The Fortifications in Louisiana.

The New Orleans *Delta* of a recent date, speaking of the condition of the fortifications in that State previous to the occupation by the State troops, says:

We have procured from very competent authority important and interesting facts concerning the military positions and fortifications of Louisiana. All the fortified places are near New Orleans, and were intended to command the various approaches from seaward direction to that city. As far as land works are available for defence, they fulfil a very useful purpose. But, auxiliary to these, we need also a naval force, or at least floating batteries to protect the mouth of the Mississippi and the bayous and inlets by which the city may be approached from the sea. To prevent or break up a blockade, however, an efficient naval force would be indispensable.

We will briefly indicate the situation and character of the forts in our neighborhood, as given to us by Major Blanchard, of this city, commencing with

FORT PIKE, RIGOLETS.

This is a casemated fort, situated on the North Pass, between Lake Borgne and Lake Pontchartrain, and commands most of the navigation between New Orleans and the Gulf. It is in excellent condition. The defence will be increased by the proposed substitution of 8 columbiads and 7-8 seacoast howitzers for as many twenty-four pounders. The sea wall of the hospital needs some extension. For enlarging the gun platforms, rearranging drawbridge, and extension of sea wall, an appropriation will be needed.

BATTERY AVENUE, BAYOU BIENVENUE.

This had no garrison, and but few guns. It is situated near the entrance of the bayou into Lake Borgne, commands an important approach to New Orleans, and also into two other large bayous. This work is generally in good condition, and, with the exception of two eight-inch columbiad platforms, is ready for its armament. For the revetment of interior slope of parapet, which needs renewing, it is proposed to substitute a brick breast-high wall.

FORT LIVINGSTON, GRAND TERRE ISLAND.

A large fort, unfinished. Situated at the mouth of Barrataria bay, and commands the approach to New Orleans by the Bayou Barrataria.

This is near the site of the celebrated Fort of Lafitte.

FORT MACOMB, CHEF MENTEUR.

Casemated fort. Situated on the South Pass, between Lakes Borgne and Pontchartrain. No garrison of United States troops.

This work, which is in pretty good condition, is ready for its original armament, part of which should, however, be replaced by 4-8 columbiads, and 7-8 howitzers, for which platforms are still to be provided. The drawbridge needs some repairs, also, the revetment of the counterscarp. The revetment of the bank of the bayou ought to be extended.

TOWER AT PROCTOR'S LANDING, LAKE BORGNE.

Unfinished. Situated at the end of the Mexican Gulf Railroad, on Lake Borgne.

FORT ST. PHILIP, MISSISSIPPI RIVER.

Casemated fort, very strong, most of its guns mounted. Is situated on the left (east) bank of the Mississippi river, opposite Fort Jackson, and commands the navigation of the river. This is the fort which was bombarded in 1815 by the British. It was commanded by Major Overton, the uncle of our present Governor, T. Overton Moore.

FORT JACKSON, MISSISSIPPI RIVER.

Casemated fort; has nearly all its guns and plenty of ammunition. Situated on the right (west) bank of the Mississippi, about seventy miles from New Orleans, and about twenty-five miles from the head of the passes leading into the Gulf of Mexico. It is a strong fort, and commands the navigation in connection with Fort St. Phillip.

In addition to the above fortified works, we have in Louisiana the following military stations and buildings:

Infantry barracks, three miles below New Orleans, on the left bank of the Mississippi; has good quarters for about one thousand men.

Infantry barracks, at Baton Rouge, for five hundred men.

Arsenal, at Baton Rouge, with full supply of arms of all kinds.

From these rough data it is pretty evident that Louisiana is singularly fortunate in resources of war and preparations for defence. It would be difficult to point to any country of the same extent better provided in this respect than she is. All she needs is a navy commensurate with her land defences and forces, to render her a formidable warlike power.

GENERAL NEWS.

