FROM THE SOUTH.

APPOINTMENT OF MAJOR GENERAL OF THE VOLUNTEER FORCES OF VIRGINIA.

Governor Letcher has appointed Major Walter Gwynn to the office of major general of the volunteer forces of Virginia. Major Gwynn is a graduate of West Point, an experienced and distinguished Virginian, and is believed to possess, in a high degree, the peculiar qualities of head, heart, and nerve required at this moment in the commander of the military forces of Virginia. The appointment, we predict, will give satisfaction and confidence to the people. Major Gwynn arrived in our city on Sunday night, at 9 o'clock, and has taken command. We know the General well, and will endorse that whatever he does will meet the approbation of every Virginian.—*Richmond paper.*

DIVISION OF VIRGINIA

[From the Wheeling Intelligencer, April 22.]

We are informed that there is a strong movement on foot among many of the counties west of the Alleghany, urging a general convention in this city early in May, to look to such action as shall be necessary in case of the movements of Eastern Virginia and other parts of the State against the Government. The object is a new organization, either as a State or as part of some other State under the Federal flag. We have been requested by several of our friends in the back counties to give the notice a prominent place in our columns, so that the Union men may promptly take such action in the premises as may be necessary. It is needless to say that we heartily endorse and encourage the movement.

GOVERNOR LETCHER ORDERS THE CUSTOM HOUSE AT WHEELING SEIZED.

[From the Wheeling Intelligencer, April 20.]

Information entitled to credit was lodged at the Post Office last night, to the effect that an order had been issued by Governor Letcher, to one or more of the State military companies here, to take and occupy the Custom House. The information was promptly acted upon, and put in possession of the Mayor, and other trustworthy parties, and despite all precautions to make secret movements, was soon spread like wildfire through the city. In less than an hour hundreds of people congregated about the Custom House to tender their services for its defence, and the utmost excitement prevailed. When it became known, however, that the city authorities would take the matter in hand, and use all necessary precautions for the defence of the property, the sensation cooled down and the people quietly dispersed.

THE SECESSIONISTS DOWN ON NEW YORK.

Expelled Union men from Richmond report that the Secessionists are fearfully "down" on New York. It had been confidently expected that thousands of volunteers, and millions of money would be cast by New York in favor of revolution and anarchy. They say they built up New York themselves, and consider it a very ungrateful thing for the metropolis now to turn round against them. They intend to make fearful retaliation for our ingratitude.—*New York Tribune.*

GENERAL SCOTT'S APPROVAL OF MAJOR ANDERSON.

The following is an extract of a private letter received in New York city from Washington:

"General Scott says that Anderson has performed the greatest piece of artillery generalship in the history of the world in holding out so long as he did, and keeping his guns going for thirty hours, with so few men, without relief and without sleep. He was forced to yield from sheer exhaustion."

TURNING BACK FROM A VOYAGE ABROAD, AND GOING FOR THE COUNTRY.

President Stearns, of Amherst College, after going as far as Boston and paying his passage money, has decided not to go to Europe at present. In some remarks to the students on his return, he said: "I would no more leave my native country at this time than I would desert my house when it was on fire."

MATERIAL AID FROM CANADA.

A private letter to a gentleman of Philadelphia, dated Chicago, April 22, says:

"The volunteers from our place have just left for Camp Yates, at Springfield. The Illinois quota is already raised and will be quartered by this evening. There is a scarcity of arms in the West; but the Government of Canada has nobly come to our aid and offered us 80,000 stand of arms, 10,000 of which will be here to-night."

NEWS FROM JEFF. DAVIS.

Captain Wise, of No. 347 Eighth avenue, conversed this morning with a Mr. Cohen, a friend of his and a Northerner, just arrived from Montgomery. Mr. Cohen told him that he saw Jefferson Davis on Saturday last, the 20th inst., at 4 P. M., in Montgomery, when he left there on Sunday morning, by way of Tennessee and Virginia, and arrived in this city this morning.—*N. Y. Evening [illegible]*

ONE DR. [illegible] FOR THE SOUTHERN ARMY.

[illegible] committed yesterday by Commissioner Betts, [illegible] tempting to enlist sailors [illegible] conspiracy in attempting [illegible] secessionists. The accused was informed against by a printer, who, by order of the accused, had printed a form of enlistment similar to those used in the United States service.—*New York Sun of Wednesday.*

CALEB CUSHING.

The pressure of Northern sentiment has at length forced over Caleb Cushing from the position he has held so long. In a speech at Newburyport, on Wednesday, he declared himself in favor of sustaining the Government, and said he was ready to take the field, and die, if necessary, for Massachusetts and the Union.

A HERO AT HOME.

James Gibbons, one of the Fort Sumpter heroes, visited his family at Rochester on Wednesday. His coming was telegraphed, and the Light Guard, with a full band, escorted him to his residence. The brave fellow was taken by surprise.

EDWARD EVERETT.

Yesterday Mr. Dehon received the following note from Hon. Edward Everett, enclosing a check for $100:

[illegible] chairman of the committee to aid in raising Mr. Webster's regiment, a small contribution toward that object. With great regard, very truly yours,

EDWARD EVERETT.

WM. DEHON, Esq.

WINFIELD SCOTT.

General Scott telegraphs to Mr. Crittenden as follows:

WASHINGTON, April 20.

I have not changed; have no thought of changing; always a Union man.

WINFIELD SCOTT.

Late Southern Accounts from Pensacola.

NO PROSPECT OF AN IMMEDIATE FIGHT.

[From the Mobile Tribune, of April 20.]

PENSACOLA, April 18—8 P. M.

I stated in my last letter that the Federalists had demanded that the navy yard should be given up. That was a false report. It was contradicted last night, but too late to make the correction in my letter.

The commander of Fort Pickens had an interview with General Bragg yesterday evening, and asked permission of him to send a messenger to Washington. Of course, the request was not granted.

The Federalists say that they will act entirely on the defensive, consequently *there will not be any fighting for two weeks, if then.* General Bragg will have ample time to prepare to make an attack on Fort Pickens.

