19th inst for Philadelphia.

Schr C W Holmes, McElwee, from Taunton for Philadelphia, at New London 19th inst.

Schr Thos Potter, Glover, hence for Roxbury, at Newport 18th inst. and sailed again 19th.

Schrs Ocean Herald, Cox, and J C Brooks, Dyer, hence at Portland 19th inst.

INSURANCE COMPANIES.

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.

(FIRE INSURANCE EXCLUSIVELY.)

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

DIRECTORS:

F. RATCHFORD STARR,	MORDECAI L. DAWSON,
WILLIAM McKEE,	GEO. H. STUART,
NALBRO FRAZIER,	JOHN H. BROWN,
JOHN M. ATWOOD,	B. A. FAHNESTOCK,
BENJ. T. TREDICK,	ANDREW D. CASH,
HENRY WHARTON,	J. L. ERRINGER.

F. RATCHFORD STARR, President.
CHARLES W. COXE, Secretary. fe15

FIRE INSURANCE,

BY THE

RELIANCE MUTUAL INSURANCE COMPANY OF PHILADELPHIA.

ON BUILDINGS, LIMITED OR PERPETUAL, MERCHANDISE, FURNITURE, &c., IN TOWN OR COUNTRY.

OFFICE, NO. 305 WALNUT STREET.

CAPITAL, $220,510. ASSETS, $303,508 96

Invested as follows, viz:

First Mortgages on Improved City Property, worth double the amount	$155,600 00
Ground Rent first class	2 462 50
City of Philadelphia 6 per cent. Loan	30,000 00
Pennsylvania Railroad Co's, 6 per cent. 2d Mortgage Loan ($30,000)	27,900 00
Allegheny co. 6 per ct. (Penn'a R. R.) Loan	10,000 00
Collateral Loans, well secured	2,500 00
Huntingdon and Broad Top R. R. and C. Co., Mortgage Loan	4,000 00
The Reliance Mutual Insurance Co. Stock	24,350 00
The County Fire Insurance Co. Stock	1,050 00
The Delaware M. S. Insurance Co. Stock	700 00
Pennsylvania Railroad Co. Stock	4,000 00
Commercial Bank Stock	5,135 01
Mechanics' Bank Stock	2,812 50
Union M. Insurance Co. scrip ($380)	100 00
Bills Receivable	16,297 18
Book Accounts, accrued interest, &c	5 216 62
Cash on hand and in hands of Agents	11,335 15
	$303 508 96

DIRECTORS.

CLEM TINGLEY,	SAMUEL BISPHAM,
WM. R. THOMPSON,	ROBERT STEEN,
FREDERICK BROWN,	WILLIAM MUSSER,
CORNELIUS STEVENSON,	BENJ. W. TINGLEY,
JOHN R. WORRELL,	MARSHALL HILL,
H. L. CARSON,	Z. LOTHROP,
ROBERT TOLAND,	CHARLES LELAND,
FREDERICK LENNIG,	JACOB T. BUNTING,
CHARLES S. WOOD,	SMITH BOWEN,
JAMES S. WOODWARD,	JOHN BISSEL, Pittsburg,

CLEM TINGLEY, President.
B. M. HINCHMAN, Secretary. no16-2m

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, PHILADELPHIA.

INCORPORATED 1835.

The following Statement of the affairs of the Company is published in conformity with a provision of its Charter:

PREMIUMS

Received from Nov. 1, 1859, to October 31, 1860.

On marine and inland risks	$348 825 96	
On fire risks	118,358 73	
		$467,184 69
Premiums on policies not marked off, Nov. 1, 1859		264,337 39
		731,522 08

PREMIUMS

Marked off as earned, from Nov. 1, 1859, to Oct. 31, 1860.		
On marine and inland risks	$354 987 19	
On fire risks	116,212 51	
		$471,199 70
Interest, salvages, &c., during same period		58,392 65
		529,592 35

LOSSES, EXPENSES, &c., During the year as above.

Marine and inland navigation losses	$302 078 99	
Fire losses	53,505 01	
Return premiums	42,295 60	
Re-insurances	24 611 07	
Agency charges, &c	28,650 29	
Donations to steam fire companies, advertising, taxes, &c	11,697 71	
Expenses, salaries, rent, &c	20,487 48	
		$383,175 55
Surplus		146,416 80

ASSETS OF THE COMPANY, November 1, 1860.

$100,000 United States five per cent. loan		$100,500 00
115,000 United States six per cent. Treasury Notes, (with accrued interest)		119,463 34
100,000 Pennsylvania State five per cent. loan		95,970 00
21,000 do. do. six do. do.		21,945 00
123 050 Philadelphia City six per cent. Loan		125,203 37
30,000 Tennessee State five per cent. loan		24,000 00
50 000 Pennsylvania Railroad 2d mortgage six per cent. bonds		45,000 00
15 000 300 shares stock Germantown Gas Company, interest and principal guaranteed by the City of Philadelphia		15,300 00
5,000 100 shares Pennsylvania Railroad Company		3,900 00
5,000 100 shares North Pennsylvania Railroad Company		900 00
1,200 80 shares Philadelphia Ice Boat and Steam Tug Company		1,200 00
250 5 shares Philadelphia and Havre de Grace Steam Tow-boat Company		350 00
200 2 shares Philadelphia Exchange Company		125 00
1,000 2 shares Continental Hotel Co.		500 00
$556,700 par. Cost $547,335 34. Market val.		$554,556 71
Bills receivable, for insurances made		171,356 49
Bonds and mortgages		34 850 00
Real estate		61,363 35
Balances due at Agencies—Premiums on Marine Policies, interest, and other debts due the Company		51,660 02
Scrip and stock of sundry insurance and other Companies		2,626 50
Cash on hand—in banks	$23,673 16	
in drawer	435 65	
		29,108 81
		$9,4,907 51

November 14, 1860.

The Board of Directors have this day declared a Cash Dividend of TEN PER CENT. interest on the Scrip of the Company, payable on and after the 1st proximo.