CULTIVATION OF COTTON BY FREE LABOR.—A meeting of capitalists has been called in New York, at the Cooper Institute, to organize an association for the cultivation of cotton by free labor: "Mr H. S. Sanford, of Connecticut, who has travelled extensively in Central and South America for four or five years, with a view to this subject, has lately given the result of his observations to the public through the Albany *Evening Journal*. He states that there is a larger cotton territory, of the best quality, southward, than the whole area of the Cotton States of our Union. The plant grows spontaneously, and the wild cotton is in common use among the natives. From Peru, Mr. Sanford saw a single lot of 1,500 bales coming over the railroad by railroad, and destined for England, and though badly ginned, so fine was the staple, it brought 18 cents per pound. From Venezuela, he was informed that fifty to seventy-five million pounds are exported annually, mostly to Germany, at 13 to 15 cents per pound. Thirty years since the export from Granada was reported at 100 000 bales annually. It still grows luxuriantly, but is not now cultivated to any considerable extent Mexico abounds in rich cotton lands, on both her eastern and western coasts. A considerable amount of machinery is being shipped now from New York for Acapulco, destined for cotton cleaning in that neighborhood."

SORGHUM MOLASSES.—In some parts of Illinois sorghum growing and molasses making have been carried on quite extensively during the past year. The Chicago *Tribune* well says:

"We took for granted to the day, and that not far distant, when every Western State will not only manufacture its own molasses, but cargoes of merchantable sugar, for supplying less favored parts of the country. The sorghum is a tenfold more promising object of experiment than was the sugar beet when it was taken up by the French; but the latter plan has become one of the great staples of French agriculture, and an immense amount of capital is invested in the production of sugar therefrom, with results eminently satisfactory to capitalists, farmers, the Government, and the consumers of cheap sugar. Let the West profit by the experience."

COCKADES.—The present fashion of wearing cockades at the South is the revival of a custom much in vogue in this country when John Adams was President. The friends of Mr. Adams adopted the black cockade as the distinguishing badge, and men by an unconscious impulse looked to the hat of every one they met, rather than at his face, to see whether or not he wore the partisan badge, that they might determine whether to regard him as a friend or an enemy. Party spirit ran very high in those times; friendships were broken by political differences between intimate friends, and men who had been acquaintances all their lives crossed the street to avoid meeting each other.

LIEUT. PORCHER, R. N., and Lieut. Smith, R. E., who have both been previously engaged in archæological labors, (Lieut. Smith for two years with Mr. Newton upon the Halicarnassian remains,) have been sent out by the Foreign Office on an exploring expedition to Cyrene, in North Africa. Ruins of high historical interest which exist there are to be examined. The officers are provided with a tent and all necessary campaigning articles, with implements for excavating, and with a photographic apparatus The expedition went out in the gun-boat *Boxer*, and left Malta on the 19th ult. for Tripoli, en route to Cyrene.

SECESSION IN IRELAND.—The movement for a separate kingdom is gaining ground in Ireland. Large meetings in its favor have been held in all parts of the island, and an address to the Queen of England, asking for a separate Irish Parliament and the privilege of self-government, has obtained over twenty thousand signatures. The late stand taken by the British Government in favor of the right of the people of Sardinia and of Italy and Sicily to select their own rulers and their own government, is used with great force in support of their demand by the people of Ireland.

AUSTRALIAN EXPLORATION.—The late news from Australia is in one respect the most important ever received, so far as the interests of England are involved. The problem as to the possibility of crossing the continent has been virtually solved, and no question now remains that a land transit may be opened up, available, not only for the general purposes of commerce, but also for telegraphic communication. At Adelaide, the general impression was that the track through the territory thus explored might be made available almost immediately to facilitate communication with India.

FRATRICIDE.—On the 9th instant, says the Marion (Ala.) *Commonwealth*, Colonel W. A. Sanders, of this place, was killed by Green B. Sanders, on the cars, Hamburg station, 7 miles below Marion. He received two pistol shots in the head, from the effects of which there is no doubt but that he will die. His physicians, entertaining no hope of his recovery, have left him. A preliminary investigation of the case was had before Esqrs. Cathey, Lee, and England, which resulted in the defendant being bound over to the next court in the sum of $15,000.

A LADY at Janesville, N. Y., had a narrow escape from death, by a pin which she was holding in her mouth dropping into the windpipe. Her agony was terrible; but skilful surgical aid being at hand, she was relieved while under the influence of chloroform, by opening the throat and extracting the pin, after an operation which occupied three hours.

NORTHAMPTON ARMING.—The last county court of Northampton issued bonds to the amount of $5,000 to arm the people for resistance to Northern invasion. The bonds of the county were promptly endorsed by a number of the wealthiest citizens, and we are pleased to learn they will be discounted to-day by one of our banking institutions—*Norfolk Argus.*

THE whole amount of salt inspected in and near Syracuse, in 1860, is 5,593,447 bushels, equal to 1,118,650 barrels. Of this quantity, 1,462,565 bushels have been the product of the Solar salt fields, and 4,130,882 bushels of fine salt have been made in kettles by artificial heat.

