THE REVOLUTION.

What has been the Policy of the Administration.

The Warlike Intelligence at Charleston.

THE SECESSION OF VIRGINIA.

THE INTENTIONS OF THE GOVERNMENT.

[Despatch to the Baltimore American.]

WASHINGTON, Wednesday, April 10, 1861.

This has been a most exciting day in Washington—almost unprecedented—the rumors afloat being more varied and contradictory than on any preceding day in this lamentable era in the history of the Union.

THE FORT SUMPTER TROUBLES.

It is very generally conceded here to-day that the recent army and navy movements at New York are intended for the relief of Major Anderson and his beleaguered garrison in Fort Sumpter. The difficulty that has arisen with regard to the proposed evacuation of Fort Sumpter, and the present position of affairs, are, as near as can be ascertained, as follows:

Nearly four weeks since the President and Cabinet, on the representation of General Scott, decided to evacuate Fort Sumpter as a military necessity—that is to say, the reinforcing and provisioning of it was not deemed essential, in view of the cost of blood and treasure it would require to accomplish the purpose. This decision of the President was communicated to Major Anderson by a special messenger, with instructions to open negotiations with the military authorities at Charleston to carry the project into execution.

These negotiations have been progressing ever since; and the numerous messengers that have been passing between Charleston and Washington have communicated to Major Anderson the instructions of the Government, and to the President the demands of the authorities of the Southern Confederacy. It is understood that Major Anderson *refused*, under instructions, an unconditional surrender of the fortress to the Confederacy, *but proposed to abandon it with his garrison, leaving the fort in possession of a corporal and two privates, to protect the property of the Government, and leave it thus to await future events.* He is also understood to have demanded of Gen. Beauregard that a pledge should be given him that no attempt should be made to take possession of it after the evacuation of the garrison, and that the officer left in charge should not be molested, or his possession as the nominal representative of the Government interfered with.

This proposition did not meet the views of Gen. Beauregard, who demanded that the flag of the United States should be saluted and lowered, as was done at the Pensacola navy yard, and that a formal surrender of the fort should be made by the Government of the United States to the Government of the Southern Confederacy, and the Confederacy flag of seven stars raised on the flag-staff and saluted.

The demand, which would be a virtual recognition by the President and Major Anderson of the existence of the Southern Confederacy, *was firmly refused, and the decision of Major Anderson was subsequently sustained and approved by the President and his Cabinet.* Thus matters stood up to the commencement of last week, when Gen. Beauregard intimated to Major Anderson that if the demand of the Confederacy was not complied with, an order would be immediately issued to cut off all further communication between the fort and Charleston, and that his regular supplies of marketing would be stopped. This fact was brought to Washington by Col. Lamon as the ultimatum of the Confederacy. A Cabinet meeting was then called, and it is said that the refusal to make a formal surrender of the fort and the lowering of the flag was unanimously reaffirmed.

Immediately after this decision orders were given for the military and naval preparations that have since occasioned so much excitement, the object being to use them, if necessary, in relieving the garrison of Major Anderson from threatened starvation, and maintaining the dignity of the Government and the honor of the flag in Charleston harbor; or if not required there, to despatch the expedition to Texas, to maintain the treaty stipulations of the Government on the frontier, and drive back the Indians and Mexicans who are threatening to invade the State.

In the meantime, Lieutenant Talbot was despatched by Major Anderson to Washington, with further information as to the condition of affairs, in which rumor says that *Major Anderson urged the Government not to allow the flag which he had so long maintained, in the face of his besiegers to be humbled as they required*, and to compel the gallant men who had stood so nobly by him, including the mechanics who could have left him if they had desired, to witness the humiliating sight of any flag but that of their country floating from its battlements.

This despatch, the last from Major Anderson, was received on Friday evening last, when orders were sent to New York to hurry on the expedition at the earliest possible moment, and its destination fixed for Sumpter. In the meantime information was received at Washington that General Beauregard had notified Major Anderson that he would be allowed to receive no further supplies, or hold any communication with Charleston. On receiving this information, the President despatched Lieutenant Talbot to Charleston, with instructions to Major Anderson to notify the Confederated authorities that the Government proposed immediately to despatch an unarmed vessel with food for the garrison at Fort Sumpter, and that he was instructed, if the vessel should be fired upon, to return the fire from Fort Sumpter. Mr. Chew, of the State Department, was also sent, on the evening of the same day, to Charleston, to informally communicate with the authorities, and inform them what was the decision and purpose of the Government, in case Lieutenant Talbot was refused access to Major Anderson. They were both denied the opportunity of communicating with Fort Sumpter, and are expected to arrive here to-night.

The expedition from New York was accordingly ordered to rendezvous off the Charleston bar, where, if the rough weather has not interfered with them, they will probably reach to-morrow. Commander Porter, a son of Commodore Porter, in command of the *Powhatan*, has full charge of the naval expedition, and has instructions from the President and Gen. Scott as to the course he shall pursue. The military portion of the expedition, and the forces when landed, will be under the command of Lieut. Col. Harvey Brown, who has been stationed for two years past at Old Point Comfort—a most gallant and discreet officer. There will be, it is said, no precipitate act calculated to bring about a collision, but an effort will be first made to induce Gen. Beauregard to allow the unarmed vessel to proceed to Sumpter and land her cargo of provisions. If this is refused, she will start in without obtaining permission, and, if fired upon by the shore batteries, Major Anderson will respond from Sumpter, and the forces will be landed from the steamers and the batteries attacked in the rear.

The above is a summary of the programme of affairs as obtained from those most likely to be well informed, amid the mass of rumors that are afloat at the capital.

In conversation with army and navy officers, I understand that Major Anderson has no doubt of his ability to ultimately silence the batteries by which he is surrounded, and to turn the famous floating-battery "keel up" so soon as it is placed in position before his guns. He is said to be most anxious to avoid a conflict, but prefers it to the humbling of the Government and the trailing of his flag in the sight of the enemy without an effort to defend it.

ANOTHER ACCOUNT—THE ONUS OF WAR ON THE SECESSIONISTS.

The Albany *Evening Journal* says: "Should there be a collision at Charleston to-day or to-morrow, the responsibility will rest, where it belongs, upon the heads of the Secessionists. The Government is simply discharging a plain but imperative duty. Let the facts be clearly and everywhere understood. Assured that Fort Sumpter could only be reinforced at the cost of thousands of lives, the Administration informed the Charleston authorities that Major Anderson would, with his command, evacuate the fort, leaving it, with the public property, in charge of a small guard. This proposition was rejected, the traitors demanding an unconditional surrender—a demand to which no Government, with self-respect or manhood, could submit.

"The Government decided, promptly, that Fort Sumpter should be provisioned, for which purpose a steamer with supplies was despatched, followed by ships of war to act as circumstances required. Fort Sumpter will, therefore, be supplied with provisions, 'peaceably, if it can—forcibly if it must.'

"The blood—if blood is shed—must stain the garments of the aggressors. In offering to withdraw its troops, the Government went to the verge of forbearance and conciliation."

The *Tribune* thus comments upon this statement:

"We incline to think there must be some mistake here. Is it certain that such propositions have been made by the President, and rejected by Gov. Pickens and his councillors? We have heard such a rumor before, but have given it no credence, nor can we believe it now without very strong evidence indeed. Our own impression is, that while others have thought it necessary to abandon the fort, President Lincoln has never entertained such a purpose."

The *Tribune* Charleston correspondent thus alludes to the matter: It is asserted that the Government was willing to withdraw Major Anderson, but that Gen. Beauregard imposed humiliating terms, and required the Major to strike his flag, give up his sword, and surrender the fort to him. This neither the Government nor Major Anderson would listen to for an instant. It was then determined that Major Anderson should be provisioned and the stars and stripes kept flying over Fort Sumpter. A great many very much blame Gen. Beauregard for imposing such terms, and thereby bringing the impending calamity on Charleston. The people were willing to get rid of Major Anderson on almost any terms, and they regard the course of Gen. Beauregard as altogether unnecessary, and a costly folly, of which there have been so many. But there is no escape.

THE WARLIKE INTELLIGENCE AT THE SOUTH—WHAT THE CHARLESTON NEWSPAPERS THINK OF IT—WAR DECLARED.

[From the Charleston Mercury, April 9.]

Our authorities yesterday evening received notice from Lincoln's Government, through a special messenger from Washington, that an effort would be made to supply Fort Sumpter with provisions, and that if this were permitted no attempt would be made to reinforce it with men. This message comes simultaneously with a fleet, which we understand is now off our bar waiting for daylight and tide to make the effort threatened.

We have partially submitted to the insolent military domination of a handful of men in our bay for over three months after the declaration of our independence of the United States. The object of this self-humiliation has been to avoid the effusion of blood, while such preparation was made as to render it causeless and useless. It seems we have been unable, by discretion, forbearance, and preparation to effect the desired object, and that now the issue of battle is to be forced upon us. The gage is thrown down, and we accept the challenge. We will meet the invader, and the God of battles must decide the issue between the hostile hirelings of Abolition hate and Northern tyranny, and the people of South Carolina, defending their freedom and their homes. We hope such a blow will be struck in behalf of the South that Sumpter and Charleston harbor will be remembered at the North as long as they exist as a people.