They have also declared a Scrip Dividend of TWENTY-FIVE PER CENT. on the Earned Premiums for the year ending October 31, 1860, Certificates for which will be issued to the parties entitled to the same on and after the first of December next.

No certificates of profits issued under $25.

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 G. Leiper,	John B. Semple, Pittsb'g,
Hugh Craig,	D. T. Morgan, "
Charles Kelly,	A. B. Berger, "

WILLIAM MARTIN, President.
THOS. C. HAND, Vice President.
HENRY LYLBURN, Secretary. no17-1m

QUAKER CITY INSURANCE COMPANY—FRANKLIN BUILDINGS, 408 WALNUT STREET, PHILADELPHIA.—CAPITAL AND SURPLUS $359,746 70. Insures against Loss or Damage by Fire and the Perils of the Sea, Inland Navigation and Transportation.

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

DIRECTORS.

George H. Hart,	E. P. Ross,
A. C. Cattell,	Foster S. Perkins,
E. W Bailey,	Andrew R. Chambers,
H. R. Coggshall,	Samuel Jones, M. D.,
Hon. H. M. Fuller.	mh9-tf

REMOVAL.—THE PENN MUTUAL LIFE INSURANCE COMPANY have removed to their new building, No. 921 CHESTNUT Street. Assets, over $1,000,000. Charter perpetual.

ALL THE PROFITS divided amongst the insured.

POLICIES issued this year will participate in the Dividend to be declared in January next. The Company has full authority to act as Executors, Administrators, Assignees, Guardians, and Trustees for married women and children. DANIEL L. MILLER, President.

SAML. E. STOKES, Vice Pres't.

JOHN W. HORNOR, Secretary.

MEDICAL EXAMINERS in attendance daily, from 1 to 3 o'clock P. M. no8

FIRE INSURANCE. — MECHANICS' INSURANCE COMPANY of Philadelphia, No. 138 North SIXTH Street, below Race, insure Buildings, Goods, and Merchandise generally from loss or damage by Fire. The company guarantee to adjust all losses promptly, and thereby hope to merit the patronage of the public.

DIRECTORS.

William Morgan,	Robert Flanigan,
Francis Cooper,	Michael McGeoy,
George L. Dougherty,	Edward McGovern,
James Martin,	Thomas B. McCormick,
James Duross,	John Bromley,
Matthew McAleer,	Francis Falls,
Bernard Rafferty,	John Cassady,
Thomas J Hemphill,	Bernard H. Hulseman,
Thomas Fisher,	Charles Clare,
Francis McManus,	Michael Cahill.

FRANCIS COOPER, President.
BERNARD RAFFERTY, Secretary. oc23-6m

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, $458,792 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,
Simeon Toby,	Samuel Grant, Jr.,
Charles Macalester,	Tobias Wagner,
William S. Smith,	Thomas B. Wattson,
John B. Budd,	Henry G. Freeman,
William R. White,	Charles S. Lewis,
	George C. Carson.

HENRY D. SHERRERD, President.
WILLIAM HARPER, Secretary. ie9-tf

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

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

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

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

DIRECTORS.

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

JACOB ESHER, President.
WM. F. DEAN, Vice President.
W. M. SMITH, Secretary. ap5-tf

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

No. 310 WALNUT Street, above Third, Philadelphia.

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

DIRECTORS.

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

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

EXCHANGE INSURANCE COMPANY—Office No. 409 WALNUT Street.

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

DIRECTORS.

Jeremiah Bonsall,	Edward D. Roberts,
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. DAVID, Secretary. mh21 mtf

PHILADELPHIA TERRA COTTA MANUFACTORY, SEVENTH and GERMANTOWN road and 1010 CHESTNUT Street. Vitrified Drain and Water Pipes, Ventilating Flues, Hot Air Flues, and Smoke Flues made of Terra Cotta, and of suitable size for every class of buildings. This article is worthy the attention of all parties putting up buildings. Large size sewerage pipes for city drainage, water pipes warranted to stand a severe pressure. We are now prepared to contract with cities or corporations for this article in any quantity. We warrant our goods to be equal if not superior to any other made in the United States or Europe. Ornamental Chimney Tops and Garden Vases. fe8-tf

ROSIN, PITCH, and TAR.—1,700 bbls. Rosin, all grades; 250 do. Pitch, large size; 75 bbls. Tar, part Wilmington; 1,000 kegs Tar, new, bright packages, for sale by ROWLEY, ASHBURNER, & CO., No. 16 South Wharves. no13

50 CASES OF SEED LEAF TOBACCO, in store, and for sale by JOS. B. HANSON & CO. se8-tf

MISCELLANEOUS.

THE AMALGAMATION OF LANGUAGES.—There is a growing tendency in this age to appropriate the most expressive words of other languages, and after a while to incorporate them into our own; thus the word Cephalic, which is from the Greek, signifying "for the head," is now becoming popularized in connection with Mr. Spalding's great headache remedy, but it will soon be used in a more general way, and the word Cephalic will become as common as Electrotype and many others whose distinction as foreign words has been worn away by common usage, until they seem "native and to the manor born."

'ardly Realized.

Hi 'ad 'n 'orrible 'eadache this hafternoon, hand I stepped into the hapothecary's, hand says hi to the man, "Can you hease me of an 'eadache?" "Does it hache 'ard?" says 'e. "Hexceedingly," says hi, hand upon that 'e gave me a Cephalic Pill, hand 'pon me 'onor it cured me so quick that I 'ardly realized I 'ad an 'eadache.