NOT A VERY PLEASANT LOCALITY.—A missionary residing at Karadine, Ceylon, a place famous for venomous reptiles, says that he has killed within a short time twenty-six cobra di capellos and twenty-two pudaran snakes. The bite of the former is certain death.

THE FRONTIER.—The Austin *Intelligencer* says that the Governor has accepted the services of the Waco Mounted Guards, commanded by Capt. Harrison. They are ordered at once to the frontier. Capt. Ross will also attend at once.

A NEW SOURCE OF GAS SUPPLY.—The Rev. Dr. Peter, of Chelsea, Tennessee, has discovered that a superior quality of gas can be made out of cotton seed, with the addition of a little rosin. His church and dwelling are lit up with it at a trifling cost.

HIGH PRICE OF NEGROES.—A correspondent of the Richmond *Dispatch*, from Louisa county, Va, gives an account of a sale of negroes there, averaging $1,100, and one went of as high as $1 250.

EARTHQUAKE IN GEORGIA.—There was a severe shock of earthquake felt in Southern Georgia last Friday. It continued about ten seconds, and caused considerable alarm among the timid country people.

THE intended performance of "La Traviata," in Berlin, has been forbidden by the authorities, on the ground that the libretto is unfit for the ears of a Protestant city.

WARNED AWAY.—The free negro porters, barbers, &c., on the Cincinnati and Louisville mail boats, have been notified not to visit Louisville any more.

LIST OF LETTERS REMAINING IN

the PHILADELPHIA POST OFFICE up to 12 o'clock P. M. on Saturday, January 26, 1861.

Persons applying for advertised Letters will please mention the date of the List.

Open on Sunday from 7½ to 8½ o'clock A. M., and 2 to 3 P. M.

LADIES' LIST.