THE END OF NEGOTIATION.

Much surprise was created about six o'clock yesterday evening by the announcement upon the bulletin-board of the *Mercury* that Lieutenant Talbot—now Captain Talbot, of the United States Army—had returned, and was at Charleston Hotel. It appears that he was accompanied by Mr. R. S. Chew, the confidential secretary, we believe, of Secretary Chase. Captain Talbot came as bearer of despatches to Major Anderson, and upon making known his mission to General Beauregard, was peremptorily refused permission to communicate with Fort Sumpter.

Mr. Chew, we understand, came as special messenger to the authorities here, with an official notification from the Lincoln Government that Fort Sumpter was to be provisioned—peaceably, if practicable, forcibly, if necessary. It is almost needless to add that Mr. Chew received no information of a very consoling nature.

Both he and Captain Talbot departed on their return to Washington by the eleven o'clock train.

During the afternoon despatches had been received of a nature to warrant the belief that a formidable naval force was off our coast. Subsequent despatches confirming the first reports, it was determined to send down additional troops to the harbor fortification. Shortly before midnight the city was startled by the booming of seven guns from the Citadel Green—the signal for the mustering of the Seventeenth regiment. In a few minutes the wet, misty streets were all commotion; volunteers could be seen hurrying to and fro to join their respective commands, and the neighborhood of the City Hall was speedily thronged by the citizen soldiery, who, like true "minute men," had left their beds and hastily donned the knapsack and shouldered the musket. As company after company filed silently down to the boats, the occasional flashes of the lightning lit up their bright bayonets and glazed kepis, and nothing save the steady measured tramp of the men disturbed the solemn stillness.

Col. Rion's regiment, from Kershaw, was sent for yesterday, and is expected to arrive this morning. Ample provision has been made for accommodation of the troops. Before daylight this morning the force at the threatened points will be fully doubled.

The Charleston *Courier* of Monday indulges in the following editorial comment:

"The intelligence which we publish in our telegraphic columns this morning is very warlike in its character; and, while nothing definite is ascertained as to the destination of these troops, it behooves us all to be vigilant and on the alert. In the event that this force should be destined for the reinforcement of Fort Sumpter we have no doubt that all the available force of the city will be thrown upon such points as circumstances may indicate to be the most important. With reference to that, however, it is not our province to interfere. We are content to leave the military movements in the hands of those so competent to direct them; but we desire to say a word to those who have in their employ members of the military companies.

"Some dissatisfaction has, as we know, been expressed that on a former occasion persons, members of military companies, were forced by their employers to decide between losing their situations or leaving their companies. With reference to the past we have no complaint to make. We do not desire to enter into it, but we earnestly hope that for the future no such impediment will be placed by any one in the way of the military. This is not the time for consulting personal convenience or pecuniary advantage. The highest duty is now to the State, and he is doing the best service who is obeying the orders of the State. He, therefore, who throws the slightest obstacle in the way of the fullest and most perfect obedience to the State will merit, and certainly should receive, the censure of all good men."

The *Courier*, in another article, announcing that supplies from Charleston to Fort Sumpter had been cut off, says:

"There is reason for believing that the reports of orders from Washington for evacuation have only been designed to deceive and beguile. Fortunately, they have failed in that, so far as vigilance and preparation on the part of the State have been concerned. The complication and difficulties growing out of the occupation of Fort Sumpter were caused by an act of Major Anderson, on his own responsibility, and without specific orders. It seems to be the determination of the powers of Government that rule in Washington to leave to the same discretion, and to individual responsibility the settlement of this question. We shall soon learn how he will decide under this grave alternative. All sons of the South must and will approve the step which has been taken, after long and unappreciated forbearance. Until further orders from Montgomery the usual mail facilities will be continued.

"Major Anderson, on receiving the official notice from Gen. Beauregard's messenger, intimated that he would forward his reply by nine o'clock on Monday morning. He stated however, that he had anticipated the order for some time.

"This, though an important step, does not necessarily inaugurate hostilities. It will be remembered that the communication between Fort Sumpter and the city, for two weeks after the removal of Major Anderson to Fort Sumpter, was withheld from the garrison, and no supplies allowed to be furnished. In deference to a request of Southern Senators and Representatives, friendly relations were again restored, and Major Anderson permitted to purchase and receive his daily market supplies. It is said that the garrison have been obliged, for the last few days, to use some of the flooring for fuel."

THE SECESSION OF ARIZONA AND THE PROGRAMME IT INVOLVES.

[From the New York Herald, of Friday.]

Arizona has seceded, gone out, left the United and joined the Confederate States. Arizona! Where is Arizona? It is the Gadsden country, the territory acquired by the Gadsden treaty, and for which the United States paid, if we are not mistaken, ten millions of dollars to Mexico. Arizona, as yet, is of very little account. Its general character is that of a desert, and its white population is limited to a few hundreds in a few villages. But as this unorganized Territory extends to the head of the Gulf of California, and as its mountains and valleys are known to be rich in silver and gold, it has very great expectations of one day being a second edition of California, particularly with the annexation of Sonora and Lower California, which will include that gulf, six or seven hundred miles long, the peninsula, and, on the Pacific, a corresponding line of sea-coast.

The prospective annexation and command of the Pacific Ocean is, no doubt, at the bottom of this Arizona secession movement. New Mexico proper lies between Arizona and Texas; so that to make the secession line complete across the continent, from the Gulf of Mexico to the Gulf of California, New Mexico must secede; and she will probably be the next to go. Then, if they can hold their ground, the Confederate States, occupying the north side of our Mexican boundary all the way through to the Gulf of California, will have secured the monopoly of any further acquisition of Mexican soil. This is the game which, we suspect, the appointment of Hon. Tom Corwin as Mr. Lincoln's minister to Mexico is designed to block. And thus the reader will perceive that this secession of Arizona, though a small affair of itself, comprehends a grand programme of expansion on the part of the Confederate States, which the Government of the United States is moving to defeat. To this end, it is probable that the troops which arrived here yesterday from Texas will soon be shipped back there again. General Scott's long head in military matters is in this work, and we hope he may live to see the end of it, and the reign of peace once more.

THE SOUTHERN COMMISSIONERS TO EUROPE.

[Correspondence of the Journal of Commerce.]

HAVANA, April 6.—The commissioners for European Powers from the Confederate States of America arrived here by the steamship *Havana* on the 3d instant, and took apartments at the Hotel Cubano, kept by Mrs. Sarah E. Brewer. The commissioners are Judge P. A. Rost, who has his lady with him, and his son, Alphonse Rost, private secretary, and Hon. W. L. Yancey, with Walker Fearn, Esq., as secretary of legation.

They declined the proffered attentions and civilities of Consul General Helm, and accepted those of the British Consul General, which has been a matter of much surprise among those who know the antecedents all round, and how little of real sympathy can exist between John Bull and the representatives of the peculiar institutions of the South, against which he thrusts his horns with persistent violence.

FROM CHARLESTON.

The New Bedford *Standard* says that Mr. Geo. Ricketson of that city has just returned from Charleston, where he has been serving on the cutter *Aiken*. Being required to enlist for a year instead of a month, he declined and came home. Mr. Ricketson says the soldiers at Charleston are mostly Northerners and foreigners. The chivalry are anxiously awaiting a fight, being confident that "one of their men is good for three Yankees." He visited the noted floating battery, and went on board of it. He pronounces it a failure, the side upon which the guns are mounted drawing so much more water than its opposite that the guns cannot be brought to bear on Fort Sumpter unless it is moored very near it.

PHILADELPHIA BOARD OF TRADE.

EDMUND A. SOUDER, GEORGE L. BUZBY, EDWARD C. BIDDLE, } COMMITTEE OF THE MONTH.

LETTER BAGS

At the Merchants' Exchange, Philadelphia.

Ship Tonawanda, Julius	Liverpool,	May 1
Ship Wm Cummings, Cope	Liverpool,	soon
Ship Daphne, Havener	London,	soon
Ship Belle of the Ocean, Reed	Liverpool,	soon
Bark Ellen Morrison, Platt	Laguayra,	soon
Bark Fenelon, Holkins	Fernando Po,	soon
Bark Sea Bride, Mayo	Cork,	soon
Brig B T Martin, French	Havana,	soon
Brig Marshal Ney, Darling	Vera Cruz,	soon
Brig Gustavo, Trapani	Cork,	soon
Brig Loango, Evans	St Jago de Cuba,	soon
Brig Thomas, Da Cunha	Oporto,	soon
Schr Geo J Jones, Crowell	Demerara,	soon
Schr Eveline, York	Havana,	soon

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, April 13, 1861.

SUN RISES......5 23—SUN SETS......6 34
HIGH WATER......4 19

ARRIVED.

Steamship City of Richmond, Mitchell, from Richmond, via Norfolk 30 hours, with mdse, &c, to Thos Webster, Jr.

Steamship Delaware, Johnson, 20 hours from New York, with mdse and passengers to James Allderdice.