HEADACHE is the favorite sign by which nature makes known any deviation whatever from the natural state of the brain, and, viewed in this light, it may be looked on as a safeguard intended to give notice of disease which might otherwise escape attention, till too late to be remedied; and its indications should never be neglected. Headaches may be classified under two names, viz: Symptomatic and Idiopathic. Symptomatic Headache is exceedingly common, and is the precursor of a great variety of diseases, among which are Apoplexy, Gout, Rheumatism, and all febrile diseases. In its nervous form it is sympathetic of disease of the stomach, constituting *sick headache*, of hepatic disease constituting *bilious headache*, of worms, constipation, and other disorders of the bowels, as well as renal and uterine affections. Diseases of the heart are very frequently attended with headaches; anæmia and plethora are also affections which frequently occasion headache. Idiopathic headache is also very common, being usually distinguished by the name of *nervous headache*, sometimes coming on suddenly in a state of apparently sound health, and prostrating at once the mental and physical energies, and in other instances it comes on slowly, heralded by depression of spirits or acerbity of temper. In most instances the pain is in the front of the head, over one or both eyes, and sometimes provoking vomiting; under this class may also be named *Neuralgia*.

For the treatment of either class of headache the Cephalic Pills have been found a sure and safe remedy, relieving the most acute pains in a few minutes, and, by its subtle power, eradicating the diseases of which headache is the unerring index.

Bridget.—Missus wants you to send her a box of Cephalic G'ue; no, a bottle of Prepared Pills—but I'm thinking that's not just it naither; but perhaps ye'll be after knowing what it is. Ye see she's nigh dead and gone with the Sick Headache, and wants some more of that same as relaived her before.

Druggist.—You must mean Spalding's Cephalic Pills.

Bridget.—Och! sure now and you've sed it. Here's the quarther, and giv me the Pills, and don't be all day about it, aither.

Constipation or Costiveness.

No one of the "many ills flesh is heir to" is so prevalent, so little understood, and so much neglected as Costiveness, often originating in carelessness, or sedentary habits. It is regarded as a slight disorder, of too little consequence to excite anxiety, while in reality it is the precursor and companion of many of the most fatal and dangerous diseases, and unless early eradicated, it will bring the sufferer to an untimely grave. Among the lighter evils of which Costiveness is the usual attendant are Headache, Colic, Rheumatism, Foul Breath, Piles, and others of like nature, while a long train of frightful diseases, such as Malignant Fevers, Abscesses, Dysentery, Diarrhœa, Dyspepsia, Apoplexy, Epilepsy, Paralysis, Hysteria, Hypochondriasis, Melancholy, and Insanity, first indicate their presence in the system by this alarming symptom. Not unfrequently the diseases named originate in Constipation, but take on an independent existence unless the cause is eradicated in an early stage. From all these considerations, it follows that the disorder should receive immediate attention whenever it occurs, and no person should neglect to get a box of Cephalic Pills on the first appearance of the complaint, as their timely use will expel the insidious approaches of disease, and destroy this dangerous foe to human life.

A Real Blessing.

Physician.—Well, Mrs. Jones, how is that headache?

Mrs Jones.—Gone! Doctor, all gone! the pill you sent cured me in just twenty minutes, and I wish you would send me more, so that I can have them handy.

Physician.—You can get them at any Druggist's. Call for Cephalic Pills. I find they never fail, and I recommend them in all cases of Headache.

Mrs. Jones.—I shall send for a box directly, and shall tell all my suffering friends, for they are a *real blessing.*

TWENTY MILLIONS OF DOLLARS SAVED.—Mr. Spalding has sold two millions of bottles of his celebrated Prepared Glue, and it is estimated that each bottle saves at least ten dollars' worth of broken furniture, thus making an aggregate of twenty millions of dollars reclaimed from total loss by this valuable invention. Having made his Glue a household word, he now proposes to do the world still greater service by curing all the aching heads with his Cephalic Pills, and if they are as good as his Glue, Headaches will soon vanish away like snow in July.

OVER EXCITEMENT, and the mental care and anxiety incident to close attention to business or study, are among the numerous causes of Nervous Headache. The disordered state of mind and body incident to this distressing complaint, is a fatal blow to all energy and ambition. Sufferers by this disorder can always obtain speedy relief from these distressing attacks by using one of the Cephalic Pills whenever the symptoms appear. It quiets the overtasked brain, and soothes the strained and jarring nerves, and relaxes the tension of the stomach which always accompanies and aggravates the disordered condition of the brain.

FACT WORTH KNOWING.—Spalding's Cephalic Pills are a certain cure for Sick Headache, Bilious Headache, Nervous Headache, Costiveness, and General Debility.

GREAT DISCOVERY.—Among the most important of all the great medical discoveries of this age may be considered the system of vaccination for protection from Small Pox, the Cephalic Pill for relief of Headache, and the use of Quinine for the prevention of Fevers, either of which is a sure specific, whose benefits will be experienced by suffering humanity long after their discoverers are forgotten.

DID you ever have the Sick Headache? Do you remember the throbbing temples, the fevered brow, the loathing and disgust at the sight of food? How totally unfit you were for pleasure, conversation, or study. One of the Cephalic Pills would have relieved you from all the suffering which you then experienced. For this and other purposes you should always have a box of them on hand to use as occasion requires.

CEPHALIC PILLS,

CURE SICK HEADACHE!

CEPHALIC PILLS,

CURE NERVOUS HEADACHE!

CEPHALIC PILLS,

CURE ALL KINDS OF HEADACHE!

By the use of these Pills the periodical attacks of *Nervous or Sick Headache* may be prevented; and if taken at the commencement of an attack immediate relief from pain and sickness will be obtained.

They seldom fail in removing the *Nausea and Headache* to which females are so subject.

They act gently on the bowels, removing *Costiveness*.

For *Literary Men, Students,* Delicate Females, and all persons of *sedentary habits,* they are valuable as a *Laxative,* improving the *appetite,* giving *tone* and *vigor* to the digestive organs, and restoring the natural elasticity and strength to the whole system.

The CEPHALIC PILLS are the result of long investigation and carefully conducted experiments, having been in use many years, during which time they have prevented and relieved a vast amount of pain and suffering from Headache, whether originating in the *nervous* system or from a deranged state of the *stomach.*

They are entirely vegetable in their composition, and may be taken at all times with perfect safety without making any change of diet, *and the absence of any disagreeable taste renders it easy to administer them to children.*

BEWARE OF COUNTERFEITS!