Wm. H. Lamberton was arrested last night, at 8 o'clock, charged with communicating with the ships and Fort Pickens. He has been looked upon with an eye of suspicion for some time. I understand that he will be sent to Montgomery to-night, and, if what is reported be true, he will stand a very good chance to follow Capt. Jones.

P. S.—Jemmie has just come to supper, and says that W. H. Lamberton has been trying to get him to take charge of his business. Lamberton is ordered to leave on the cars to-night. His family will also be sent up to-night. I believe he deserves death under the present circumstances.

[From the Mobile Mercury of April 20.]

PENSACOLA, Fla., April 18—six o'clock P. M.—I arrived here only a few hours ago, and, of course, have not had time, even were it possible, to obtain much reliable information for you. There are, of course, a thousand and one rumors afloat, out of which I could make you a pretty good sensation despatch were I so disposed.

Col. Harvey Brown is now in command of Fort Pickens, and I understand has informed General Bragg, through Lieutenant Slemmer, who visited the General's headquarters yesterday, to report Colonel Brown in command, and also to give the information that Brown would act entirely on the defensive.

Beyond any doubt, Fort Pickens has been reinforced, and now holds as many men as is necessary to fully garrison it. There are now anchored off the bar seven United States war vessels, five of which are known to be—the *Brooklyn* and *Wyandott*, steamers, and the *Sabine*, *St. Louis*, and *Supply*, sailing vessels—of the force of these vessels you can inform your readers. The two others making up the seven, are supposed to be the steamers *Atlantic* and *Powhatan*; if not these, we only know that the vessels are large enough to represent them. All these vessels can be seen plainly with the naked eye from the water side of the city.

I know of no other information of interest to you, with, perhaps, the exception, that the former postmaster at Warrington, Wm. Lamberton, is now in prison, by order of General Bragg, under the charge of holding intercourse, and giving information to the fleet outside.

Last night we lost our way; met with miserable lodgings at a late hour, and, consequently, I am pretty well used up to-day. A good night's rest and I will be fresh again, and will visit the navy yard, &c., to-morrow. Doubtless I will have access to everything which it would be proper to make public, and you shall have all to be obtained. I am too completely used up to write a letter, even if anything could be found to write about, so simply use the information I give you without publishing this scrawl.

J. H. G.

P. S.—Almost every family has left the navy yard and its vicinity, and taken up quarters here, and all over the country generally. I believe they have been requested to leave. This is certainly an indication that hot work may soon come.

While I write, the man Lamberton has been brought into the office of Judah & LeBaron, under arrest. I heard the instructions from Gen. Bragg to Mr. LeBaron read to Lamberton. They are that Lamberton is to leave these parts instanter, being looked upon as a dangerous and suspicious character. If found in this vicinity again, he is to be taken up and handed over to the General, to be dealt with. Lamberton is a small, red-haired, red-whiskered and moustached man, about 30 years old. He looks now like a devilish bad specimen; but, under other circumstances, might be a tolerably decent-looking fellow.

Telegraphic Communication with Cape May.

We have received the following letter from Cape Island:

MY DEAR SIR: I desire to call your attention to the telegraph between this place and Philadelphia. Since last September the line has not been in working order, which, no doubt, may be attributed to the limited amount of business for its maintenance, except during the bathing season, in the summer months. In my opinion, the present crisis demands its service from this and intermediate points to Philadelphia, and should be put in working order with all possible despatch. The peculiar position of Cape May should enlist Government aid for its protection, and especially towards a matter of such vital importance as a telegraph communication between the Cape and Philadelphia.

The Philadelphia Board of Trade, backed by the maritime interest of Philadelphia and citizens generally, will not, I am sure, hesitate in having this important link of communication made perfect for the speedy transmission of any casualties we are threatened with, or that may occur at this point.

The giving publicity to the ineffective condition of the telegraphic agency between Philadelphia and this place will, without any doubt, create an incentive, and no time will be lost in putting the line in working order for the urgent use set forth.

J. W.

A Journey from North Carolina to New York.

[From the New York Tribune of yesterday.

A gentleman, whose respectability is abundantly vouched for, and who has resided in North Carolina some time, has given us the following interesting details of his journey from Fayetteville, in that State, to this city. He left Fayetteville on Sunday last, after having been served with the following notice:

"You are hereby notified that your name is enrolled in the Town Militia Company; you will, therefore, govern yourself accordingly, and observe the law. By order of the Captain."

Being a Massachusetts man, and not relishing the idea of serving against the Stars and Stripes, our informant immediately took steps to leave, and did so that night. At Fayetteville there is a United States arsenal, for construction as well as storage, which contains about 43,000 stand of arms, made at Springfield, some Minié rifles, beside a large number of cannon, and other munitions. There was a garrison of forty-eight United States soldiers, under command of Major Anderson, cousin of Major Robert Anderson. They were loyal. It was the intention to seize this arsenal on Monday, if they could, and probably would.

At all the stations crowds were assembled, and the secession fever ran high. At Warsaw, where our informant took the train, he found Alexander H. Stephens, who was on his way to Richmond. *Nothing was seen or heard of Jeff. Davis.* At nearly every station Stephens spoke. The capture of Washington was the grand idea which he enforced, and exhorted the people to join in the enterprise, to which they heartily responded. This was the only thing talked of. "It must be done!" was his constant exclamation. At Weldon a man, supposed to be a Northerner, was whipped and tarred and feathered just before the train arrived. There was a large crowd, deeply excited, which Mr. Stephens addressed. Vigorous measures were on foot to arouse and arm the people, and they were answering to the call as one man. The enthusiasm for Jeff. Davis was intense.

On arriving at Norfolk, our informant took a boat for Baltimore, the last boat that would go over the route. The United States officers then refused to allow her to go without she took aboard a bearer of despatches from Fort Monroe. At Norfolk the people were much excited. Disturbances had taken place between the Union men, who are numerous there, and the Rebels. The boat, convoyed by the *Pawnee*, stopped at Fort Monroe and took aboard the bearer of despatches to Washington; also, the women and children from the fort. The *Pawnee* and *Cumberland*, when the boat left, were lying under the guns of the fort, and Gosport navy-yard was burning.