Ship Tuscarora, Dunlevy, from Liverpool March 15, with mdse, 2 cabin and 94 second cabin and steerage passengers to Cope Bros. Sailed in company with ship Philadelphia, for this port. 19th ult. lat 49, long 7 60, exchanged signals with ship Alex Marshall, for New York, and parted company with her 23d, lat 46, long 21 10. Arrived off the Capes of the Delaware 9th inst; the weather being thick, with a gale from the NE, could not get in till the morning of the 10th. Towed up by tug America.

Ship Daphne, Havener, 34 hours from New York, in ballast to Peter Wright & Sons.

Schr M M Freeman, Nickerson, 5 days from Boston, with palm oil to Thain & McKeone.

Schr James Neilson, Burt, 3 days from Taunton, with mdse to Twells & Co.

Schr Lady Suffolk, Baker, 5 days from Providence, with mdse to Crowell & Collins.

Schr Diamond State, Carey, 3 days from Laurel, Del, with lumber to J W Bacon.

Schr El Dorado, Williams, 3 days from Laurel, Del, with lumber to J W Bacon.

Schr Benj Sheppard, Marsh, 3 days from Laurel, Del, with lumber to J W Bacon.

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

Schr Delaware, Denby, 1 day from Smyrna, Del, with corn to Jas Barratt & Son.

Schr Young America, Tuft, 1 day from Port Deposit, with wheat to J L Bewley & Co.

Schr Mechanic, Corlies, 1 day from Odessa, Del, with corn to J L Bewley & Co.

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

Schr Sarah Lavinia, Beatle, 1 day from Camden, Del, with corn to J L Bewley & Co.

Schr N Lank, Fleming, 1 day from Frederica, Del, with grain to J L Bewley & Co.

Schr Andrew Manship, Bloxam, 1 day from Magnolia, Del, with grain to J L Bewley & Co.

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

Schr Lancet, Bayard, 1 day from Christiana, Del, with grain to Christian & Curran.

Schr Olivia, Fox, 1 day from Odessa, Del, with grain to Christian & Curran.

Schr Mary, Hendrickson, 1 day from Odessa, Del, with grain to Christian & Curran.

Schr J L Heverin, Pearce, 1 day from Dover, Del, with corn to Jas Barratt & Son.

Schr Vandalia, Cooper, 1 day from Smyrna, Del, with corn to Jas Barratt & Son.

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

Steamer Sarah, Jones, 24 hours from New York, with mdse to Wm M Baird & Co.

Steamer Bristol, Allen, 24 hours from New York, with mdse to W P Clyde.

CLEARED.

Ship Lancaster, Decan, Liverpool, J R Penrose.
Brig Urana, Coombs, Matanzas, J M Coolbroth.
Brig Harp, Williams, Portland, E A Souder & Co.
Schr Maria Pickup, Baker, St John, NB, Twells & Co.
Str H L Gaw, Her, Baltimore, A Groves, Jr.

(Correspondence of the Press.)

HAVRE DE GRACE, April 12.

The Kingston left with 12 boats in tow, laden and consigned as follows:

Flemington Mills and G W Strouse, wheat, whisky, &c. to Humphreys, Hoffman & Wright; Minniesope, lumber and hoop-poles to Saml Bolton & Co; S B Bailey & Son, lumber to John Craig; Peck & Barnard, do to Wilmington; Sierra Alta, do to Norcross & Sheets; Mary, do to R Wolverton; England & Brown, do to Cadwalader & Co; Ne Plus Ultra, Agricola, and W C Hopflander, coal to Delaware City.

MEMORANDA.

Steamship Niagara, from Boston for Liverpool, was passed 1st inst, lat 51 13, long 14 13.

Ship Saranak, Rowland, for Philadelphia 12th inst, was advertised at Liverpool 30th ult.

Bark Samson, Robinson, hence, at Havana 29th ult.

Bark Oak, Ryder, sailed from Boston 11th inst. for Philadelphia.

Bark Winona, Gallison, hence, arrived at Cienfuegos 29th ult.

Bark Washington Butcher, Collins, from Havana, at Sagua 25th ult.

Bark Florida, Munday, was at Messina 23d ult, for New York.

Brig C H Frost, Hopkins, sailed from Havana 5th inst for Sagua.

Brig Gov Bull, Arthur, hence, arrived at Cardenas 29th ult.

Brig S Thurston, Elliott, sailed from Havana 3d inst, for Sagua and Philadelphia.

Brig Joseph, Cables, at Cardenas 27th ult. from New York.

Brig Ella Reed, Davis, cleared at Havana 4th inst. for Cardenas.

Schr G W Hynson, English, hence, arrived at Cienfuegos 25th ult.

Schr George A Tittle, Adams, sailed from Matanzas 28th ult. for New York.

Schr E W Gardner, Bourne, sailed from Matanzas 3d inst. for New York.

Schr Lady Ellen, Corson, hence, was at Montego Bay, Ja, 21st ult, loading to return.

Schr L Frazier, Steelman, hence, at Cienfuegos 26th ult.

Schr Martha Moore, Bennett, from Mobile, at Havana 1st inst.

Schr Adolph Hugel, Mason, cleared at Boston 11th inst for Wilmington, NC.

Schr Hannibal, Wentworth, sailed from Cardenas 5th inst. for New York.

Schr C M Carver, Pendleton, sailed from Matanzas 3d inst. for Philadelphia.

Schr R M Browning, Risley, sailed from Providence 10th inst. for Philadelphia.

Schr T Lake, Soull, for Philadelphia, sailed from Salem 10th inst.

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. jef-thstuly

MRS. JAMES BETTS' CELEBRATED SUPPORTERS FOR LADIES, and the only Supporters under eminent medical patronage. Ladies and physicians are respectfully requested to call only on Mrs. Betts, at her residence, 1039 WALNUT Street, Philadelphia, (to avoid counterfeits.) Thirty thousand Invalids have been advised by their physicians to use her appliances. Those only are genuine bearing the United States copyright, labels on the box, and signatures, and also on the Supporters, with testimonials. oc15-tuth&stf

COAL FREIGHTS.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD COMPANY.

PHILADELPHIA, March 13, 1861.

The Rates of Freight and Tolls on Anthracite Coal, transported by this Company, will be as follows, on and after March 13, 1861, until further notice:

	FROM				
	Port Carbon.	Mt. Carbon.	Schl. Haven.	Auburn.	Port Clinton.
To Richmond	$1 38	$1 37	$1 30	$1 20	$1 15
" Philadelphia	1 48	1 47	1 40	1 30	1 25
" Inclined Plane	1 38	1 37	1 30	1 20	1 15
" Nicetown	1 38	1 37	1 30	1 20	1 15
" Germantown R. R	1 38	1 37	1 30	1 20	1 15
" Falls of Schuylkill	1 38	1 37	1 30	1 20	1 15
" Manayunk	1 38	1 37	1 30	1 20	1 15
" Egbert's	1 33	1 32	1 25	1 15	1 10
" Conshohocken	1 28	1 27	1 20	1 10	1 05
" Swede Furnace	1 25	1 24	1 17	1 07	1 02
" Rambo's	1 24	1 23	1 16	1 06	1 01
" Norristown or Bridgp't	1 23	1 22	1 15	1 05	1 00
" Port Kennedy	1 17	1 16	1 09	99	94
" Valley Forge	1 14	1 13	1 06	96	91
" Phœnixville	1 08	1 07	1 00	90	85
" Royer's Ford	1 05	1 04	97	87	82
" Aramingo	1 05	1 04	97	87	82
" Limerick	1 03	1 02	95	85	80
" Pottstown	98	97	90	80	75
" Douglassville	94	93	86	76	71
" Monocacy	92	91	84	74	69
" Birdsboro	90	89	82	72	67
" Exeter	90	89	82	72	67
" Reading	83	82	75	65	60
" Tuckerton	71	70	63	53	48
" Leesport	68	67	60	50	45
" Mohrsville	67	66	59	49	45
" Shoemakersville	67	66	59	49	45
" Hamburg	59	58	51	41	36
" Port Clinton	52	51	44	34	—
" Auburn	45	44	39	—	—
" Orwigsburg	43	42	35	—	—

By order of the Board of Managers,
mh14-1m W. H. McILHENNEY, Sec'y.

SAVING FUNDS.

SAVING FUND—FIVE PER CENT. INTEREST.—NATIONAL SAFETY TRUST COMPANY, WALNUT Street, southwest corner of Third, Philadelphia. Incorporated by the State of Pennsylvania.

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. REES, 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.
au1-1y

"A little, but often, fills the Purse."

"Application in youth makes age comfortable." — "A frugal man makes the best of citizens."

FRANKLIN SAVING FUND, No. 136 South FOURTH Street, between Chestnut and Walnut, Philadelphia, pays all deposits on demand.

Depositors' money secured by Government, State, and City Loans, Ground Rents, Mortgages, &c.

This Company deems safety better than large profits, consequently will run no risk with depositors' money, but have it at all times ready to return, with 5 per cent. interest, to the owner, as they have always done. This Company never suspended.