The genuine have five signatures of Henry C. Spalding on each Box.

Sold by Druggists and all other Dealers in Medicines.

A Box will be sent by mail prepaid on receipt of the

PRICE, 25 CENTS.

All orders should be addressed to

HENRY C. SPALDING,

48 CEDAR STREET, NEW YORK.

no 1-1

MEDICINAL.

DYSPEPSIA REMEDY.

Dr. DARIUS HAM'S

AROMATIC INVIGORATING SPIRIT.

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

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

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

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

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

WHAT IT WILL DO.

DOSE.—One wine glass full as often as necessary.
One dose will remove all Bad Spirits.
One dose will cure Heart-burn.
Three doses will cure Indigestion.
One dose will give you a Good Appetite.
One dose will stop the distressing pains of Dyspepsia.
One dose will remove the distressing and disagreeable effects of Wind or Flatulence, and as soon as the stomach receives the Invigorating Spirit, the distressing load and all painful feelings will be removed.
One dose will remove the most distressing pains of Colic, either in the stomach or bowels.
A few doses will remove all obstructions in the Kidney, Bladder, or Urinary Organs.

Persons who are seriously afflicted with any Kidney Complaints are assured of speedy relief by a dose or two, and a radical cure by the use of one or two bottles.

NIGHTLY DISSIPATION.

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

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

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

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

General Depot, 48 WATER Street, New York.

DYOTT & CO., 232 North SECOND Street, Wholesale Agents in Philadelphia.

And for sale by JOHN H. EATON, 25 N. EIGHTH Street, and all Druggists. je7-thstu1y

MUTTER'S COUGH SYRUP.

F. BROWN.

COPY-RIGHT SECURED.

Prepared only from the Original Prescription of the late PROFESSOR MUTTER, AT FREDERICK BROWN'S, Northeast corner of FIFTH and CHESTNUT Streets, Philadelphia

This Remedy is a safe and simple preparation from the receipt of the late distinguished Professor MUTTER, with whom it was a favorite prescription. That he used it in his extensive practice, insures to the timid a certain proof of its pure and innoxious elements, and to those who know his character for skill and careful attention to prescribe only such remedial agents as should secure restoration without producing subsequent evil, it will be welcomed as a real good. Under the guidance of a Physician, (to whom its combination will unhesitatingly be made known,) it will always be found very beneficial, and in cases where a medical adviser is not at hand, it may be used with safety, according to the directions, in all cases of short or long duration.

And for sale also at

FREDERICK BROWN, Jr.'s, DRUG AND CHEMICAL STORE, CONTINENTAL HOTEL, Corner of NINTH and CHESTNUT Streets, Phila., And by all respectable Druggists throughout the United States. no10-stuth1m

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 still has serious defects must be conceded. Its liability to be crushed by the fall of walls, timbers, &c., or by its own fall; its inability to prevent the constant evaporation of the moisture from the filling, as it is scarcely possible to make or keep the vapor chamber water-tight in so frail a structure; also, its entire inability to retain the steam or vapor during the fire; its rapid deterioration by rust and otherwise, and its entire insecurity against burglary, will hardly be denied. It is claimed that all these defects are remedied in the above wrought and chilled-iron safe and 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 of this safe, as well as of the sheet-iron safe, premising that the two principles comprise all the popular safes now in use. Further, that the vapor principle is the only one now relied upon 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 ⅝ of an inch thick, by 1½ to 2½ inches wide, crossing each other at right angles, and placed near each other, forming a compact network; about ⅝ inch holes are drilled near each other through these bars, and counter sunk; cast iron is run between these bars and into the holes, and over the outer surface, making the whole thickness 1½ to 2 inches of solid iron, without joints; the wrought-iron bars thoroughly chilling the cast iron, and making it drill proof, while the two irons are so strongly 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, banded round the outer edges with light bar iron, the larger safes having a band across the centre. This constitutes the whole iron work, adding the door flanges and back plate and the door-way or front flanges; except in some cases 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 set the composition chamber that surrounds the composition chamber, or the heat would be easily conducted through the sheet-iron. Sheet-iron is a good conductor of heat, and vapor is the only preventive. It must be admitted that the best material for this chamber is that which is the greatest absorbent, and will not cake or slack down hard. Lime may be considered to be that article, as most of the Safe makers use a composition having lime for a constituent, and this is the only light; it is the sheet-iron safe adulterated—the lime is clay, or some heavy substance, to give them weight and solidity.

The Chilled Iron Safe has both in the outer structure, consequently the chamber is filled with lime unadulterated, producing much more vapor than the composition used by sheet-iron makers, and while the sheet-iron Safe is warping and twisting at every joint, when heated allowing the vapor to escape, the chilled iron has no outer joint, and the thickness of iron prevents the springing of its parts, consequently the vapor cannot escape. And here lies the great advantage this Safe has (as a fire proof) over the sheet iron, but it has other important advantages. The structure shows that it cannot be affected by the falling of walls, timbers, &c., or its own fall; that there is no chance for deterioration from rust or otherwise; that in case of fire its shape is not affected; that if it is checked by water, or other causes, the check can only reach to the wrought iron bars, consequently the Safe is not injured for use; that the steam or vapor is mainly kept in the Safe by closing the door, and does not destroy the bindings of books, or so 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 attached, which is drill, sledge, and powder proof, it will be seen that it is thoroughly burglar proof—while with the structure of the sheet iron Safe shows, that the crowbar, axe, cold-chisel, or drill can penetrate it in a few moments, without much noise or disturbance.

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

GREEN BAY, Wisconsin, July 25, 1860.

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

GEO. H. HAYWOOD.

M. C. SADLER, General Agent, 715 CHESTNUT Street, under Masonic Hall.

se20-th s 22t

RAILROAD LINES.