The Rebels are engaged in erecting batteries in the rear of Fort Monroe with a large force, everybody that could work, negroes and white men, having been pressed into the service. Northerners were leaving. The commanding officer of the fort was confident that he can stand against any force the Rebels can collect, the fort having recently been reinforced. General Beauregard was at Richmond, and the talk was that there was a large body of men there. One of the dry-docks at Gosport was blown up.

Arriving at Baltimore, our informant took a roundabout way, and struck the Philadelphia road at Smyrna, about twenty miles below Wilmington. Sherman's Battery, horses, guns, and men, were at this place. There was a train of fifty or sixty cars containing soldiers, all armed. There were several large siege guns on platform cars, *and they were all bound for Baltimore.* This our informant ascertained from the officers themselves. There were a large number of mechanics along to erect bridges. The expedition would go as far as possible by train, and the talk was that they were to make a march of some distance—probably from Havre-de-Grace to Baltimore, 35 miles. They freely expressed their determination to go through, and were prepared for the undertaking. At Philadelphia, yesterday, there were several thousand soldiers who would leave by the same route, and for the same destination.

We learn from the Philadelphia papers of yesterday that Sherman's Battery arrived in that city from Harrisburg on Monday evening, which fully confirms the above, although nothing is known of the above important movement at Genl. Wool's headquarters. Speaking of the arrival of this celebrated battery, the Philadelphia *Gazette* says:

"The troops are as lusty as are anywhere to be found. They are now attired in a fatigue-dress of dark blue flannel. The battery is a formidable affair. Seventeen large freight-cars were filled by the horses alone, while ten trucks were filled with cannon-balls, and many more cars with the men composing the company. One of the men is accompanied by a huge white bull-dog, with a head like that of an exaggerated catfish, the under jaw projecting beyond the upper one about an inch. The brute is said to be as savage as a tiger, and able to bring the heaviest man to the ground by a spring at his throat."

Southern Jubilation over the Reported Defection of General Scott.

[From the New Orleans Picayune.] [illegible] REBEL MORE!

The telegraph, yesterday afternoon, [illegible] our city the inspiring intelligence that the Commander-in-Chief of the army of the United States has followed his glorious old native State out of the Federal Union. On the reception of these tidings of great joy, the excitement of the day before, created by the news of Virginia's secession, was renewed, and reached the same pitch of jubilant enthusiasm. There was a grand salute fired in Lafayette Square, upon the announcement of the fact, and at other points in the city similar demonstrations were made.

Apart from the accession of a judgment so experienced, a head so clear, a hand so powerful, to the councils and to the army of the new Confederacy, the moral effect of such an event in the history of our new republic will be incalculable. General Scott's career has been marked by unceasing devotion to his country, from the time when, a youth, he left his Southern home to take arms in defence of his country, a skilful officer, and a sagacious and reliable general. The laurels won by him in the field were not more fairly won, nor are they ever more green, than those his administrative services were occasion where his [illegible], most nobly earned in the council. In many an exigent crisis of affairs he has stood in the breach and has saved his country from peril. He has ever been the staff upon which Administrations have confidently leaned when a clear head and a strong arm have been needed.

The hero of Chippewa and of Mexico, he has also been the hero of civil and diplomatic fields, his conquests upon which have earned him equal renown with that which he obtained with his sword.

And now, how many of those gallant men who, in various positions, have for years glorified in Winfield Scott as their leader and exemplar, will linger in the ranks of the army which, in losing him, has lost its oldest and most signal ornament? He disdaining to fill the post of Chief Constable of a demoralized nation; who will have the hardihood to face the scorn which will follow the accession of a successor to the vacant office? Well may the unhappy Administration at Washington inscribe upon the walls of the Capitol: "Ichabod! thy glory has departed!"

And so swells up and on the noble army of "rebels." Can the fiat of Abraham Lincoln, backed by the advice and consent of his Cabinet and his Senate, "disperse it?" We shall see!

PHILADELPHIA BOARD OF TRADE.

WM. C. KEEHMLE, }
JNO. E. ADDICKS, } COMMITTEE OF THE MONTH.
THOS. S. FERNON, }

LETTER BAGS

At the Merchants' Exchange, Philadelphia.

Ship Tonawanda, Julius	Liverpool	May 1
Ship Daphne, Havener	London	soon
Ship Westmoreland, Decan	Liverpool	soon
Ship Garibaldi, Emery	St Paul de Loando	soon
Ship Calliope, Goodwin	Liverpool	soon
Ship Hortensia, Atkins	Liverpool	soon
Bark David Lapsley, Bishop	Cardiff	soon
Schr Geo J Jones, Crowell	Demerara	soon
Schr J Northrop, Ross	Por au Prince	soon

SAILING OF THE OCEAN STEAMERS.

FROM THE UNITED STATES.

SHIPS	LEAVE	FOR	DAYS
Fulton	New York	Havre	April 27
Glasgow	New York	Liverpool	April 27
Hibernian	Portland	Liverpool	April 27
Vigo	New York	Liverpool	April 27
Bavaria	New York	Hamburg	May 1
Niagara	Boston	Liverpool	May 1
C of Washington	New York	Liverpool	May 4
Asia	New York	Liverpool	May 8
Bremen	New York	Bremen	May 11
Hammonia	New York	Southampton	May 15
Great Eastern	New York	England	May 24
Canadian	Portland	Liverpool	May 30

FROM EUROPE.