Females, married or single, and Minors, can deposit in their own right, and such deposits can be withdrawn 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, Charles Laning,
Jeremiah Comfort, Henry Delany,
Nicholas Rittenhouse, Nathan Smedley,
Jos. H. Satterthwaite, Jones Yerkes,
John Alexander.
JACOB B. SHANNON, President.
CYRUS CADWALLADER, Treasurer.
ap25-1y

"A Dollar saved is twice earned."

BUSINESS CARDS.

ALFRED D. BRICK'S UNITED STATES AND EUROPEAN PATENT OFFICE, No. 144 SOUTH FOURTH STREET, PHILADELPHIA. Patent Laws of U. S. (new) and Europe can be obtained gratis. ap11-tjy1

B. F. GLENN, ACCOUNTANT AND Real Estate Agent, No. 218 WALNUT Street, (second floor, Room No. 1,) and Southwest corner of Seventeenth and Green. Accounts adjusted, Books written up, Estates settled, money procured, money invested, Real Estate bought, sold, and rented. mh28-1m*

JAMES M. SCOVEL, ATTORNEY AT LAW, No. 113 PLUM STREET, above Front, mh21-1m* CAMDEN, N. J.

H. C. ULLMAN, ATTORNEY-AT-LAW, JERSEY SHORE, Pennsylvania. Collections promptly made in Clinton and Lycoming counties. REFERS TO Messrs. Walter & Kaub, Philadelphia; J. H. Humes, Esq., Jersey Shore; Messrs. Bancroft & Co., Philada.; Shaffner, Ziegler, & Co., Philada.; Frishmuth & Co., Philada.; L. A. Mackey, Lock Haven; Yard, Gilmore, & Co., Philada.; Thatcher & Woddrop, Philada.; Reynolds, Howell & Reiff, Philada. fe15-3m

GEORGE J. HENKELS, UPHOLSTERY and CABINET WAREHOUSE, No. 524 WALNUT Street, opposite Independence Square, formerly of No. 173 Chestnut Street, Philadelphia. ja26-3m*

JOHN ELLIOTT, WINES and LIQUORS, Nos. 317 and 319 WALNUT Street, (basement stores, between Third and Fourth, north side,) Philadelphia. N. B.—Fine Old Whiskies always on hand. (Established in 1845.) ja30-1y

PAWSON & NICHOLSON, BOOKBINDERS, Nos. 519 and 521 MINOR Street, Between Market and Chestnut streets, PHILADELPHIA. JAMES PAWSON, JAS. B. NICHOLSON. jy27-1y*

NEW ORLEANS (LA.) PICAYUNE.—JOY, COE, & Co. Have been appointed sole agents in Philadelphia for this extensively circulating paper, of commanding influence. Business men are advertising in the best newspapers of city and country, at the offices of JOY, COE, & CO., Advertising Agents, FIFTH and CHESTNUT Streets, Philadelphia; Tribune Buildings, New York. se26-tf

S. FUGUET & SONS, IMPORTERS OF HAVANA CIGARS, No. 216 South FRONT Street. Receive regularly a full assortment of desirable CIGARS, which they offer at low rates, for cash or approved credit. je10-1y

MURPHY-WHIPPLE IRON BRIDGE. STONE, QUIGLEY, & BURTON, No. 333 WALNUT STREET, PHILADELPHIA. Beg leave to inform Railroad Companies, and others interested in bridge construction, that they have formed a connection in business with JOHN W. MURPHY, Civil Engineer, (author and inventor of the above well-known plan of iron bridge,) and are prepared to execute orders, from any part of the country, from his designs and personal superintendence. All letters relating to plans and estimates should be addressed to JOHN W. MURPHY, Civil Engineer, no13-6m For STONE, QUIGLEY, & BURTON

PHILADELPHIA TERRA-COTTA WORKS, Office and Ware Rooms, 1010 CHESTNUT Street. Ornamental Chimney Tops. Garden Vases and Statuary. Encaustic Flooring Tile. Architectural Ornaments. Ventilating and Smoke Flues. Ridge Tile and Sanitary Ware. Steam-pressed Drain Pipe. Water Pipe, warranted to stand pressure, cheap and durable. The Trade supplied on liberal terms. Illustrated Catalogues sent by Mail on application by letter. S. A. HARRISON, mh21-tf 1010 CHESTNUT Street.

INSURANCE COMPANIES.

THE RELIANCE MUTUAL INSURANCE COMPANY, OF PHILADELPHIA, OFFICE, No. 308 WALNUT STREET. Insures against LOSS OR DAMAGE BY FIRE, on Houses, Stores, and other buildings, limited or perpetual, and on Furniture, Goods, Wares, and Merchandise, in town or country.

CASH CAPITAL, $231,110 00—ASSETS $317,142 04. Which is invested as follows, viz:

In first mortgages on city property, worth double the amount	$162,900 00
Pennsylvania Railroad Co.'s 6 per cent. first mortgage loan, at par	6,000 00
Pennsylvania Railroad Co.'s 6 per cent. second mortgage load, ($30,000)	27,900 00
Huntingdon and Broad Top Railroad and Canal Co.'s mortgage loan	4,000 00
Ground rent, first-class	2,462 50
Collateral loans, well secured	2,500 00
City of Philadelphia 6 per cent. loan	30,000 00
Allegheny County 6 per cent. Pa. RR. loan	10,000 00
Commercial Bank stock	5,135 01
Mechanics' Bank stock	2,812 50
Pennsylvania Railroad Co.'s stock	4,000 00
The Reliance Mutual Insurance Co.'s stock	25,350 00
The County Fire Insurance Co.'s stock	1,050 00
The Delaware M. S. Insurance Co.'s stock	700 00
Union Mutual Insurance Co.'s scrip	380 00
Bills receivable	14,302 74
Book accounts, accrued interest, &c	7,104 65
Cash on hand	11,544 64
	$317,142 04

The Mutual principle, combined with the security of a Stock Capital, entitles the insured to participate in the *profits* of the Company, without liability for *losses*. Losses promptly adjusted and paid.

DIRECTORS:

Clem Tingley, Samuel Bispham,
William R. Thompson, Robert Steen,
Frederick Brown, William Musser,
William Stevenson, Benj. W. Tingley,
John R. Worrell, Marshall Hill,
E. L. Carson, J. Johnson Brown,
Robert Toland, Charles Leland,
G. D. Rosengarten, Jacob T. Bunting,
Charles S. Wood, Smith Bowen,
James S. Woodward, John Bissell, Pittsburg.
CLEM TINGLEY, President.
B. M. HINCHMAN, Secretary.
February 16, 1861. fe22

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

PENN MUTUAL LIFE INSURANCE COMPANY, No. 921 CHESTNUT Street, Philadelphia. CHARTER PERPETUAL. ALL THE PROFITS DIVIDED AMONG THE INSURED.

Insure Lives for short terms or for the whole term of life; grant Annuities and Endowments; purchase Life Interests in Real Estate, and make all contracts depending on the contingencies of life.

They act as Executors, Administrators, Assignees, Trustees, and Guardians.

ASSETS OF THE COMPANY, January 1, 1861.

Mortgages, ground rents, real estate	$322,981 97
United States stocks, Treasury notes, loans of State of Pennsylvania, city of Philadelphia, &c	263,795 34
Premium notes, loans on collaterals, &c	237,694 58
Pennsylvania, North Pennsylvania Railroads, and County six per cent. bonds	105,802 50
Bank, insurance, railroad, canal stocks, &c	97,647 49
Cash on hand, agents' balances, &c., &c	38,206 14
	$1,071,128 02

DANIEL L. MILLER, President.
SAMUEL E. STOKES, Vice President.
JOHN W. HORNOR, Secretary. mh22-tf

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, PHILADELPHIA. Incorporated by the Legislature of Pennsylvania, 1835. Office S. E. corner of THIRD and WALNUT streets, PHILADELPHIA.

MARINE INSURANCE,
On Vessels, Cargo, Freight, } To all parts of the World.
INLAND INSURANCES
On Goods by Rivers, Canals, Lakes, and Land Carriages, to all parts of the Union.
FIRE INSURANCES
On Merchandise generally. On Stores, Dwelling Houses, &c.

ASSETS OF THE COMPANY, November 1, 1860.