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 " 10.45 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:

D. A. STEWART, Pittsburg;

H. S. Pierce & Co., Zanesville, O.; J. J. Johnston, Ripley, O.; R. McNeely, Maysville, Ky.; Ormsby & Cropper, Portsmouth, O.; Paddock & Co., Jeffersonville, Indiana; H. W. Brown & Co., Cincinnati, O.; Athorn & Hibbert, Cincinnati, O.; R. C. Meldrum, Madison, Ind.; Jos. E. Moore, Louisville, Ky.; P. G. O'Riley & Co., Evansville, Ind.; N. W. Graham & Co., Cairo, Ill.; R. F. Sass, Shaler & Glass, St. Louis, Mo.; John H. Harris, Nashville, Tenn.; Harris & Hunt, Memphis, Tenn.; Clarke & Co., Chicago, Ill.; W. H. H. Koontz, Alton, Ill.; or to Freight Agents of Railroads at different points in the West.

S. B. KINGSTON, Jr., Philadelphia.
MAGRAW & KOONS, 80 North street, Baltimore.
LEECH & CO., 1 Astor House, or 1 S. William st., N.Y.
LEECH & CO., No. 77, State street, Boston.
H. H. HOUSTON, Gen'l Freight Agent, Phila.
L. L. HOUPT, Gen'l Ticket Agent, Phila.
E. LEWIS, Gen'l Sup't, Altoona, Pa. ja3-1y

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, se13-tf Philadelphia

1860. NEW YORK LINES 1860.

FALL ARRANGEMENT. NEW YORK LINES. THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD CO.'S LINES FROM PHILADELPHIA TO NEW YORK AND WAY PLACES, FROM WALNUT-ST. WHARF AND KENSINGTON DEPOT, WILL LEAVE AS FOLLOWS, VIZ:

	FARE.
At 6 A. M., via Camden and Amboy, C. and A. Accommodation	$2 25
At 6 A. M., via Camden and Jersey City, (N. J.) Accommodation	2 25
At 9 A. M., via Camden and Jersey City, Morning Mail	3 00
At 11 A. M., by Steamboat, via Tacony and Jersey City, Western Express	3 00
At 12½ P. M., via Camden and Amboy Accommodation	2 25
At 2 P. M., via Camden and Amboy, C. and A. Express	3 00
At 4½ P. M., via Kensington and Jersey City, Evening Express	3 00
At 4½ P. M., via Kensington 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
Do. do. 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 7.10 A M from Kensington, and 2½ P M, from Walnut-street wharf.

For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, &c., 7.10 A. M., from Kensington, via Delaware, Lackawanna and Western R. R.

For Mauch Chunk, Allentown, and Bethlehem at 7.10 A. M. from Kensington Depot, and 2½ P. M. from Walnut street wharf.

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 7.10 A. M., 4½ and 5½ P. M. from Kensington, and 2½ P. M. from Walnut-street wharf.

For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 12½, 1, 3, and 4½ P. M.

Steamboat Trenton for Tacony, at 11 A. M., and for Bordentown and intermediate places at 2½ 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.

no19 WM. H. GATZMER, 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 9.05 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 56 P. M., and 12.20 A. M.

FREIGHT TRAIN, with Passenger Car attached, will run as follows:

Leave Philadelphia for Perryville and intermediate places at 5 P. M.
Leave Wilmington for Perryville and intermediate places at 5 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.

WINTER ARRANGEMENT—PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

On and after MONDAY, Nov. 12, 1860,

FOR GERMANTOWN.

Leave Philadelphia, 6, 7, 8, 9, 10, 11, and 12 A. M., 1, 2, 2, 3¼, 4, 5, 6¼, 7, 8, 9, 10¼, and 11½ P. M.

Leave Germantown, 6, 7, 7¼, 8, 8¼, 9, 10, 11 and 12 A. M., 1, 2, 3, 4, 5, 6, 6¼, 7, 8, 9, and 10¼ P. M.

ON SUNDAYS.

Leave Philadelphia, 9.05 min. A. M., 2, 7, and 10¼ P. M.

Leave Germantown, 8.10 min. A. M., 1.10 min., 6, and 9¼ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia, 6, 8, 10, and 12 A. M., 2, 4, 6, 8, and 10¼ P. M.

Leave Chestnut Hill, 7, 10, 7.55, 8.40, and 9.40, and 11.40 A. M., 1.40, 3.40, 5.40, and 8.40 P. M.

ON SUNDAYS.

Leave Philadelphia, 9.05 A. M., 2, and 7 P. M.

Leave Chestnut Hill, 7.50 min. A. M., 12 50, 5.40, and 9.10 min. P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia, 5.50, 7½, 9.05, and 11 05 min. A. M., 1.05, 3.05, 4¼, 5.45, and 11¼ P. M.

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

ON SUNDAYS.

Leave Philadelphia, 9 A. M. and 3 P. M., for Norristown.

Leave Norristown 7½ A. M. and 5 P. M.

FOR MANAYUNK.

Leave Philadelphia, 6.50, 7½, 9.05, and 11.05 A. M., 1.05, 2.05, 3.05, 4¼, 5.05, 8.05, 11½ P. M.

Leave Manayunk, 6¼, 7½, 8.35, 9¼, 11¼ A. M., 2, 3¼, 5, 6¼, and 9¼ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 3, and 7 P. M.

Leave Manayunk 7½ A. M., 1¼, 6, and 9¼ P. M.

H. K. SMITH, General Superintendent.

no10-tf DEPOT, NINTH and GREEN Streets.

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

MORNING LINES.

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

AFTERNOON LINES.

Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA (Passenger entrances on Thirteenth and on Callowhill streets,) for POTTSVILLE and HARRISBURG, at 3.30 P. M., DAILY, for READING only, at 5 P. M., DAILY, (Sundays excepted.)

DISTANCES VIA PHILADELPHIA AND READING RAILROAD.