Adolphus Mrs N
Andrews Emma
Atkins Hetty P
Andrews Ellen
Alexander Anna
Anderson Mary
Ashfort Cath
Baits Sarah J
Bennett Mrs S E
Becker Mary
Bassett Mrs J
Bermeister M
Barker Rachl W
Barnard P
Bell Wilhelmina
Bennett Phebe
Baston Mary E
Barr Mrs
Bailey Phebe A
Busch Elizab
Burkmann J
Brewster S J
Brewster N A
Bradley Mrs E P
Brein Mary
Bowman Mary
Bonnafon J A
Brown Emma
Brown Cath M
Bradley G W
Buck Mary
Brant Mary A
Boyer Anna
Briggs Helen
Byron Lydia
Brown Mary A
Bruce Miss M
Carson Miss W
Chase Nellie
Clewin Cath's
Calver Emma M
Christie Jos's
Clarke John Mrs
Clarke Ellen Louisa
Cotter Ellen
Cunningham Wm
Carr
Coalter Jane
Cooper Lizzie
Crocker Louisa T
Coburn Mary J
Connolly Bridget
Connell Emily
Coyle Mary
Dillon Mary
Curtis Sarah Z
Crump Emily M
Cassidy Annie
Creighton Mrs
Conrad Marie
Dhlil Miss E
Densmore A M
Davis Rebecca
Davies Marg't
Dawson Maggie
Davis Hannah
Dunn Mary
Dusanberry S
Downing Lizzie
Dunlap Marg't
Dougherty A
Drew Jane A
Dugan Maggie
Ellis Caroline
Eule Mrs
Ennis Addie
Elliot Eliz J
Elbert Eliz'h
Edwards Miss E V
Finney Marg't
Follett H Mrs
Foreman Emily
Farrelly Cath's
Fulton Sarah
Field Kate A
Fiemn Marg't
Foster Hannah
Fitz Randolph
Mrs E
Ferry Mrs C
Fisher Maria
Franken Mary's
Freide Rosa
Fulton Sarah A
Falkenbury S R
Folee Martha
Ferguson Margt
Fox Miss H
Gansin Louise
Gillen Eliza
Gallagher Agnes
Gallagher Marg't
Gessner Annie L
Guice Kate
Gallagher Sarah
Garvin Annie
Greenwood Julia
Gallagher Cath
Griffin Emily
Haug Mrs E R
Gugenheimer E
Gatzin Louisa
Hahn Amelia
Haier Mary
Haverstick H A
Harvey Annie
Henshaw Mrs
Hogan Mrs G
Heck Emma A
Hays Mary
Hardinger Amelia
Hall Sarah
Hemmil Jane
Henry Jane
Hagan Kate
Harrishorne C
Heck Emma A
Hann Elizab
Henry Miss E B
Henry Ella
Hindman Annie
Hiess Rebecca
Howard Eliza
Hubbs Mrs A J
Hoare Eliza
Holmes Jane B
Hughes Charlotte
Hughes Mary
Hood Avaminta
Horn Jane
Hughes Charlotte
Irwin Sylvia
Jennings E F
Johnson Elenora
Johnson Miss
Jones Kate
Kingston Steven
B Mrs
Kirby Sarah S
Keogel Elizabeth
Keys Susan
Kimball A M
Kingston H
Lasell Mrs R A
Lukens Harry
Miss
Leonard Mrs J A
Jones Ellison
Mrs
Janhoff Margt
Lee Virginia
Lacey Miss
Lavender Maria
Long Ralph
Lowenstein J
Lindsay Anna
Long Mary Ann
Mcdonald M
McCarthy H
McDonagh C
McIlvaine M
McPal Margt
McKee Phebe 2
McCann P Mrs
McKenna M A
McNeir Mrs
McCawley Mrs
McCullugh M
McCombs M
Miss C
McLoe Miss F J
McCullough Mrs
J B
McClain Sallie
McJane Mary
McKenna M A
McLoughlin E
McDole Alice
Mason Mrs C
Staples Mary
Mitchell Mary F
Meek Bella
Mathews Jane C
Mead Ellen
Moal Mrs J
Meredith G
Melville Annie
Mackey Isabella
Marston Lizzie
Mayer Carrie
Melville Mrs A
Mannon Marg't
Mitchell Ann
Milburn Grace
Mislou Mrs A
Mount Kate M
Moore Mary
Morris Eliza
Mathews Mary
Moult Emma
Moses Mary
Murphey Mrs J A
Montesh Mary
Murray Ann
Monaghan Fridet
Mahony Mrs H B
Nulis Mary
Norvel Mary
Nuley Susan
Nudd Martha S
Nunez Mary E
Osborne Miss M A
O'Brien Alice
Owens Mrs R
Post Elizabeth C
Phillips Miss C
Perry Mrs C
Proctor Harriet
Parrish Sarah
Powell A Mrs
Perez Elizab
Patten Susan
Powers Mrs A
Purcell Eliza E
Philips Adelaide
Pine Mary
Price Nancy
Palmer Mary
Price Mrs M E
Parker Annie
Powe Mrs
Ramsey Agnes
Ridgley Mary
Reeves Emma E
Ramsey Elizab
Race Ann D
Riten Miss E
Reeburn Lydia
Reed Kate
Read Frances L
Reider Mary E
Ragg Regina
Rudenfrank Miss
Reed Mary
Robason Maria
Royes Susan
Rose Clara
Roaap Miss K G
Rovers Miss E J
Robertson Ellen
Robinson Emel'e
Rodgers Jane B
Ross Mrs J
Schryner G W Mrs
Sheran Ellen
Sawtell Mary
Saunders Rachel
Shubert Lucy
Schuck Margt
Sax Lucinda
Sands Mrs
Sharpe Ellen
Skep Mrs J Z
Smith Mrs
Smith Ellen
Smith Sarah
Smyth Sarah A
Smith Susan
Smiley Mrs
Stratton Mrs M C
Stewart Ella V
Summerfield
Miss S
Swift Elizabeth
Sowder Mary
Spinney G R Mrs
Sovereign Mary E
Swingford Miss
S S C
Stockton Eliza
Stewart Emma
Thomas Ella
Thompson R
Thomas Sallie B
Thompson Sarah
Thomson Mrs
Todd Miss M
Quetop Mrs E A
Van Winkle M A
Waddell Sarah E
Yearly Mrs M
Weickee Felder
Magdalena
Whyet Hannah
Wells Susan
Waddle Sarah A
Wethington Ann
Williams Mrs
Williams Mrs
Wetton Rachel
Wilson Sallie
Wilburn Cora
Wood America
Wright Mary A 2
Worcester L
Woodard Eliz
Wooddell Eliza
Woods Mrs M
Wyman Emma S
Wyman Martha