SHIPS	LEAVE	FOR	DAYS
Jura	Liverpool	New York	April 11
Etna	Liverpool	New York	April 10
Asia	Liverpool	New York	April 13
Bremen	Southampton	New York	April 17
Vigo	Liverpool	New York	April 17
Hammonia	Southampton	New York	April 18
Bohemian	Liverpool	Quebec	April 18
Arabia	Liverpool	Boston	April 20
Adriatic	Galway	Boston	April 23
Anglia	Galway	Boston	April 23
C of Baltimore	Liverpool	New York	April 24
North American	Liverpool	Quebec	April 25
Africa	Liverpool	New York	April 27
Arago	Southampton	New York	May 1
Great Eastern	England	New York	May 1
Saxonia	Southampton	New York	May 4

The California Mail Steamers sail from New York on the 1st, 11th, and 21st of each month.

The Havana Steamers leave New York on the 2d, 7th, 12th, 17th, and 27th of each month.

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, April 26, 1861.

SUN RISES 5 10—SUN SETS 6 50
HIGH WATER 3 21

ARRIVED.

Schr W G Ely, Donald, 4 days from Norfolk, with shingles to captain.

CLEARED.

Brig Grand Turk, Doliver, Boston, E A Souder & Co.
Schr Eveline, King, Havana, G W Bernadou & Bro.
Schr Geo Byron, Hardy, Boston, N Sturtevant & Co.
Str Bristol, Allen, New York, W P Clyde.

(Correspondence of the Press.)

READING, April 24.

The following boats from the Union Canal, passed into the Schuylkill Canal to-day, bound to Philadelphia, viz:

J W Shower, Never Fear, and Fox Chase, lumber to J H Deysher; Dr J Holmes, do to Saml Bolton & Co; R H Long, do to Norcross & Sheets; Paragon, do to M Trump & Son; O N, do to John B Fisher; Coover & Hash, grain to Mr Dunwoody; G M Long, boards to Norcross & Sheets.

MEMORANDA.

Steamship Kensington, Baker, cleared at Boston 24th inst. for Philadelphia.

Ship Sebastian Cabot, Watts, at Callao 18th ult. from Chincha Islands, and sailed 28th for Hampton Roads.

Ship Rose Standish, Hutchings, sailed from Callao 22d ult. for Cobija, to load for Baltimore.

Ship A M Lawrence, Claypool, from Rio de Janeiro 3d ult, at Baltimore 23d inst. Sailed in company with bark Empress Theresa, for the Mediterranean.

Ship John Franklin, Despeaux, cleared at Baltimore 23d inst. for Liverpool.

Brig Emma, Baker, cleared at Boston 24th inst. for Philadelphia.

Brig Harp, Williams, hence, arrived at Portland 23d instant.

Schr Jane C Patterson, Hand, from Cardenas, via Holmes' Hole, at Portland 23d inst.

Schr Argus Eye, Nicholson, at Boston 23d inst. from N Orleans.

Schrs D Merris, Hoover, L Sturtevant, Corson, and Cornelia, Noyes, cleared at New York 24th inst. for Philadelphia.

Schr Globe, Ames, from Fall River for Delaware City, at Bristol 23d inst.

Schrs E J Scott, Steelman, and Telegraph, Nickerson, hence, arrived at Boston 24th inst.

Schrs C S Edwards, Gandy, and A Dexter, Bearse, cleared at Boston 23d inst. for Philadelphia.

Schrs Leesburg, Swift, Knight, Gage, and Hornet, Henly, hence, arrived at Portland 23d inst.

Schrs Roxbury, Chase, hence, for St John, NB, and Harriet Baker, Webber, hence for Bangor, at Portland 23d inst.

Schr Mary Pierce, Dodge, cleared at St John, NB, 16th inst. for Philadelphia.

Schr Corbulo, Willse, hence, arrived at Providence 23d inst.

Schr S F Solliday, in coming through Hell Gate 24th inst. struck on the Gridiron. She would probably be got off at high water. Received no damage.

NOTICE TO MARINERS.

The Beacon at the mouth of the Saco River, Me., has been carried away. It will be replaced without unnecessary delay.

By order of the Lighthouse Board,
WM. ROGERS TAYLOR,
Lighthouse Inspector First District.

Portland, April 24, 1861.

OLIVE OIL.—Pure Olive Oil, "Latour" and Jauretche & Carstairs, for sale by JAURETCHE & CARSTAIRS, 202 S. FRONT St. [illegible]

OFFICIAL.

"SMALL STORES," "CANDLES," &c., 1861-'62.

NAVY DEPARTMENT,
BUREAU OF PROVISIONS AND CLOTHING,
APRIL 17, 1861.

Proposals, sealed and endorsed "Offer for Small Stores," or "Offer for Candles," or "Offer for Salt-water Soap," or "Offer for Mustard Seed, Black Pepper," &c., as the case may be, will be received at this Bureau until 9 o'clock A. M., on the 21st day of May next, for furnishing and delivering (on receiving twenty days' notice) at the United States navy yards at Charlestown, Massachusetts; Brooklyn, New York; and Gosport, Virginia; such quantities *only* of the following articles (excepting the salt-water soap and the candles, for each of which separate proposals and contracts will be made) as may be required or ordered from the contractor by the Chief of this Bureau, or by the respective commanding officers of the said navy yards, during the fiscal year ending 30th June, 1862, viz:

Boxes, shaving, India rubber.	Blacking, boxes of.
	Combs, coarse, India rubber, or gutta percha.
Brushes, shaving.	Combs, fine, India rubber or gutta percha.
Brushes, scrubbing.	
Brushes, shoe.	Grass for hats.
Brushes, clothes.	Jack-knives.
Buttons, navy vest.	Razors, in single cases.
Buttons, navy medium.	Razor straps.
Buttons, navy coat.	Scissors.
Buttons, dead eye.	Spoons.
Beeswax, in ¼ lb cakes, pure.	

Cotton spools of Nos. 12 and 16, 900 yards each, 3 cords, equal parts.

Handkerchiefs, cotton, fast colors, 32 by 30 inches, weight not less than 2 oz. each, texture 8 by 8 to ⅛ inch.

Needles, sewing, Nos. 1, 3, 5, and 4, drill eyed betweens.

Ribbon, hat, best French black, 12 yards to the piece; width 1½ inch.

Soap, shaving, in cakes; each cake not less than 2 ozs.