$100,000 United States five ₰ cent. loan	$100,500 00
115,000 United States six ₰ cent. Treasury Notes, (with accrued interest)	119,463 34
100,000 Pennsylvania State five ₰ cent. loan	95,970 00
21,000 do. do. six do. do.	21,945 00
123,050 Philadelphia City six ₰ cent. loan	123,203 37
30,000 Tennessee State five ₰ cent. loan	24,000 00
50,000 Pennsylvania Railroad 2d mortgage six ₰ 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	1,300 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
$566,700 par. Cost $547,335.34. Market val.	$554,356 71
Bills receivable, for insurances made	171,386 43
Bonds and mortgages	34,500 00
Real estate	61,363 35
Balances due at Agencies—Premiums on Marine Policies, interest, and other debts due the Company	51,556 02
Scrip and stock of sundry Insurance and other Companies	2,536 50
Cash on hand—in banks $23,673 16, in drawer 435 35	29,108 51
	$904,907 51

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 McIlvaine,
William Eyre, Jr., Thomas C. Hand,
James C. Hand, Robert Burton,
William C. Ludwig, Jacob P. Jones,
Joseph H. Seal, James B. McFarland,
Dr. R. M. Huston, Joshua P. Eyre,
George C. 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-tf

FIRE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA FIRE INSURANCE COMPANY—Incorporated 1825—CHARTER PERPETUAL—No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for thirty-six years, continues to insure against loss or damage by Fire, on public or private Buildings, either permanently or for a limited time. Also, on Furniture, Stocks of Goods or Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Jonathan Patterson, Isaac Hazlehurst,
Quintin Campbell, Thomas Robins,
Alexander Benson, Daniel Smith, Jr.,
William Montelius, John Devereux,
Thomas Smith.
JONATHAN PATTERSON, President.
BEATON SMITH, Secretary. ap4-1y

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. je5-tf

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

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, continues 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. S. CRAWFORD, Secretary. fe22-tf

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

Office No. 311 WALNUT Street, between Third and Fourth Streets, 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, John Ketcham,
L. Audenried, 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. ap4-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, Thomas Marsh,
John Q. Ginnodo, Charles Thompson,
Edward D. Roberts, James T. Hale,
Samuel L. Smedley, Joshua T. Owen,
Reuben C. Hale, John J. Griffiths.
JEREMIAH BONSALL, President.
JOHN Q. GINNODO, Vice President.
RICHARD COE, Secretary. ja31

WRITING AND LEDGER PAPERS.—We have now on hand, and are manufacturing to order, at the Mount Holly Paper Mills, every description of WRITING AND LEDGER PAPERS, which, for color and quality, are not excelled by any other Mills in the United States.

We would call attention to a new article of Paper manufactured by us, and now for sale, called Business Letter, which has been gotten up to meet the wants of business men and others, who object to Commercial Note as being too narrow, and do not wish to use part of usual letter sheet.

This overcomes both the above objections; is a perfect sheet, pure wove; plate finish; ruled on one side; stamped in centre near the top; made from best material, free from adulteration, and put up in neat boxes, convenient for use.

We also have a paper called Bank Letter, similar to the above, except it has but half the number of lines on, so as to allow a printed blank or heading above.

KEMPTON & MULLIN, Mount Holly Springs, Cumberland Co., Pa.

The above Papers can be had of Messrs. J. B. LIPPINCOTT & CO., and MEGARGEE BROTHERS, Nos. 3 and 5 DECATUR Street. mh3-3m

GRAVE-STONES, GRAVE-STONES.—My stock of Grave-stones and Monuments to be sold at very reduced prices. Please call and examine, before purchasing elsewhere, at Marble Works of A. STEINMETZ, fe23-3m RIDGE Avenue, below ELEVENTH St.

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. SANFORD, ja14-tf

CHROME GREEN—Manufactured and for sale by WETHERILL & BROTHER, ja31 47 and 49 North SECOND St.

MEDICINAL.

CEPHALIC PILLS CURE SICK HEADACHE. CURE NERVOUS HEADACHE. 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 of 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.

THE FOLLOWING ENDORSEMENTS OF SPALDING'S CEPHALIC PILLS, WILL CONVINCE ALL WHO SUFFER FROM HEADACHE, THAT A SPEEDY AND SURE CURE IS WITHIN THEIR REACH.

As these Testimonials are unsolicited by Mr. SPALDING, they afford unquestionable proof of the efficacy of this truly scientific discovery.

MASONVILLE, Conn., Feb. 5, 1861.

MR. SPALDING.
SIR:
I have tried your Cephalic Pills, and *I like them so well* that I want you to send me two dollars worth more.
Part of these are for the neighbors, to whom I gave a few of the first box I got from you.
Send the Pills by mail, and oblige
Your ob't Servant,
JAMES KENNEDY.

HAVERFORD, Pa., Feb. 6, 1861.

MR. SPALDING.
SIR:
I wish you to send me one more box of your Cephalic Pills. *I have received a great deal of benefit from them.*
Yours respectfully,
MARY ANN STOIKHOUSE.

SPRUCE CREEK, HUNTINGDON COUNTY, Pa., January 18, 1861.

H. C. SPALDING.
SIR:
You will please send me two boxes of your Cephalic Pills. Send them immediately.
Respectfully yours,
JNO. B. SIMONS.
P. S.—I have received one box of your Pills, and find them excellent.

BELLE VERNON, Ohio, Jan. 15, 1861.

H. C. SPALDING, Esq.
Please find enclosed twenty-five cents, for which send me another box of your Cephalic Pills. *They are truly the best Pills I have ever tried.*
Direct A. STOVER, P. M.,
Belle Vernon, Wyandot co., O.

BEVERLY, Mass., Dec. 11, 1860.

H. C. SPALDING, Esq.
I wish for some circulars or large show bills, to bring your Cephalic Pills more particularly before my customers. If you have anything of the kind please send to me.
One of my customers, who is subject to severe Sick Headache, (usually lasting two days,) *was cured of an attack in one hour by your Pills*, which I sent her.
Respectfully yours,
W. B. WILKES.

REYNOLDSBURG, FRANKLIN Co., Ohio, January 9, 1861.

HENRY C. SPALDING,
No. 48 Cedar st., N. Y.
DEAR SIR:
Inclosed find twenty-five cents, (25,) for which send box of "Cephalic Pills." Send to address of Rev. Wm. C. Filler, Reynoldsburg, Franklin Co., Ohio.
Your Pills work like a charm—cure Headache almost instanter.
Truly yours,
WM. C. FILLER.

YPSILANTI, MICH., Jan. 14, 1861.

MR. SPALDING.
SIR:
Not long since I sent to you for a box of Cephalic Pills for the cure of the Nervous Headache and Costiveness, and received the same, and *they had so good an effect that I was induced to send for more.*
Please send by return mail. Direct to
A. R. WHEELER,
Ypsilanti, Mich.

From the Examiner, Norfolk, Va.
Cephalic Pills accomplish the object for which they were made, viz.: Cure of headache in all its forms.

From the Examiner, Norfolk, Va.
They have been tested in more than a thousand cases, with entire success.

From the Democrat, St. Cloud, Minn.
If you are, or have been troubled with the headache, send for a box, [Cephalic Pills,] so that you may have them in case of an attack.

From the Advertiser, Providence, R. I.
The Cephalic Pills are said to be a remarkably effective remedy for the headache, and one of the very best for that very frequent complaint which has ever been discovered.

From the Western R. R. Gazette, Chicago, Ill.
We heartily endorse Mr. Spalding, and his unrivalled Cephalic Pills.

From the Kanawha Valley Star, Kanawha, Va.
We are sure that persons suffering with the headache, who try them, will stick to them.

From the Southern Path Finder, New Orleans, La.
Try them! you that are afflicted, and we are sure that your testimony can be added to the already numerous list that has received benefits that no other medicine can produce.

From the St. Louis Democrat.
The immense demand for the article (Cephalic Pills) is rapidly increasing.

From the Gazette, Davenport, Iowa.
Mr. Spalding would not connect his name with an article he did not *know* to possess real merit.

From the Advertiser, Providence, R. I.
The testimony in their favor is strong, from the most respectable quarters.

From the Daily News, Newport, R. I.
Cephalic Pills are taking the place of all kinds.

From the Commercial Bulletin, Boston, Mass.
Said to be very efficacious for the headache.

From the Commercial, Cincinnati, Ohio.
Suffering humanity can now be relieved.

A Single bottle of SPALDING'S PREPARED GLUE will save ten times their cost annually.

SPALDING'S PREPARED GLUE!

SPALDING'S PREPARED GLUE!

SPALDING'S PREPARED GLUE!

SAVE THE PIECES!
ECONOMY! DISPATCH!

"A STITCH IN TIME SAVES NINE."

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

SPALDING'S PREPARED GLUE

meets all such emergencies, and no household can afford to do without it. It is always ready, and up to the sticking point.

"USEFUL IN EVERY HOUSE."

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

HENRY C. SPALDING, NO. 48 CEDAR STREET, NEW YORK.

CAUTION.

As certain unprincipled persons are attempting to palm off on the unsuspecting public, imitations of my PREPARED GLUE, I would caution all persons to examine before purchasing, and see that the full name,

SPALDING'S PREPARED GLUE,

is on the outside wrapper; all others are swindling counterfeits. fe19-tf

RAILROAD LINES.

1861. 1861. SPRING ARRANGEMENT.—NEW YORK LINES. THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD CO.'S LINES FROM PHILADELPHIA TO NEW YORK AND WAY PLACES, FROM WALNUT-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 8 A. M., via Camden and Jersey City, Morning Mail	3 00
At 11¼ A. M., via Kensington 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 11¼ 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 11¼ 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; (the 7.10 A. M. line connects with train leaving Easton at 3.35 P. M.)

For Mount Holly, at 6 and 8 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, 4½ and 5 P. M.