Tipple Robert
Thompson A O
Thomson Chas
Thomas Mr
Thornton H L
Thompson & Son
Wm
Thompson & Co
A R
Thompsons Moss
Thaler Chas
Thomas Manuel
Thomas C W
Thamm Mr
Tilghman W E
Truxton Lt W T
Trayer Isaac
Trowbridge F
Torchson H
Treadwell J P 2
Tyson W J
Tolman & Co D
Tuthill Townley
Towne Arthur
Toad W H
Turner Wm
Tuttle Rev E B
Turner Reuben D
Turpie Capt P
Tuppenny Wm A
Quinn Pr ns T
Underdue Jas
Uppenredly H
Upham Alfred W
Van Gilder T
Viponde Thomas
It

Vozzell James
Vinning W
Vandyke Theo G
Vandyke E A M
Undereckerl
Voss John R
Verobiais Mr
Vandyke Dr Rush
Youngburg C
Young Thos W
Yates David G
Yas ce Wm W
Rood Col H B
Wallace J W Jr
Warner George
Walnes E T
Ware Wm H
Waters Chas J
Watt B F
Walsh O J O C
Waldridge W S
Walker Saml S
Warrerr Dr Jos
Why Lewis
Wallace
Fletcher
Whattling C P
Wagner Jos
Walters Charles
Walsh Henry
Weer Christian
Weaver Abra'm
Wells William
Weton Simon
Welsh A
Webo Thomas

Wrend H
White W H M D 2
White A A
Wharton Wm
Wheating Dr
Whiting Jas P
Wynall G E
Winkler Adolph
Wise Peyton
Wistach Chas
Williams Isaac
Wilson, Raw-
lings & Co
Wilcox J H
Wind Andrew
Wilson John
Wilson Edw L
Wister Charles
Wilcox & Gibbs
Williams N B
Winchester A
Wilmott James
Williams V C
Wilson S
Wilkins Chas M
Wilkins, Raw-
lings & Co
Wiseman Thos T
Willetts Thomas
Wood John S
Woolley Geo 2
Wood & Co J N
Wolcott Wm
Wright R R
Wright J T F
Wright

N. B. BROWNE, Postmaster.

PHILADELPHIA BOARD OF TRADE.

E. C. BIDDLE,
WM. C. KEEHMLE,
JOHN E. ADDICKS, } COMMITTEE OF THE MONTH.

LETTER BAGS

At the Merchants' Exchange, Philadelphia.

Ship Isaac Jeanes, Chipman.....Liverpool, soon
Ship Frank Boult, Morse.....Liverpool, soon
Bark Elizabeth J, Foulkes.....Port au Spain, soon
Bark Halving, Ide.....Pernambuco, soon
Bark Irma, Worsinger.....Barbadoes, soon
Schr J W Allen, Marshman.....Cienfuegos, soon
Schr Eveline, Yorke.....Havana, soon
Schr Gov Burton, Winsmore.....St Thomas, soon

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Jan. 28 1861.

SUN RISES.....7 1—SUN SETS.....4 52
HIGH WATER.....3 43

ARRIVED.

Steamship Virginia, Kelly, Norfolk and Richmond, T Webster, Jr.

Brig John Welsh, Fifield, 11 days from Trinidad de Cuba, with sugar and molasses, to S & W Welsh. Left barks Franklin, Mitchell, for Boston, idg; Lysander, Tisdale, to load for do; Casco, Gardner, Aleah, Nevins, and R G W Dodge, Jarvis, wtd; brigs Carolina, Norton, from Curacoa, do; G C Vannorn, hence, discdg; Machias, Shepley, for New York, in 4 days. Schr Elizabeth and Rebecca, Price, do, Jan 15 off Cape Antonio, spoke brig Marine, from Cienfuegos for Boston; 21st, off Hatteras, spoke bark Marion, from Rio for Baltimore. The J W has been 4 days north of Hatteras, with the exception of early weather.

Steam-tug America, Virden, 10 hours from Cape May, with brig John Welsh in tow. Reports the ship Philadelphia, for Liverpool, as having passed to sea at 11 A M on Friday.

CLEARED.

Steamship Keystone State, Marshman, Savannah, A Heron, Jr, & Co.

Steamship Kensington, Baker, Boston, Henry Winsor.