Silk, sewing, blue-black; wrapper not to exceed 2 oz. to the pound.

Thread, black and white, Marshall's or Barbour's best quality, and in such proportions as may be required.

Tape, white linen, 4 yards in length, ⅜ inch wide.

Tape, black, twilled cotton, 6 yards in length, ⅜ inch wide.

Thimbles, 8-10 and 9 10 in diameter.

All the above articles must be included in the offer.

WHITE SALT-WATER SOAP.—*Separate bid for 80,000 pounds, and such additional quantity as may be required.*

The soap must be manufactured from cocoa-nut oil, and be of the best quality, denominated "white salt-water soap," and be delivered on sixty days' notice, in good strong boxes of about 75 pounds each, and, after inspection, the boxes must be hooped at each end at the expense of the contractor. The price to be uniform at all the yards.

STEARINE CANDLES.—*Separate bid for 60,000 pounds, and such further quantity as may be required.*

The candles must be "sixes," of prime leaf lard stearine, 8 10 inches in length, *exclusive of tip*, six candles to weigh not less than 14 ounces 60-100, nor more than 16 ounces, and be paid for according to the actual weight, without reference to commercial usage; the melting point not to be less than 140 degrees Fahrenheit. The wick must be braided, and composed of 78 cotton threads of the best quality of No. 27 yarn. The candles to be delivered on sixty days' notice, in good boxes, containing about 30 pounds each, and the box to be marked with the contractor's name and the weight of the candles.

PARAFFINE CANDLES.—This offer is separate and distinct for ten thousand pounds, according to sample, and such further quantity as may be required, for which sixty days' notice will be given.

MUSTARD SEED, BLACK PEPPER, &c.

Separate bids for all that may be required for the use of the navy, to be delivered at New York only.

Mustard seed, American brown.
Pepper, black, Malabar.
Bottles, octagon, for mustard and pepper.
Corks for bottles.

All the foregoing articles must be of the best quality, and conformable in all respects to the samples deposited at said navy yards, and subject to such inspection at the navy yard where delivered as the Chief of the Bureau may direct; the inspecting officers to be appointed by the Navy Department.

All the articles to be delivered free of any incidental expense to the Government, in proper vessels or packages, and the price of each article must be the same at the respective places of delivery. Packages in which the above articles are delivered must be marked with their contents, and the name of the contractor, and be sufficient to insure their temporary safe keeping.

The contractor must establish agencies at such stations other than his residence, that no delay may arise in furnishing what may be required; and when the contractor or agent fails promptly to comply with a requisition, the Chief of the Bureau of Provisions and Clothing shall be authorized to direct purchases to be made to supply the deficiency, under the penalty to be expressed in the contract; the record of a requisition, or a duplicate copy thereof, at the Bureau of Provisions and Clothing, or at either of the navy yards aforesaid, shall be evidence that such requisition has been made and received.

Two or more approved sureties, in a sum equal to the estimated amount of the contract, will be required, and twenty per centum in addition will be withheld from the amount of all payments on account thereof as collateral security, to secure its performance, and not in any event to be paid until it is in all respects complied with; eighty per centum of the amount of all deliveries made will be paid by the navy agent within thirty days after bills, duly authenticated, shall have been presented to him.

Blank forms of proposals may be obtained on application to the navy agents at Portsmouth, New Hampshire, Boston, New York, Philadelphia, Baltimore, Norfolk, and at this Bureau.

A record or duplicate of the letter informing a bidder of the acceptance of his proposal will be deemed a notification thereof, within the meaning of the act of 1846, and his bid will be made and accepted in conformity with this understanding.

Every offer made must be accompanied (as directed in the act of Congress, making appropriations for the naval service for 1846-'47, approved 10th of August, 1846,) by a written guarantee, signed by one or more responsible persons, to the effect that he or they undertake that the bidder or bidders will, if his or their bid be accepted, enter into an obligation within ten days, with good and sufficient sureties, to furnish the supplies proposed. The Bureau will not be obligated to consider any proposal unless accompanied by the guarantee required by law; the competency of the guarantee to be certified by the navy agent, district attorney, or the collector of the port.

The attention of bidders is called to the samples and market of articles required, as, in the inspection contract, receiving a[illegible] comparison will be attention is also particularly d[illegible] the samples and solution of 27th of March, 1854, and to the[illegible] their August, 1846. ap19-law

HAIR RESTORATIVE.

THE ONLY PREPARATION THAT HAS STOOD THE TEST OF YEARS, AND GROWS MORE AND MORE POPULAR EVERY DAY. And testimonials, new, and almost without number, might be given, from ladies and gentlemen in all grades of society, whose united testimony none could resist, that Prof. Wood's Hair Restorative will restore the bald and gray, and preserve the hair of the youth to old age, in all its youthful beauty!

BATTLE CREEK, Mich., Dec. 21, 1858.

PROF. WOOD: Thee wilt please accept a line to inform thee that the hair on my head all fell off over twenty years ago, caused by a complicated chronic disease, attended with an eruption on the head. A continual course of suffering through life having reduced me to a state of dependence, I have not been able to obtain stuff for caps, neither have I been able to do them up, in consequence of which my head has suffered extremely from cold. This induced me to pay Briggs & Hodges almost the last cent I had on earth for a two-dollar bottle of thy Hair Restorative about the 1st of August last. I have faithfully followed the directions, and the bald spot is now covered with hair thick and black, though short; it is also coming in all over my head. Feeling confident that another large bottle would restore it entirely and permanently, I feel anxious to persevere in its use, and being destitute of means to purchase any more, I would ask thee if thee wouldst not be willing to send me an order on thine agents for a bottle, and receive to thyself the Scripture declaration—"The reward is to those that are kind to the widow and the fatherless."

Thy friend, SUSANNAH KIRBY.

LIGONIER, Noble co., Indiana, Feb. 5, 1859.