Steamboat Trenton, for Bordentown and intermediate places, at 2½ P. M. from Walnut-street wharf.

For New York, and Way Lines leave Kensington Depot, take the cars, on Fifth street, above Walnut, half an hour before departure. The cars run into the depot, and on arrival of each train, run from the depot.

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.

mh27 WM. H. GATZMER, Agent.

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, 3, 3½, 4, 5, 5¾, 6, 7, 8, 9, 10½, and 11½ P. M.

Leave Germantown, 6, 7, 7½, 8, 8½, 9, 10, 11 and 12 A. M., 1, 2, 3, 4, 5, 6, 6½, 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 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, 7.35, 8.40, and 9.40, and 11.40 A. M., 1.40, 3.40, 5.10, 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, 4½, 5.35, and 11½ 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, 5.50, 7½, 9.05, and 11.05 A. M., 1.05, 3.05, 3.05, 4½, 5.35, 8.05, 11½ P. M.

Leave Manayunk, 6½, 7½, 8.35, 9½, 11½ A. M., 2, 3½, 5, 6¾, and 9½ P. M.

ON SUNDAYS.

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

Leave Manayunk, 7½ A. M., 5½, and 8 P. M.

H. K. SMITH, General Superintendent.
no10-tf DEPOT, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD. FOR BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, HAZLETON, and ECKLEY. THREE THROUGH TRAINS.

On and after MONDAY, December 3, 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, &c.

At 2.45 P. M., (Express,) for Bethlehem, Easton, &c. This train reaches Easton at 6 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 6 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 5.42 A. M., 9.15 A. M., and 5.38 P. M.

Leave Doylestown at 7.25 A. M. and 3.20 P. M.

Leave Fort Washington at 6.45 A. M.

ON SUNDAYS.—Philadelphia for Fort Washington at 9.30 A. M.

Philadelphia for Doylestown at 4 P. M.

Doylestown for Philadelphia at 7 A. M.

Fort Washington for Philadelphia at 2.45 P. M.

Fare to Bethlehem...$1 50 | Fare to Mauch Chunk..$2 60
Fare to Easton...1 50 | Fare to Wilkesbarre...4 50

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-streets Passenger Railroads, twenty minutes after leaving Willow Street.

de5-tf ELLIS CLARK, Agent.

PHILADELPHIA AND READING RAILROAD.—PASSENGER TRAINS FOR POTTSVILLE, READING, and HARRISBURG, on and after Nov. 5th, 1860.

MORNING LINES, DAILY, (Sundays excepted.)

Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowhill streets,) at 8 A. M., connecting at Harrisburg with the PENNSYLVANIA RAILROAD, 1 P. M. train running to Pittsburg; the CUMBERLAND VALLEY 1.50 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 4.30 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	142	
Trevorton Junction	155	
Sunbury	169	
Northumberland	171	Sunbury and Erie R. R.
Lewisburg	178	
Milton	183	
Muncy	197	
Williamsport	209	
Jersey Shore	223	
Lock Haven	235	
Ralston	251	Williamsport and Elmira Railroad.
Troy	277	
Elmira	287	

The 8 A. M. and 3.30 P. M. train connect daily at Port Clinton, (Sundays excepted,) with the CATAWISSA, WILLIAMSPORT, and ERIE RAILROAD, making close connections with lines to Niagara Falls, Canada, the West and Southwest.

DEPOT IN PHILADELPHIA: Corner of BROAD and CALLOWHILL Streets.

ap23-tf W. H. McILHENNEY, Secretary.

THE PENNSYLVANIA CENTRAL RAILROAD. 250 MILES DOUBLE TRACK. 1861. 1861. 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 8.00 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 " 12.30 P. M.

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

Passengers for Sunbury, Williamsport, Elmira, Buffalo, Niagara Falls, and intermediate points, leaving Philadelphia at 8.00 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.; Athern & 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

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA. SPRING ARRANGEMENT.

On and after Monday, March 11, 1861, the trains will leave Philadelphia, from the Depot, northeast corner of Eighteenth and Market streets, at 8.00 A. M., and 2, 4, and 6.30 P. M.

The Freight Train, with passenger car attached, will leave West Philadelphia at 6 A. M., running as far as the Baltimore Central Junction.

On Sundays, leave Philadelphia at 8 A.M. and 2 P. M.; leave West Chester at 7.30 A. M. and 4.30 P. M.

The trains leaving Philadelphia at 8 A. M. and 4 P. M. connect at Pennelton with trains on the Philadelphia and Baltimore Central Railroad, for Kennett, Oxford, &c., &c.

mh11 HENRY WOOD, General Superintendent.

WEST CHESTER TRAINS via PENNSYLVANIA RAILROAD, leave depot, corner ELEVENTH and MARKET, at 8.00 A. M., 12.30 P. M., and 4 P. M. jy30-tf

TO BUSINESS MEN.—An excellent chance for reliable business men to secure a profitable manufacturing business, requiring but a small capital in its establishment and prosecution.

The manufacture consists in the application of a peculiar composition or enamel to common red bricks, and a variety of other building material, ornamental architectural finishings, ceilings, tiles for floors and for roofing.

This enamel may be tinted of any color, from the purest white to the deepest black, with all the colors and shades between. It imparts to the articles to which it is applied a hardness and durability almost incredible, and a beauty surpassing that of the rarest and most costly of the variegated marbles, and, unlike them, is impervious to moisture, and will never fade, stain, or deteriorate, costing but a fractional part of the price of ordinary marble.

It is also valuable for table and stand tops, mantel-pieces, monuments, and an endless variety of other articles of staple use. The process of applying the enamel is simple, while the articles enamelled will command a ready sale, affording large profits. Responsible parties may procure licenses for manufacturing under the patent for any city or prominent town in the United States, by applying to the subscriber. A small tariff on the articles manufactured will be required for the use of the invention. Circulars giving full particulars will be forwarded to all applicants.

The superior merit and beauty of this enamelled building material to anything in use has the unqualified endorsement of many of the most eminent architects and scientific men of this and other cities.

For particulars, address JOHNSON & PRALL, General Agents for Enamelled Building Material, ap9-d3m 25 NASSAU Street, New York.

SALES BY AUCTION.

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

VERY ATTRACTIVE SPECIAL AND PEREMPTORY SALE OF SAXONY WOVEN DRESS GOODS. MESSRS. C. F. SCHNEIDER & CO. Will sell, through FURNESS, BRINLEY, & CO., AUCTIONEERS, No. 429 MARKET STREET, ON TUESDAY MORNING, April 16, at 10 o'clock, 5,000 PIECES,

The entire balance of this season's importation of SAXONY WOVEN DRESS GOODS, Of their well known manufacture and favorite styles.

Comprising the most desirable line of this class of goods to be offered this season, all of the choicest fabrics and novelties. The larger proportion are adapted to near-by and city trade, and just landed ex steamers New York and Borussia, to which the attention of buyers is particularly called.

— pieces plain gray chine Leonoras, staple and very desirable, best finish in the market.
— ps Macedonias small set figure chine, superior quality and designs, for best city trade.
— ps Pompeas, A, large plaid, broche figure, superior quality, excellent style, very desirable for best city trade.
— ps Pompeas, B, gray chine, broche figures, most expensive and very scarce.
— ps Sardinias, chine plaid, corded satin stripes, and broche figured, a superb style.
— ps Sicilias, imprime, gray chine, striped and small plaid, high colored set figures, very expensive.
— ps Grisailles, imprime, gray chine, plain striped, and small plaid, high colored set figures, very high cost, for best city trade.
— ps Amelias, gray small chine and ex broche three-colored figures, very costly.
— ps Speranzas, double width, gray chine and extra broche bouquet, the most expensive style in the sale.
— ps Barege Serafinas, small plaid, of the usual splendid assortment, quality, and superb coloring.
— ps Barege Thessalias, large plaid chine.
— ps Barege Messinas, gray chine large plaid with satin stripes, superb style.
— ps Barege Rosalias, chine large plaid, gold stripes, all the rage.
— ps Barege Hispanolas, broche figured, chine plaid, superb style and elegant qualities.
— ps Barege Aussonias, gray chine large plaid, with satin stripes and broche figures, a magnificent style.
— ps Barege Palermos small plaid, striped up and down, high colored set figures, for the best city trade.

UNDERWRITERS' SALE, FOR CASH. On Tuesday Morning, April 16, at 10 o'clock. — cases ginghams, prints, lavellas, lawns, Mozambiques, serges, de beges, white goods, damaged by fresh water, per ship John Trucks.

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

SALE OF STEREOSCOPIC PICTURES, BOXES, &c. On Tuesday Morning. April 16, at 10 o'clock, to be continued in the evening at 7½ o'clock, at the store of Messrs. James Creamer & Co., No. 18 South Eighth street, will be sold a large and attractive stock of fine stereoscopic pictures, consisting of American and foreign scenery, groups, statuary, &c. Also, a variety of revolving and hand instruments, of rosewood, walnut, papier mache, and morocco, the whole comprising the finest assortment of first-class goods ever offered at auction. Sale positive.