Bark Floresta, Welsh, Pernambuco and a market, T A Newbald & Sons.

Bark Elizabeth J Foulkes, Port Spain, S & W Welsh.

Bark Argosan, Crosby, New Orleans, D S Stetson & Co.

Br brig Exemplar, Newell, Cork for orders, Twells & Co.

Schr H W Morse, Benton, Jersey City, Twells & Co.

Schr Joseph Maxfield, May, Charleston, A Heron, Jr, & Co.

Str Henry L Gaw, Iler, Baltimore, A Groves, Jr.

(Correspondence of the Philadelphia Exchange.)

LEWES, Del, Jan 25—9 A M.

There are now at anchor off the Breakwater, steaming Atlantic, schrs B D Pitts, Willard Saulsbury, and C Knight, W P Phillips, Wm E Leggett, J P Burrows, and Petrel. Wind S.

Yours, &c. N. W. HICKMAN.

MEMORANDA.

Steamship Ariel, Wilson, from Aspinwall January 13, arrived at New York yesterday.

Ship Liverpool, Kemp, from London, arrived at New York yesterday. Dec 31, lat 45 30, long 56, passed ship Black Warrior, bound east. Has been seven days west of Nantucket, with strong westerly gales.

Ship Isaac Webb, Hutchinson, from Liverpool Dec 20, arrived at New York yesterday. Dec 30 lat 48 55 long 45 45, fell in with a large abundance of 1,000 or 1,200 tons, apparently British; had her three topsails reefed and set, and foresail hauled up; could not see that she was in distress; no boats; she was then lying-to, as if wishing to close by her, and supposed she had taken off the crew; it being moderate at the time. Jan 7, lat 42 50, long 47—passed the wreck of a ship or bark, very water-logged and abandoned; all her masts and bowsprit gone; appeared to have been some time in that condition.

Ship Manhattan, Pike, from Baker's Island, arrived at New York 26th inst.

Ship Crest of the Wave, Voss, from New York for Valparaiso, was spoken Nov 16, lat 25, long 29. A brig was also seen on the same day, in company with them by Thomas McCoy, reported in Mortgage Book G W C, No 26, page 180, the other five by G. W. J. Bell to Christian Fallon, transfers of the minor children of Enoch Tomlin, described in said Mortgages recorded in Mortgage Book G W C, No. 25, pages 465, 475, 476, 484, and 487.

And all the right, title, and interest of same parties, being an undivided 1th part in 6 other Mortgages, given to secure the dower of Rachel Tomlin, widow of Enoch Tomlin, dec'd, one of them by Thomas McCoy, recorded in Mortgage Book G W C, No 26, page 180, the other five by G. W. J. Bell to Christian Fallon, transfers of C, No. 23, pages 467, 470, 478, 481, and 489.

☞ A full description of the above may be had in handbills at the auction rooms.

VALUABLE BROWN-STONE STORE.

Also, 29th inst, at 12 o'clock noon, the superior five-story modern brownstone front store, No. 139 South Second street, near Arch street, with shelving, gas fixtures, &c., complete. See handbills for full particulars.

Also, about 20½ acres of land, with the buildings and improvements thereon, Ridge avenue, adjoining North Laurel Hill Cemetery.

TRUSTEES' SALE—TYRONE AND LOCK HAVEN RAILROAD.

By order of trustees, in pursuance of an amended decree of the Supreme Court of Pennsylvania, all the estate, rights and personal, of the Tyrone and Lock Haven Railroad Company.

☞ $6,000 of the purchase money to be paid in cash at the time of sale. Balance cash on the execution of the deed, within three days from sale.

STOCKS, BONDS, &c.

Also, for account of whom it may concern—

1 coupon bond of $1,000 of the Philadelphia and Sunbury Railroad Company. Interest 7 per cent. per annum.

3 coupon bonds of $1,000 each of the City of Erie, payable in 1874, at 6 per cent. per annum, on 1st January and 1st July of each year, issued to Sunbury and Erie Railroad Company.

1 bond of $1 000 of the county of Mercer, bearing 6 per cent. interest, payable first Monday in January and July of each year, with all coupons on.

150 shares of the Shamokin Valley and Pottsville Railroad Company.

$650 of the Convertible (Scrip) Loan of the Shamokin Valley and Pottsville Railroad Company.

8 shares Northern Bank of Kentucky.