From Philadelphia.	Miles.	
To Phœnixville	28	Philadelphia and Reading and Lebanon Valley R.R.
Reading	58	
Lebanon	86	
Harrisburg	112	
Dauphin	126	Northern Central Railroad.
Millersburg	143	
Treverton Junction	158	
Sunbury	169	
Northumberland	171	Sunbury and Erie R. R.
Lewisburg	178	
Milton	183	
Muncy	197	
Williamsport	209	
Jersey Shore	222	
Lock Haven	235	
Ralston	233	Williamsport and Elmira Railroad.
Troy	261	
Elmira	287	

The 8 A. M., and 3 30 P. M. train connect daily at Port Clinton, (Sundays excepted,) with the CATAWISSA, WILLIAMSPORT, and ERIE RAILROAD, making close connections with lines to Niagara Falls, Canada, the West and Southwest.

DEPOT IN PHILADELPHIA: Corner of BROAD and CALLOWHILL Streets.

se23-tf W. H. McILHENNEY, Secretary

NORTH PENNSYLVANIA RAILROAD.

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

THREE THROUGH TRAINS.

On and after MONDAY, July 30, 1860, Passenger Trains will leave FRONT and WILLOW Streets, Philadelphia, DAILY, (Sundays excepted,) as follows:

At 6.30 A. M. (Express), for Bethlehem, Allentown, Mauch Chunk, Hazleton, Wilkesbarre, Williamsport, &c.

At 2.30 P. M. (Express), for Bethlehem, Easton, &c. This train reaches Easton at 5.50 P. M., and makes close connection with New Jersey Central for New York.

At 5 P. M. for Bethlehem, Allentown, Mauch Chunk, &c.

At 9 A. M. and 4 P. M. for Doylestown.

At 10.30 A. M. and 6.30 P. M. for Fort Washington.

The 6.30 A. M. Express Train makes close connection with the Lehigh Valley Railroad at Bethlehem, being the shortest and most desirable route to Wilkesbarre, and to all points in the Lehigh Coal Region.

TRAINS FOR PHILADELPHIA:

Leave Bethlehem at 5.53 A. M., 9.20 A. M., and 5.22 P. M.

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

Leave Fort Washington at 6.20 A. M. and 2.15 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 A. M.
Philadelphia, for Doylestown, at 3 P. M.
Doylestown for Philadelphia at 6.40 A. M.
Bethlehem for Philadelphia at 5.00 P. M.

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

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

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

jy8 ELLIS CLARK, Agent.

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 7.50 A. M., and 4.45 P. M.

Trains leaving 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.

Office 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

NOTICE.—CHESTER VALLEY RAILROAD—PASSENGER TRAINS FOR DOWNINGTOWN AND INTERMEDIATE STATIONS.—On and after Nov. 5th, 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 4.30 P. M.

DAILY (Sundays excepted.)

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

se1 W. H. McILHENNEY, Secretary.

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

Entrance for drays in the rear of the building, from Thirteenth Street through Ludlow 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 TRAINS via PENNSYLVANIA RAILROAD, leave depot, corner ELEVENTH and MARKET, at 7.30 A. M., 12.30 P. M., and 4 P. M. jy30-tf

APPLICATION WILL BE MADE TO the Legislature of Pennsylvania, at its next session, for an act to incorporate the AMERICAN ENGRAVERS' COMPANY, with a capital of $50,000. Corporators R. K. NEFF, J. W. TORREY, JOSEPH S. RILEY, JR., JOHN C. KEFFER, JOS. ROBERTS, CHARLES E. BLUMNER JR., J. G. L. BROWN. no15-tja7

SALES BY AUCTION.

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

SALE OF FRENCH DRY GOODS.

On Friday Morning.

November 23, at 10 o'clock, 500 packages and lots of fancy and staple French dry goods.

PARIS BROCHE LONG SHAWLS.

On Friday Morning,

200 extra fine Paris broche long shawls.

PARIS BROCHE CHAIN LAINE LONG SHAWLS.

For City Retail Trade.

150 splendid quality Paris broche chaine laine long shawls

NEW STYLE CLOTH CLOAKS.

For City Retail Trade,

On Friday Morning,

November 23, at 10 o'clock,

60 lots very superior quality newest styles cloth cloaks, suitable for the best retail sales.

FRENCH HEAD-DRESSES.

40 lots new style Paris head-dresses.

VELVET RIBBONS.

An invoice of superior black velvet ribbons.

SUPERIOR PLAID WOOL SQUARE AND LONG SHAWLS.

An invoice of superior plaid wool square and long shawls.

GENTS' TRAVELLING MAUDS.

Gents' superior travelling mauds.

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

LARGE POSITIVE SALE OF 1,000 CASES BOOTS, SHOES, BROGANS, AND GUM SHOES.

This Morning,

November 22, at 10 o'clock precisely,

Will be sold, by catalogue, 1,000 cases men's, boys', and youths' kip, calf, grain, and thick boots, brogans, gaiters, and Oxford ties; women's, misses', and children's goat, calf, and kid sewed and pegged boots and shoes. Also, a full assortment of city-made goods. All fresh goods, from first-class city and Eastern manufacturers.

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

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

SALE OF AMERICAN AND IMPORTED DRY GOODS, EMBROIDERIES, FLOWERS, MILLINERY GOODS.

By catalogue, on a credit,

On Friday Morning,

Nov. 23, 1860, commencing at 10 o'clock.

New style embroidered, jaconet, cambric, and book collars and sets, bands, flouncing, robes, waists, &c.

RIBBONS, VELVETS.

New styles embroidered, plaid, and solid colors poult de soie bonnet velvets, rich high-cost embroidered bonnet strings, black and fancy velvets and bonnet material.

PARIS FLOWERS.

An invoice of rich choice styles velvet, chenille, and gold artificial flowers.

HEMSTITCHED HANDKERCHIEFS.

150 dozen ladies' ¼ hemstitched pure linen cambric handkerchiefs.

— pieces assorted Nos. Irish linen, &c.

FANCY KNIT GERMANTOWN GOODS.

A full and complete assortment of choice and desirable styles opera and school hoods, ladies' nubias knit talmas, cloaks, coats, men's and boys' scarfs.