SALE OF 600 LOTS AMERICAN AND IMPORTED DRY GOODS, EMBROIDERIES, RIBBONS, FRENCH FLOWERS, &c., by catalogue, on a credit—

On Wednesday Morning, April 17, sale commencing at 10 o'clock precisely.

SHERIFF'S SALE AT JONES' HOTEL. On Thursday Morning, April 18, at 10 o'clock, will be sold the stock of furniture of Jones' Hotel. Sale positive, by order of Sheriff. Particulars in future advertisements.

TREES AND SHRUBBERY AT AUCTION. AT THE WM. PENN HOTEL, MARKET STREET, WEST PHILADELPHIA. On Saturday, April 13, at 1 o'clock. 500 evergreens, fruit trees, grape vines, small plants, and shrubbery, in great variety, from three to eighteen feet high, Maples, &c., suitable for street planting, from the well-known nurseries of J. L. Darlington & Co., West Chester, Penna. They will be first-class trees, and have their roots protected in good order. JOSEPH H. KENT, W. FRANK, Auctioneer. 1t*

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

SHIPPING.

WEEKLY COMMUNICATION BY STEAM BETWEEN NEW YORK AND LIVERPOOL, calling at QUEENSTOWN (Ireland,) to land and embark passengers and despatches. The Liverpool, New York, and Philadelphia Steamship Company's splendid Clyde-built iron screw steamships, are intended to sail as follows:

FROM NEW YORK FOR LIVERPOOL.

KANGAROO,	Saturday,	April 13
EDINBURGH,	Saturday,	April 20
GLASGOW,	Saturday,	April 6

And every Saturday throughout the year, from PIER No. 44 N. R.

RATES OF PASSAGE THROUGH FROM PHILADELPHIA.

Cabin, to Queenstown, or Liverpool	$75
Do. to London, via Liverpool	$80
Steerage to Queenstown, or Liverpool	$30
Do. to London	$33
Do. Return tickets, available for six months, from Liverpool	$60

Passengers forwarded to Havre, Paris, Hamburg, Bremen, and Antwerp, at through rates.

Certificates of passage issued from Liverpool to New York	$40
Certificates of passage issued from Queenstown to New York	$30

These steamers have superior accommodations for passengers, are constructed with watertight compartments, and carry experienced Surgeons.

For freight, or passage, apply at the office of the Company, JOHN G. DALE, Agent, 109 Walnut street, Philadelphia. In Liverpool, to WM. INMAN, Tower Buildings. In Glasgow, to WM. INMAN, ap8-tf 13 Dixon street.

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. Anderson,
ASIA, Capt. E. G. Lott. | AMERICA, Capt. McAuley
AUSTRALASIAN, | NIAGARA, Capt. Moodie,
Capt. E. M. Hockley. | EUROPA, Capt. J. Cook.
SCOTIA, (now building.)

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

CANADA,	Anderson,	leaves Boston,	Wednesday,	April 3.
AFRICA,	Shannon,	" N. York,	Wednesday,	April 10.
EUROPA,	Cook,	" Boston,	Wednesday,	April 17.
PERSIA,	Judkins,	" N. York,	Wednesday,	April 24.
NIAGARA,	Moodie,	" Boston,	Wednesday,	May 1.
ASIA,	Lott,	" N. York,	Wednesday,	May 8.
ARABIA,	Stone,	" Boston,	Wednesday,	May 15.
AFRICA,	Shannon,	" N. York,	Wednesday,	May 22.

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, mh4-tf 4 Bowling Green, New York.

SPECIAL NOTICE. FOR THE SOUTH.—CHARLESTON AND SAVANNAH STEAMSHIPS. Bills lading for goods for points other than the cities of Charleston and Savannah, must be accompanied with certified invoices, to insure prompt delivery.

All goods not permitted immediately after the arrival of the steamers at Charleston and Savannah will be sent to the Custom-house stores.

The Steamship STATE OF GEORGIA having been withdrawn for the present, the Steamship KEYSTONE STATE will run to both Savannah and Charleston, taking freights for both ports at the same time, proceeding first to Savannah, and from thence to Charleston, making a trip every two weeks, thus making deliveries as frequently in Charleston and Savannah as by the present line.

Passengers for Charleston will be ticketed through from Savannah to Charleston by Railroad.

Fare to Savannah, $15; through to Charleston, $15.

FOR CHARLESTON AND SAVANNAH.

The Steamship KEYSTONE STATE, Capt. Charles P. Marshman, will receive freight until Saturday Evening, April 13, and will sail with despatch.

Goods received every day, and Bills of Lading signed at second wharf above Vine street.

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.

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

Philadelphia to New Orleans and intermediate points. Charleston and Savannah route, connecting with steamers for Florida, and with railroads for New Orleans and intermediate points.

GREAT REDUCTION IN FARE.

Fare by this route $5 to $0 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:

To Savannah	$15 00	To Columbus	$31 00
Charleston	15 00	Albany	23 00
Augusta	17 50	Montgomery	25 00
Macon	20 00	Mobile	25 00
Atlanta	21 00	New Orleans	29 75

N. B.—Passengers by this route connect with the Inland Route in South Carolina and Georgia, travelling by the same conveyances thence to New Orleans.

No bills of lading signed after the ship has sailed.

No freight received on the day of sailing.

Agents in Charleston, T. S. & T. G. BUDD.

Savannah, HUTTER & GAMMELL.

T. S. & T. G. BUDD, Charleston, and HUNTER & GAMMELL, Savannah, will attend to entering and forwarding all goods consigned to their care.

RAILROAD LINES.

SPRING ARRANGEMENT.—PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. On and after MONDAY, APRIL 15, 1861, PASSENGER TRAINS LEAVE PHILADELPHIA:

For Baltimore at 8.15 A. M., 11.35 A. M., (Express), and 10.50 P. M.

For Chester at 8.15 A. M., 11.35 A. M., 4.15 and 10.50 P. M.

For Wilmington at 8.15 A. M., 11.35 A. M., 4.15 and 10.50 P. M.

For New Castle at 8.15 A. M. and 4.15 P. M.

For Dover at 8.15 A. M. and 4.15 P. M.

For Milford at 8.15 A. M.

For Salisbury 8.15 A. M.

TRAINS FOR PHILADELPHIA

Leave Baltimore at 8.15 A. M. (Express), 9.45 A. M., and 4.45 P. M.

Leave Wilmington at 6.53 and 9.10 A. M., 1.23 and 8 P. M.

Leave Salisbury at 1.40 P. M.

Leave Milford at 4 P. M.

Leave Dover at 6.55 A. M. and 5.50 P. M.

Leave New Castle at 8.25 A. M., 7.20 P. M.

Leave Chester at 7.43 A. M., 9.40, 1.52 and 9.48 P.M.

Leave Baltimore for Salisbury and Delaware Railroad at 6.15 A. M.

TRAINS FOR BALTIMORE:

Leave Chester at 8.45 A.M., 12.05 and 11.20 P. M.

Leave Wilmington at 9.35 A. M., 12.35 P. M., and 12 A. M.

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

Leave Philadelphia for Perryville and intermediate places at 5.50 P. M.

Leave Wilmington for Perryville and intermediate places at 7.15 P. M.

Leave Wilmington for Philadelphia and intermediate places at 6 P. M.

Leave Havre-de-Grace for Baltimore and intermediate stations at 6 A. M.

Leave Baltimore for Havre-de-Grace and intermediate stations at 5 P. M.

ON SUNDAYS:

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

Only at 4.45 P. M. from Baltimore to Philadelphia.

ap14 S. M. FELTON, President.

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, Philadelphia.

ap13-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.

W. H. McILHENNY, Secretary.

SALES BY AUCTION.

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

STOCKS AND REAL ESTATE—TUESDAY NEXT. Pamphlet catalogues now ready, containing full descriptions of all the property to be sold on Tuesday next, 16th instant, with a list of sales 23d and 30th April, and May 1st and 7th, comprising a large amount of real estate, by order of Orphans' Court, executors, and others.

PEREMPTORY SALE—STOCKS, by postponement. On Tuesday. April 16, noon, at the Exchange, will be sold—Without reserve, for account of whom it may concern—

$3,200 (3 bonds of $1,000, and 2 of $100 each,) Philadelphia and Baltimore Central Railroad Company.
1,000 shares Thirteenth and Fifteenth-streets Passenger Railway Company.
100 shares Race and Vine-streets Passenger Railway Company.
100 shares Fairmount and Arch-street City Passenger Railway Company.

For account of whom it may concern—
23 shares Philadelphia Mutual Real Estate Association—par $175, full paid.
1 share Philadelphia Library Company.
1 share Mercantile Library.

For other accounts—
1 share Arch-street Theatre.
Executor's Sale—Estate of Henry D. Gilpin, dec'd—
5 shares Academy of Music.
1 share Philadelphia Library.
1 share Philadelphia Athenæum.
Assignee's Peremptory Sale—
27 shares North Pennsylvania Railroad Company.

REAL ESTATE SALE—APRIL 16.