Also, for account of whom it may concern—

250 shares California Quicksilver Mining Association—par $100.

PEREMPTORY SALE, 5TH FEBRUARY—4,925 SHARES BOHEMIAN MINING COMPANY.

On Tuesday.

February 5, at 12 o'clock noon, at the Philadelphia Exchange, for non-payment of assessment—

4,925 shares Bohemian Mining Company of Michigan.

Sale at No. 422 South ELEVENTH Street.

HANDSOME FORNITURE, SUPERIOR PIANO, BRUSSELS CARPETS, &c.

On Wednesday Morning,

29th inst., at 10 o'clock, at No. 422 South Eleventh street, by catalogue,

The entire furniture of a gentleman leaving the city, comprising superior drawing-room, oak dining-room, and chamber furniture. Also, the kitchen furniture and utensils.

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

SALE OF A COLLECTION OF INTERESTING BOOKS ON VARIOUS SUBJECTS.

On Tuesday Evening,

January 29, at the Auction Store, a collection of miscellaneous books.

☞ For particulars see catalogues.

Sale at Nos. 139 and 141 South FOURTH Street.

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

On Thursday 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 OF TWO VALUABLE LAW LIBRARIES. One by order of Executors of J. H. Markland, Esq., deceased.

On Friday Afternoon,

February 1, commencing at 4 o'clock, at the Auction Store, Above Arch, No. 232 Arch street, will be sold two valuable law libraries, one by order of the executors of the late J. H. Markland, Esq. Included are the Reports, Digests, and other valuable Reports, Digests, Elementary Works, &c.

☞ Catalogues will be ready two days previous, and may be had by application to the auctioneers.

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, every Thursday, fancy 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 assortments 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.

☞ Cash advances made on consignments.

☞ Out-door sales promptly attended to.

I have moved from 504 Market to 604 Chestnut.

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 will sail Saturday, January 26, at 10 o'clock A. M.

The U. S. Mail Steamship STATE OF GEORGIA, will continue to receive freight until 4 o'clock this afternoon, and sail to-morrow (Sunday), at 8 o'clock, A. M.

Through in 48 hours from Philadelphia to Sea.

☞ Goods received and Bills of Lading signed every day.

The splended first-class side-wheel Steamships KEYSTONE STATE and STATE OF GEORGIA now ran as follows: Leave every two weeks, thus forming a weekly communication between Philadelphia 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 FREE.

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 former being one-half less rate.

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

GREAT REDUCTION IN FARE.

Fare by this route 25 to 40 per cent. cheaper than by the inland routes, as per the following rates, the following schedule. Through tickets from Philadelphia, via Charleston and Savannah steamships, INCLUDING MEALS and STATE ROOM, to and from Charleston and Savannah to Montgomery, Ala.

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	26 00	Atlanta	26 00
Montgomery	26 00	Columbus	21 00
Mobile	35 00	Albany	23 00
New Orleans	39 00	Montgomery	26 00
Nashville	27 75	Mobile	30 00
Knoxville	25 50	New Orleans	39 75
St Louis	51 00		

Fare to Savannah, via Charleston.....15 00
Charleston, via Savannah.....15 00

No bills of lading signed after the ship has sailed.

For freight, or passage apply on board, at second wharf above Vine street, or to

ALEX. HERON, Jr., & CO.,
No. 126 NORTH WHARVES.

Agents in Charleston, T. G. & T. G. BUDD.
Savannah, HUTTER & GAMMELL.

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.
ARABIA, Capt. J Stone.
ASIA, Capt. E. G. Lott.
AUSTRALASIAN, Capt. E. M. Hockley.
AFRICA, Capt. Shannon.
CANADA, Capt. A. Ryrie.
AMERICA, Capt. Moodie.
NIAGARA, Capt Anderson.
EUROPA, Capt. J. Leitch.
SCOTIA, (now building.)

These vessels carry a clear white light at mast-head; red on starboard bow; red on port bow.

CANADA, Anderson, leaves Boston, Wednesday, Jan. 9
AUSTRALASIAN, Hockley, " N. York, Wednesday, Jan. 16
AMERICA, Little, " Boston, Wednesday, Jan. 23
ASIA, Stone, " N. York, Wednesday, Jan. 30
NIAGARA, Moodie, " Boston, Wednesday, Feb 6
ARABIA, Stone, " N. York, Wednesday, Feb. 13
CANADA, Anderson, " Wednesday, Feb. 20

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,

no19 4 Bowling Green, New York.