HOSIERY, CRICKET-JACKETS, &c

100 dozen men's super wool half hose, children's stripe and spot hose, ladies' lamb's wool do.

25 dozen men's ex heavy wool cricket jackets.

SHERIFF'S SALE OF JEWELRY, WATCHES, SHOW-CASE, FIRE-PROOF, &c.

On Saturday Morning,

November 24, commencing at 10 o'clock precisely.

Included will be found an assortment of fine jewelry, in sets and single pieces, watches, chains, one large jewelry fire-proof safe, extra fine show-case, fixtures, &c.

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

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, cigars, 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 9 A. M. to 9 P. M.
Heavy insurance effected for 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, Swiss, English, and French watches, at astonishingly low prices, jewelry of every description, every kind, guns, pistols, musical instruments, first quality of Havana cigars, at half the importation price; in quantities to suit purchasers, and various other kinds of goods.

OUT DOOR SALES.

Attended to personally by the Auctioneer.

Consignments of any and every kind of goods solicited. MOSES NATHANS.

SPLENDID SET OF DIAMONDS AT PRIVATE SALE.

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

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 owners, as they have always done. This Company never suspended.

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

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

LARGE AND SMALL SUMS RECEIVED.

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

DIRECTORS.

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

Joseph W. Lippincott.
JACOB B. SHANNON, President.
CYRUS CADWALLADER, Treasurer.
ap25-y

"Application in youth makes age comfortable." "A frugal man is [illegible] of citizens."

"A Dollar saved is twice earned."

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. au17

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 Monday, Nov. 26, at 10 o'clock A. M.

Through in 48 to 50 hours—only 40 hours at Sea.

FOR SAVANNAH, GA.

The U. S. Mail Steamship STATE OF GEORGIA, Captain John J. Garvin, will sail on Saturday, December 1, at 10 o'clock A. M.

Through in 53 to 60 hours—only 48 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, further than Charleston or Savannah, the Railroad Companies taking all risks from these points.

GREAT REDUCTION IN FARE.

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

VIA CHARLESTON.		VIA SAVANNAH.	
To Charleston	$15 00	To Savannah	$15 00
Augusta	17 00	Augusta	17 00
Columbia	20 00	Macon	20 00
Atlanta	21 00	Atlanta	21 00
Montgomery	26 00	Columbus	21 00
Mobile	35 00	Albany	23 00
New Orleans	39 75	Montgomery	25 00
Nashville	27 75	Mobile	35 00
Knoxville	25 50	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, HUTTER & 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.	AFRICA, Capt. Shannon.
ARABIA, Capt. J. Stone.	CANADA, Capt. Lang.
ASIA, Capt. E. G. Lott.	AMERICA, Capt. Moodie,
AUSTRALASIAN, Capt.	NIAGARA, Capt Anderson
E. M. Hockley.	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,	Nov. 21
CANADA, Anderson, " Boston,	Wednesday,	Nov. 28
AFRICA, Shannon, " N. York,	Wednesday,	Dec. 5
ARABIA, Stone, " Boston,	Wednesday,	Dec. 12
ASIA, Lott, " N. York,	Wednesday,	Dec. 19
EUROPA, Moodie, " Boston,	Wednesday,	Dec. 26
PERSIA, Judkins, " N. York,	Wednesday,	Jan. 2
CANADA, Anderson, " Boston,	Wednesday,	Jan. 9
AUSTRALASIAN, Hockley, " N. York,	Wednesday,	Jan 16
ARABIA, Stone, " Boston,	Wednesday,	Jan. 23

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,

se9 4 Bowling Green, New York.

EXPRESS COMPANIES.

THE ADAMS EXPRESS CO., Office 320 CHESTNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own Lines or in connection with other Express Companies, to all the principal towns and cities of the United States.

E. S. SANDFORD, General Superintendent. fe18-tf

SALES BY AUCTION.

M. THOMAS & SONS, Nos. 139 and 141 South FOURTH Street. (Formerly Nos. 67 and 69.)

SALE OF SUPERIOR FURNITURE, HANDSOME WALNUT BOOKCASE, SUIT OF PLUSH FURNITURE, TWO ROSEWOOD PIANOS, MANTEL AND PIER MIRRORS, CHINA AND GLASSWARE, VELVET AND BRUSSELS CARPETS, &c., &c.

CARD.—Our sale this morning, at the Auction Store, will comprise, besides 600 lots of excellent second-hand furniture, suites of elegant plush drawing-room furniture, handsome carved bookcase, two superior rosewood piano-fortes, fine French-plate mantel mirror, French-plate pier mirror, beds and bedding, a large quantity of fine velvet, Brussels, and other carpets, &c., forming an attractive assortment, worthy the attention of ladies and others desirous of purchasing.

Catalogues now ready, and the articles arranged for examination.

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.

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 abstracts (of which 1,000 copies are printed weekly,) free of charge.

STOCKS, BONDS, PEWS, &c.

On Tuesday.

November 27, at 12 o'clock noon, at the Exchange.

Administrator's Sale—Estate of John Rockafellow, deceased.—3,461 shares New York and Middle Railroad and Coal Company.

2 six per cent. coupon bonds, $1,000 each, Allegheny county, Pa.

2 six per cent. coupon bonds, $1,000 each, City of Pittsburg.

1 share Mercantile Library Company.

Peremptory Sale.—Pew No 114, middle aisle, Church of the Holy Trinity, Rev. Dr. Vinton rector. Sale absolute.

Pew No. 118, north aisle, St. Andrew's Church, Rev. Dr. Stevens rector.

Pew No. —, south aisle, middle block, St. Mark's Church, Rev. Dr. Wilmer rector.

TWENTIETH REAL ESTATE SALE—NOV. 27.

Peremptory Sale.

Valuable COUNTRY SEAT, 10 acres, with elegant pointed-stone mansion, stone stable, and other modern improvements, situate about one mile east of the Old York Road, and within 1¼ miles of the Cheltenham station on the North Pennsylvania Railroad. It is surrounded by elegant country seats of J. R. Worrell, W. T. Lowber, S. F. Fisher, and Fred. S. Fepper, Esqs.