Orphans' Court Sale—Estate of Elizabeth Slyhoof, deceased.—TWO-STORY BRICK DWELLING, No. 1034 Frankford avenue, south of Otter street.

Same Estate.—VALUABLE LOT, DWELLING, BARN, &c., 12 acres, Twenty-third ward, opposite Coopersville, between the Second street turnpike and Front-street road, adjoining the elegant country seat of Dr. Barton, late Jacob Ridgway, deceased.

Orphans' Court Sale—Estate of Samuel Levzey, deceased.—SIX BURIAL LOTS, Mount Moriah Cemetery. They are well located, and form a square.

DESIRABLE COUNTRY SEAT, over 13 acres, Milltown road, between the Oxford and Second-street turnpikes, Twenty-third ward.

Peremptory Sale.—ELEGANT MODERN RESIDENCE and large lot, Tulpehocken street, north of Wayne street, Germantown.

Peremptory Sale.—THREE-STORY BRICK DWELLING, Brown street, east of Eleventh street.

STORE AND DWELLING, southeast corner of Seventh and State streets, between Reed and Wharton.

THREE-STORY BRICK DWELLING, No. 433 N. Fourth street.

THREE-STORY BRICK DWELLING, with all the modern improvements, No. 886 North Sixth street.

VALUABLE FOUR-STORY HOTEL, known as the "Columbia House," east side of Broad street, 100 feet north of Arch street, and near the Penn Square.

VALUABLE WEST PHILADELPHIA PROPERTY.—Large and valuable lot, northwest corner of Chestnut and William, or Thirty-ninth, streets, 100 by 112½ feet. Two valuable fronts.

TWO RESIDENCES.—Also, two neat Residences, adjoining on William street, each lot 50 feet front. One of them has also a front on a back street. They will be sold separately.

RACE STREET.—Store and Dwelling, No. 1320 Race street, with two-story brick shop in the rear, on Shell-bark street.

COATES STREET.—Three-story brick Tavern and Dwelling, No. 1606 Coates street.

WALNUT STREET.—Neat Residence, No. 1433 Walnut street, between Broad and Fifteenth streets. $6,000 may remain.

SEVENTH SALE AT THE GIRARD HOUSE. SUPERIOR CHAMBER FURNITURE, CARPETS, &c., &c. On Monday Morning, April 15, at 10 o'clock, by catalogue, at the Girard House, Chestnut street, below Ninth, a quantity of superior chamber furniture, fine hair mattresses, feather bolsters and pillows, &c.

Also, Brussels, Imperial and ingrain carpets.

Also, a quantity of office furniture, desks, tables, &c.

Also, a large and superior iron safe, made by Farrel & Herring, cost $700, suitable for a jeweller.

May be examined on Saturday, from 9 to 3 o'clock.

Sale No. 1303 Chestnut Street. ELEGANT FURNITURE, MIRRORS, PIANO, CHANDELIERS, VELVET CARPETS, &c. On Tuesday Morning, April 16th, at 10 o'clock, at No. 1303 Chestnut street, by catalogue—The entire furniture of a lady declining housekeeping, comprising of rosewood and brocatelle drawing-room furniture, pianoforte by Gale & Co., handsome mantel and pier mirrors, fine velvet carpets, plated ware, China and glass ware, superior walnut chamber furniture, fine mattresses, cottage furniture, oil cloths, &c. Also, a quantity of fine preserves; also, the kitchen furniture.

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

Sale No. 1111 Chestnut Street. SPLENDID CABINET FURNITURE, FIRST-CLASS OIL PAINTINGS, FINE ENGRAVINGS, STATUETTES, VELVET CARPETS, MIRRORS, &c. On Wednesday Morning, April 17th, at 10 o'clock, at No. 1111 Chestnut street, by catalogue, the entire tasteful and beautiful furniture of a gentleman going to Europe, comprising two suits of very rich and elegant parlor furniture; a suite of elaborately carved oak library furniture, russet leather covers; suite of carved oak dining-room furniture. Suites of handsome chamber furniture (one of them very elegant and expensive,) &c. All made to order by LEJAMBRE, from selected French designs, and without regard to cost. Splendid royal Axminster medallion carpet; Wilton, velvet, and Brussels carpets; 10 French plate mantel and pier mirrors; elegant curtains, fine China and glassware, very superior mattresses, bedding, &c.

PAINTINGS, ENGRAVINGS, &c.

Also, a large number of first-class original oil paintings, of the best French, American, and German schools, rare and fine engravings, marble statuettes, articles of bijouterie and virtu, &c.

May be examined on Tuesday, April 16, from 10 to 3 o'clock.

Particulars in catalogues, now ready.

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 No. 1319 Marshall Street. SUPERIOR WALNUT FURNITURE, TAPESTRY BRUSSELS CARPETS, &c. On Friday Morning, 19th inst., at 10 o'clock, at No. 1319 Marshall street, above Thompson street, the entire household and kitchen furniture, tapestry Brussels carpets, &c., of a gentleman declining housekeeping.

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

Sale 1222 South Fourth Street. SUPERIOR FURNITURE, MIRROR, BRUSSELS CARPETS, &c. On Friday Morning, 19th inst., at 10 o'clock, at No. 1223 South Fourth street, below Federal, the superior furniture, French-plate pier mirror, Brussels carpets, &c., of a gentleman leaving the city.

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

Public Sale at the Bartram Garden. STOCK OF HORSES, CARRIAGES, WAGONS, CARTS, MOWING MACHINES, CATTLE, FARMING IMPLEMENTS, &c. On Monday Morning, April 22, at 10 o'clock, at the residence of A. M. Eastwick, Esq., below Gray's Ferry, will be sold at public sale, without reserve, about 30 head of cattle, including a number of fine milch cows, several with calves by their sides; some very desirable young stock; a thorough-bred Durham bull, and five young bulls; four horses; carriage, by Jacoby; carriage, by Dunlap; York wagon, by Watson; double and single harness, saddle and bridle, &c.

Also, Ketcham's mowing machine and seed drill; Landreth's mower and reaper, with all the latest improvements; hay rake, seed drill, patent hoisting hay fork, cultivators, ploughs, harrows, lot of harness, narrow-wheel hay wagon, with box bed, two one-horse carts, spring cart, new spring wagon, block and tackle, lot wheelbarrows, forks, shovels, lot chain, cast-iron pipe, old iron, a large lot of farming implements, &c., &c.

Sale peremptory. Terms cash.

The nearby Passenger Railroad Cars pass the lane every half hour.

Administrator's Sale, 1911 Walnut street—Estate of Dr. Thomas Harris, deceased.

SUPERIOR RESIDENCE AND FURNITURE, MIRRORS, OIL PAINTINGS, CURTAINS, CHANDELIERS, &c. On Tuesday Morning, 23d inst., at 10 o'clock, at No. 1911 Walnut street, by catalogue, the entire furniture, comprising superior walnut drawing-room furniture, mantel and pier mirrors, fine oil paintings and engravings, curtains, chandeliers, Brussels and other carpets, superior dining-room and chamber furniture. Also, the kitchen furniture, refrigerator, &c.

The superior residence, with coach house, will be sold at 10 o'clock precisely, previous to the sale of furniture. Full particulars in handbills and catalogues.

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

AT PRIVATE SALE.

Some of the finest GOLD PATENT LEVER and CHRONOMETER WATCHES, manufactured, at half the usual selling price; gold lever and lepine watches, silver lever and lepine watches, English, Swiss, and French watches, at astonishingly low prices, jewelry of every description, very low, guns, pistols, musical instruments, first quality of Havana cigars, at half the importation price, in quantities to suit purchasers, and various other kinds of goods.

SPLENDID SET OF DIAMONDS AT PRIVATE SALE.

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

A splendid single-stone diamond breastpin, only $150, cost $325.

OUT DOOR SALES

Attended to personally by the Auctioneer.

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

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 for the benefit of depositors.

CHARGES ONLY TWO PER CENT.

Advances of $100 and upwards at two per cent. Advances of $100 and upwards, at one per cent., for short loans.

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.

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. fe14-tf BEACH and PALMER streets.

J. VAUGHAN MERRICK, JOHN E. COPE, WILLIAM H. MERRICK, BARTLEY 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, Workshops, 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. au6-y

FAIRMOUNT MACHINE WORKS, WOOD St., between Twenty-first and Twenty-second. Established 1839.

The undersigned, successor to the late firm of J. & T. WOOD, will continue the business in all its branches as heretofore. Power Looms and all machines connected with them, Embossing Callenders, Lard Oil Presses, Shafting, and Machine Work in general.

Thankful for past favors, he would respectfully solicit a continuance of the patronage so liberally bestowed on the late firm.

Philadelphia, Jan. 22, 1861. THOMAS WOOD. ja24-3m

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 Mill, and Sugar Mill Castings, Soap, Chemical, and House Work, Gearing, Castings made from Reverberatory or Cupola Furnaces, in dry or green sand, or loam.

FRENCH ZINC—Pure SNOW WHITE (Vieille, Montagne, & Co.'s,) Ground in Oil, and for sale by WETHERILL & BROTHER, ja31 47 and 49 North SECOND St.