RAILROAD LINES.

THE PENNSYLVANIA CENTRAL RAILROAD.

260 MILES DOUBLE TRACK.

1860. 1860.

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

THREE 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 Night Express Trains, and the EXPRESS RUNS DAILY: Mail and Fast Lines, Sundays excepted.

Mail Train leaves Philadelphia at 8.00 A. M.
Fast Line " " 11.50 A. M.
Express Train leaves " " 10.45 P. M.

AFTERNOON LINES.

Mail Train leaves Philadelphia at 3.30 P. M.
Harrisburg Accommodation, via Columbia, 3 P. M.
Columbia " " 4.00 P. M.
Parkesburg " " 12 P. M.

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

Passengers for Doylestown, Newtown, Langhorne, Bristol, Burlington, Bordentown, Beverly, Burlington, Florence, Bordentown, &c., at 12½, 3, 4½ and 5 P. M.

☞ For New York, and Way Lines leave Kensington Depot, to take the cars at Fifth street, about ten minutes, half an hour before departure. The cars run from the depot, and on arrival of each train, run from the depot Fifty minutes before departure of each Passenger train. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over 60 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.

WINTER ARRANGEMENT—PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

PASSENGER TRAINS WILL LEAVE PHILADELPHIA:

For Baltimore at 8.15 A. M., 12 noon (Express), and 10.50 P. M.

For Chester at 8.15 A. M., 12 noon, 1.15, 4.15, 6, and 10.50 P. M.

For Wilmington at 8.15 A. M., 12 noon, 1.15, 4.15, 6, and 10.50 P. M.

For New Castle at 8.15 A. M., 4.15 and 6 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) and 4.15 P. M.

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

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

For Salisbury at 8.15 A. M.

Train at 4 P. M. will connect at Seaford on Tuesdays, Thursdays, and Saturdays with steamboat to Norfolk.

TRAINS FOR PHILADELPHIA:

Leave Baltimore at 8.50 A. M. (Express), 10.15 A. M., and 5.10 P. M.

Leave Wilmington at 7.30, 9, and 11.50 A. M., 1.45, 4, and 8.20 P. M.

Leave Salisbury at 1.30 P. M.

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

Leave Farmington (Tuesdays, Thursdays, and Saturdays at 8.2 A. M.) 4.10 P. M.

Leave Milford (Mondays, Wednesdays, and Fridays at 8.2 A. M.) 4.10 P. M.

Leave Harrington at 8.18 A. M. and 4.28 P. M.

Leave Dover at 9.05 A. M. and 5.25 P. M.

Leave Middletown at 9.16 A. M. and 5.40 P. M.

Leave New Castle at 8.25 and 11 A. M., 1.35 P. M.

Leave Chester at 8.30 and 9.40 A. M., 12.04, 2.32, 4.45, and 9 P. M.

Leave Baltimore for Salisbury and Delaware Railroad at 10.15 A. M., and 5.10 P. M.

FOR BALTIMORE.

Leave Chester at 8.45 A. M., 12.38 and 11.20 P. M.

Leave Wilmington at 9.25 A. M., 12 55 P. M., and 12 A. M.

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

Leave Philadelphia for Perryville and intermediate places at 3 P. M.

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

Leave Baltimore for Havre-de-Grace and intermediate places at 4.15 P. M.

ON SUNDAYS:

Only at 10.50, P. M. from Philadelphia to Baltimore.

Only at 5.10 P. M. from Baltimore to Philadelphia.

S. M. PELTON, President.

WINTER ARRANGEMENT—PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

On and after MONDAY, Nov. 12, 1860,

TRAINS WILL RUN AS FOLLOWS:

Leave Philadelphia, 6, 7, 8, 9, 10, 11, and 12 A. M., 1, 2, 2¾, 4, 5, 5¾, 6, 7, 8, 9, 10¼, and 11½ P. M.

Leave Germantown, 6, 7, 7½, 8, 9, 10, 11 and 12 A. M., 1, 2, 3, 4, 5, 6, 6¾, 7, 8, 9, and 10½ P. M.

ON SUNDAYS,

Leave Philadelphia, 9.05 min. A. M., 2, 7, and 10½ P. M.

Leave Germantown, 8.10 min. A. M., 1.10 min., 6, and 9½ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia, 6, 8, 10, and