PROF. O. J. WOOD: Dear Sir: In the latter part of the year 1852, while attending the State and National Law School of the State of New York, my hair, from a cause unknown to me, commenced falling off very rapidly, so that in the short space of six months, the whole upper part of my scalp was almost entirely bereft of its covering, and much of the remaining portion upon the side and back part of my head shortly after became gray; so that you will not be surprised when I tell you that, upon my return to the State of Indiana, my more casual acquaintances were not so much at a loss to discover the cause of the change in my appearance, as my more intimate acquaintances were to recognize me at all.

I at once made application to the most skilful physicians in the country, but, receiving no assurance from them that my hair could again be restored, I was forced to become reconciled to my fate, until, fortunately, in the latter part of the year 1857, your Restorative was recommended to me by a druggist, as being the most reliable Hair Restorative in use. I tried one bottle, and found to my great satisfaction that it was producing the desired effect. Since that time, I have used seven dollars' worth of your Restorative, and as a result, have a rich coat of very soft black hair, which no money can buy.

As a mark of my gratitude for your labor and skill in the production of so wonderful an article, I have recommended its use to many of my friends and acquaintances, who, I am happy to inform you, are using it with like effect. Very respectfully yours,

A. M. LATTA,
Attorney and Counsellor at Law.

Depot, 444 Broadway, and sold by all dealers throughout the world.

The Restorative is put up in Bottles of three sizes, viz: large, medium, and small; the small holds half a pint, and retails for one dollar per bottle; the medium holds at least twenty per cent. more in proportion than the small, retails for two dollars a bottle; the large holds a quart, 40 per cent. more in proportion, and retails for $3 a bottle.

O. J. WOOD & CO., Proprietors, 444 BROADWAY, New York, and 114 MARKET Street, St. Louis, Mo.

And sold by all good Druggists and Fancy Goods Dealers.

Sold in this city by B. A. FAHNESTOCK & Co., Nos. 7 and 9 North FIFTH Street, and HASSARD & Co., TWELFTH and CHESTNUT Streets; DYOTT & CO., 232 North SECOND Street. oc13-mwfeowWtf

BUSINESS CARDS.

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 BUILDING, New York. ap17 tf

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. ap11-1y1

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 & Woodrop, Philada.; Reynolds, Howell & Raiff, 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*

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. fe10-1y

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, no12-6m For STONE, QUIGLEY, & BURTON

PLEURO-PNEUMONIA, OR CATTLE EPIDEMIC. CATTLE DISEASE. CATTLE DISEASE. CATTLE DISEASE. CATTLE DISEASE. An unfailing remedy for this disease can be had by applying to Dr. H. CLOK, No. 407 VINE Street, Philadelphia. Also, medicines for all kinds of diseases in Horses. CURE WARRANTED, OR MONEY REFUNDED. CURE WARRANTED, OR MONEY REFUNDED. CURE WARRANTED, OR MONEY REFUNDED. CURE WARRANTED, OR MONEY REFUNDED. ja23-wfm W3m

CHROME GREEN—Manufactured and for sale by WETHERILL & BROTHER, 47 and 49 North SECOND St. ja19

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 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. Send the Pills by mail, and oblige, to whom I gave a few of the first box I got from you. 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. 18, 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 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. fe15-tf

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	5,000 00
Pennsylvania Railroad Co.'s 6 per cent. second mortgage loan, ($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:

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Charles S. Wood,	Smith Bowen,
James S. Woodward,	John Bissell, Pittsburg.

CLEM TINGLEY, President.
B. M. HINCHMAN, Secretary.
February 16, 1861. fe23

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA. (FIRE INSURANCE EXCLUSIVELY.) COMPANY'S BUILDING, S. W. CORNER FOURTH AND WALNUT STREETS.

DIRECTORS:

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CHARLES W. COXE, Secretary. fe18

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.	33,206 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
118,000 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	126,503 57
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	5,900 00
5,000 100 shares North Pennsylvania Railroad Company	900 00
1,200 80 shares Philadelphia Ice Boat and Steam Tug Company	1,220 00
250 5 shares Philadelphia and Havre de Grace Steam Tow-boat Company	350 00
200 2 shares Philadelphia Exchange Company	195 00
1,000 2 shares Continental Hotel Co.	500 00
$563,700 par. Cost $547,335.34. Market val.	$554,556 71
Bills receivable, for insurances made	171,335 42
Balances due at Agencies—Premiums on Marine Policies, interest, and other debts due the Company	34,500 00 / 65,456 36
Scrip and stock of sundry Insurance and other Companies	61,568 61 / 2,626 50
Cash on hand—in banks	$38,073 16
in drawer	455 35
	$934,067 51

DIRECTORS.

William Martin,	Samuel E. Stokes,
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Theophilus Paulding,	Henry Sloan,
John R. Penrose,	Edward Darlington,
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Charles Kelly,	A. B. Berger, "

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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.

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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, $436,792 77.

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

DIRECTORS.

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Charles Macalester,	Tobias Wagner,
William S. Smith,	Thomas B. Wattson,
John B. Budd,	Henry G. Freeman,
William R. White,	Charles S. Lewis,
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HENRY D. SHERRERD, President.
WILLIAM HARPER, Secretary. je8-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.

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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. oc25-1y

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.

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

THOMAS R. MARIS, President.
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EXCHANGE INSURANCE COMPANY—Office No. 409 WALNUT Street. FIRE INSURANCE on Houses and Merchandise generally, on favorable terms, either limited or perpetual.

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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

SAVING FUNDS.

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

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

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

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.

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Nicholas Rittenhouse,	Nathan Smedley,
Jos. H. Satterthwaite,	Jones Yerkes,
	John Alexander.

JACOB B. SHANNON, President.
CYRUS CADWALLADER, Treasurer.
ap23-1y

"A Dollar saved is twice earned."

EXPRESS COMPANIES.

THE ADAMS EXPRESS CO., Office 320 CHESTNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own Lines or in connection with other Express Companies, to all the principal towns and cities of the United States. E. S. SANDFORD, General Superintendent. fe15-tf

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, mh11-tf 1010 CHESTNUT Street.