Sale absolute. Only one-third cash.

PEREMPTORY SALE—VALUABLE WALNUT-ST. RESIDENCE.

Also, the large and superior residence, No. 1311 Walnut street, 26 feet front, 235 feet deep, with stable and coach house in the rear, on Sansom street.

Sale absolute. Only ¼ cash.

PEREMPTORY SALE—ELEGANT RESIDENCE, No. 722 SPRUCE STREET.

Also, without reserve, for account of a former purchaser, the superior residence, No. 722 Spruce street, 24 feet 9 inches front, 230 feet deep, with stable and coach-house on Barclay street. Title unexceptionable. Sale absolute. Terms, $12,500 may remain on mortgage.

HANDSOME MODERN RESIDENCE, No. 1622 Spruce street. Has all the modern conveniences.

Executor's Sale—Estate of [illegible], deceased.—THREE-STORY BRICK DWELLING, No. 1525 North Eleventh street.

Orphans' Court Sale—Estate of James Hepburn, deceased.—HANDSOME MODERN RESIDENCE, with side yard, No. 1121 Spruce street, west of Eleventh street. Lot 32 feet front.

Executor's Sale—LARGE AND HANDSOME RESIDENCE AND OFFICE, No. 413 North Fourth street, with stable and coach-house in the rear. Lot 52 feet front.

BUSINESS STAND, northeast corner of Broad and Penn streets, occupied as a feed store, with market stalls in front. Lot 90 feet front.

THREE-STORY BRICK DWELLING, No. 926 N. Fifth street, above Poplar street.

THREE-STORY BRICK STORE AND DWELLING, No. 1511 Vine street, west of Thirteenth street.

BRICK DWELLING, Perry street, north of Morris street, Nineteenth ward.

BRICK DWELLING, adjoining above.

Executor's Peremptory Sale.—IRREDEEMABLE GROUND-RENT of $250.

Same Estate.—IRREDEEMABLE GROUND-RENT of $80.

NEAT COUNTRY RESIDENCE and two acres of land, Twenty-first ward, late Roxborough.

3 THREE-STORY BRICK DWELLINGS, Nos. 513, 515, and 517 South Nineteenth street, below Lombard.

Sale at Nos. 139 and 141 South FOURTH Street.

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

This Morning.

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

Sale 1804 Green street.

SUPERIOR FURNITURE, TAPESTRY CARPETS, &c.

On Friday Morning,

23d instant, at 10 o'clock, by catalogue, at No. 1804 Green street, the superior parlor, dining-room, and chamber furniture fine tapestry carpets, fine hair mattresses, &c. of a gentleman leaving the city.

Also, the kitchen furniture.

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

GERMAN FLOWER ROOTS.

On Friday Morning,

At 11 o'clock, at the Auction Store, one case of superior Bulbous Flower Roots, from R. Vanderschoot & Son, Harlem, comprising the usual assortment of Hyacinths, Tulips, Crocus, &c., to be sold in lots to suit purchasers.

VALUABLE LAW LIBRARY, BELONGING TO THE ESTATE OF THE LATE W. T. RISLEE, ESQ.

On Friday Afternoon,

November 23, commencing at 4 o'clock, will be sold, by order of administrator, the valuable Law Library of W. T. Rislee, Esq., deceased, in which will be found the Pennsylvania and other valuable Reports.

Also, for other accounts, a number of new and popular law books.

Catalogues will be ready and the books arranged for examination two days previous to sale.

Very Important Sale.

TYRONE AND LOCK HAVEN RAILROAD.

On Tuesday,

Nov. 27th, 1860, at 12 o'clock noon, at the Philadelphia Exchange, will be sold, by order of Trustees, in pursuance of a decree of the Supreme Court of Pennsylvania—

All the Estate, real and personal, of the Tyrone and Lock Haven Railroad Company.

Terms—$5,000 to be paid when the property is struck off. Balance cash, on the execution of the deed, within 30 days

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. oc11-3m

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 line 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 Air-tight Gas-consuming Parlor Stove.

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

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

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

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

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

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 Cooking Stove DAYLIGHT, unsurpassed in its operations, may be obtained. Of the large number now in operation, every stove, we believe, gives entire satisfaction. oc6-3m

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. oc8-2m

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. oc8-2m

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. oc8-2m

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 guaranteed.

The subscribers have ample wharf dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, &c., &c., for raising heavy or light weights.

JACOB C. NEAFIE, JOHN P. LEVY, BEACH and PALMER streets. ja14-tf

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

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON STREETS, PHILADELPHIA.

MERRICK & SONS,

ENGINEERS AND MACHINISTS,

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

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

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

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

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

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

POINT PLEASANT FOUNDRY, No. 951 BEACH Street, Kensington, Philadelphia.—WILLIAM H. TIERS informs his friends that, having purchased the entire stock of Patterns of the above Foundry, he is now prepared to receive orders for Rolling, 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.

CAUTION!—ASTROLOGY!—LOOK OUT!—GOOD NEWS FOR ALL!—The never failing Mrs. VAN HORN is the best; she succeeds when all others have failed. All who are in trouble, all who have been unfortunate, deceived by false promises, fly to her for advice and comfort. In love affairs she never fails. She has the secret of winning the affections of the opposite sex. It is this fact which induces ill-rate pretenders to try to imitate her, and copy her advertisements. She shows you the likeness of your future wife, husband, or absent friend. It is well known to the public at large that she is the first and only person who can show the likeness in reality, and can give entire satisfaction on all the concerns of life, which can be tested and proved by thousands, both married and single, who daily and eagerly visit her. Come one! come all! to No. 1325 LOMBARD Street, between Broad and [illegible].

BAY RUM—For sale by WETHERILL & BROTHER, Nos. 47 and 49 North SECOND Street. no3

STORAGE.—Storage for merchandise of all kinds, and at low rates, at Kensington Screw Dock, No. 1035 North DELAWARE Avenue. oc8