RAILROAD LINES.

THE PENNSYLVANIA CENTRAL RAILROAD, 260 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 7.30 A. M.
Fast Line " " 11.45 A. M.
Express Train leaves " 10.45 P. M.

WAY TRAINS LEAVE AS FOLLOWS:

Harrisburg Accommodation, via Columbia, 2.30 P. M.
Columbia " 4.00 P. M.
Parkesburg " at 5.40 P. M.
West Chester " No 1, at 8.15 A. M.
" " No. 2 at 12 30 P. M.

West Chester Passengers will take the West Chester Nos. 1 and 2 and Columbia Trains.

Passengers for Sunbury, Williamsport, Elmira, Buffalo, Niagara Falls, and intermediate points, leaving Philadelphia at 7.30 A. M. and 2.30 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 Pennsylvania 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. Johnson, 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

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 11½ 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 11½ 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 the 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. 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, 3¼, 4, 5, 5¾, 6, 7, 8, 9, 10¾, and 11½ P. M.

Leave Germantown, 6, 7, 7¼, 8, 8¾, 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 9½ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia, 6, 8, 10, and 12 A. M., 2, 4, 6, 8, and 10½ P. M.

Leave Chestnut Hill, 7, 10, 7.55, 9.40, and 9.40, and 11.40 A. M., 1.40, 3.40, 5.10, and 8.40 P. M.

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, 5.30, 7½, 9.05, and 11.05 min. A. M., 1.05, 3.05, 4½, 5.05, 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 5 P. M., for Norristown.

Leave Norristown, 7½ A. M. and 5 P. M.

FOR MANAYUNK.

Leave Philadelphia, 5.30, 7½, 9.05, and 11.05 A. M., 1.05, 3.05, 4½, 5.05, 6.05, 11½ P. M.

Leave Manayunk, 6½, 7½, 8½, 9½, 11½ A. M., 2, 3½, 5, 6½, and 9½ P. M.

ON SUNDAYS.

Leave Philadelphia, 9 A. M., 2, and 7 P. M.

Leave Manayunk, 7½ A. M., 5½, and 6 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 6.40 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 6.40 A. M. Express train makes close connection with the Lehigh Valley Railroad at Bethlehem, being the shortest and most desirable route to Wilkesbarre, and to all points in the Lehigh coal region.

TRAINS FOR PHILADELPHIA.

Leave Bethlehem at 6.40 A. M., 9.15 A. M., and 5.38 P. M.

Leave Doylestown at 7.25 A. M. and 5.20 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.

de3-tf ELLIS CLARK, Agent.

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 6.15 A. M. (Express), 9.45 A. M., and 4.45 P. M.

Leave Wilmington at 6.50 and 9.10 A. M., 1.20 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 6.20 P. M.

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

Leave Chester at 7.40 A. M., 9.40, 1.57 and 8.40 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 5.30 P. M.

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

Leave Wilmington for Philadelphia and intermediate places at 5 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.

ap12 S. M. FELTON, President.

PHILADELPHIA AND READING RAILROAD.—PASSENGER TRAINS for POTTSVILLE, READING, and HARRISBURG, on and after April 22, 1861.

MORNING LINES, DAILY, (Sundays excepted.)

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

AFTERNOON LINES.

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

DISTANCES VIA PHILADELPHIA AND READING RAILROAD.

FROM PHILADELPHIA.	Miles.	
To Phoenixville	28	
Reading	58	Philadelphia and Reading and Lebanon Valley R. R.
Lebanon	86	
Harrisburg	112	
Dauphin	126	Northern Central Railroad.
Millersburg	143	
Trevorton Junction	158	
Sunbury	169	
Northumberland	171	Sunbury and Erie R. R.
Lewisburg	178	
Milton	183	
Muncy	197	
Williamsport	209	
Jersey Shore	224	Williamsport and Elmira Railroad.
Lock Haven	235	
Ralston	235	
Troy	261	
Elmira	287	

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

DEPOT IN PHILADELPHIA: Corner of BROAD and CALLOWHILL Streets.

ap23-tf W. H. McILHENNEY, Secretary.

DAILY INLAND FREIGHT LINE TO NORFOLK AND PORTSMOUTH, VA., and to the principal Cities and Towns in the South and Southwest. Goods sent to the Depot, corner BROAD Street and WASHINGTON Avenue, will be forwarded daily, and at as low rates as by any other line.

H. F. KENNEY,
Master of Transportation
mh29-tf P. W. & B. R. R. Co.

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. [illegible]

SALES BY AUCTION.

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

POSTPONEMENT.

NOTICE.—Our sale of fancy goods advertised for Tuesday and Wednesday, April 23 and 24, is postponed until further notice.

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

THIRD SPECIAL SALE OF STRAW GOODS. By catalogue. This Morning.

April 26, commencing at 10 o'clock precisely. Included will be found, viz.—

100 cases latest and most desirable style fine braid Coburg, split straw, and fancy bonnets.

100 cases misses' and children's boulevard, Eureka, and other fancy hats, Leghorn Bloomers, willow and palm hoods.

50 lots men's senet, palm, and Leghorn hats.

SHERIFF'S SALE AT JONES' HOTEL. On Monday Morning,

April 29, 1861, at ten o'clock, upon the premises, Jones' Hotel, Chestnut street, above Sixth, will be sold—

The entire balance of the stock of furniture, consisting of the furniture, beds, and bedding of 100 rooms. Brussels and ingrain carpets, oil cloths, dining room furniture, silver plated ware, cutlery, bar fixtures, wines, &c. &c.

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

LARGE SPECIAL SALE OF 25,000 WINDOW SHADES.

On account of one of the largest manufacturers in New York. On Tuesday Morning.

April 30, at 10 o'clock precisely, by catalogue, for cash, will be peremptorily sold to the highest bidder, as follows:

10 000 6-feet centre velvet and gilt shades.
10,000 " plain " "
2,000 7-feet " "
1,000 " centre " "
10,000 6-feet plain centre and gilt shades.
2 500 7 feet " " "
10,000 6-feet centre and gilt shades.
2,500 7-feet plain
1,000 6-feet plain green
1,000 " centre and green "
2,000 7-feet " "
1,000 6-feet centre and silver "
1,000 7-feet " "
10 000 fancy paper shades.

We would call the especial attention of buyers to the above goods, as embracing the handsomest assortment of shades ever offered in this market.

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

SALES EVERY EVENING.

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

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

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

PRIVATE SALES.

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

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

Liberal cash advances made on consignments.

Out-door sales promptly attended to.

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

NATHANS' GREAT SALE OF CLOTHING, BEDDING, AND OTHER ARTICLES. On Tuesday Morning, 30th inst., at 10 o'clock, at the auction store.

AT PRIVATE SALE.

Some of the finest GOLD PATENT LEVER and CHRONOMETER WATCHES manufactured, at half the usual selling prices, gold lever and lepine watches, silver lever and lepine watches, English, Swiss, and French watches, at 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 earrings. Price $650. Cost in Paris $1,400.

A splendid single-stone diamond breast-pin, 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.

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.

VIGO Saturday, May 11
GLASGOW Saturday, April 27
CITY OF WASHINGTON, Saturday, May 4

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 ports 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 freight for both ports at the same time, proceeding first to Savannah, and from thence to Charleston, returning as frequently as heretofore, as when both ships were running.

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

Fare to Savannah, $15; through to Charleston, $16.

FOR CHARLESTON AND SAVANNAH.

Owing to the Difficulties at Charleston, the Steamship KEYSTONE STATE, Capt. Marshman, has been withdrawn for the present. Due notice of her sailing will be given.

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

To Savannah	$15 00	To Columbus	$21 00
Charleston	16 00	Albany	25 00
Augusta	17 50	Montgomery	26 00
Macon	20 00	Mobile	35 00
Atlanta	21 00	New Orleans	39 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.

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

Leaves the Philadelphia and Reading Depot, Broad and Callowhill streets, daily (Sundays excepted), for all points West and North, at 6 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, ap18-tf Philadelphia.

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. HENRY WOOD, mh11 General Superintendent.

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 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.

au9 W. H. McILHENNY, Secretary.

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, fe15-1m RIDGE Avenue, below ELEVENTH St.

SALES BY AUCTION.

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

THE NEAT MODERN RESIDENCE, No. [illegible] Fifteenth street, will be held at private sale for a few days, at a moderate price.

STOCKS AND REAL ESTATE SALES AT THE EXCHANGE, [illegible]

Handbills of each property issued separately, in addition to which we publish, on the Saturday previous to each sale, one thousand catalogues, in pamphlet form, giving full descriptions of all the property to be sold on the following Tuesday.

REAL ESTATE AT PRIVATE SALE.

We have a large amount of real estate at private sale, including every description of city and country property. Printed lists may be had at the auction store.

PRIVATE SALE REGISTER.

Real estate entered on our private sale register, and advertised occasionally in our public sale abstracts, (of which one thousand copies are printed weekly,) free of charge.

PEREMPTORY SALE—STOCKS, By Postponement. On Tuesday,

April 30, at noon, at the Exchange, will be sold—Without reserve for non payment of assessments—2,450 shares Bohemian Mining Company.

$200 six per cent. mortgage loan Penn Township Lodge Hall Association.

REAL ESTATE SALE—APRIL 30.

Peremptory Sale.—The large and valuable BRICK BUILDING and LOT, southwest corner of Broad and Vine streets, with steam engine, machinery, &c., known as the "MECHANICAL BAKERY," lot 61 feet by 60 feet—three fronts. May be examined three days previous.

Large and elegant THREE-STORY BRICK RESIDENCE, No. 1108 Spruce street, west of Eleventh street. Has all the modern improvements and conveniences. Yard planted with fruit trees, grape vines, shrubbery, &c. Clear of all incumbrance. Immediate possession. Keys at the auction rooms.

Administrator's Sale—Estate of Dr. Thomas Harris, deceased.—VALUABLE RESIDENCE, northwest corner of Ninth and Spruce streets, with stable and coach-house in the rear. Lot 50 feet on Spruce street.

HANDSOME MODERN RESIDENCE, Filbert street, west of Sixteenth street. The house has the modern improvements and conveniences.

Two handsome MODERN BRICK MESSUAGES, Nos. 2007 and 2009 Green street, built in the best manner, and replete with all modern conveniences.

BRICK DWELLING, STORE, and LOT OF GROUND, west side of Germantown road, Rising Sun village, Twenty-first ward. 40 feet 6 inches front, 59 feet deep.

TWO STORY BRICK STORE AND DWELLING, No. 722 Callowhill street.

THREE-STORY BRICK DWELLING, No. 846 Ontario street, north of Parrish street, Twentieth ward.

TWO-STORY BRICK DWELLING, No. 317 North Sixteenth street, above Vine street.

THREE-STORY BRICK DWELLING, No. 31 South Eighteenth street, below Market street.

THREE-STORY BRICK DWELLING, No. 2215 Filbert street, west of Twenty second street.

THREE-STORY BRICK DWELLING, No. [illegible] Summer street, west of Twenty first street.

THREE-STORY BRICK DWELLING, No. 339 Dugan street, south of Spruce street.

LARGE THREE-STORY BRICK RESIDENCE, with side yard, No. 426 South Third street, below Pine, 40 feet front, 199 feet deep.

LARGE AND VALUABLE LOT, south side of Arch street, west of Twenty-first. 100 by 102 feet.

COTTAGE RESIDENCE, with stable and coach house, Leverington avenue, Twenty-first ward, late Roxborough.

BRICK AND FRAME DWELLINGS, No. [illegible] Beach street.

THREE-STORY BRICK DWELLING, Thompson street, southwest of Crease street.

LOT OF GROUND, Twenty-second street, north of Cherry street.

LOT OF GROUND, Cherry street, east of Twenty-second street.

LOT OF GROUND, Duke street, north of Somerset.

Sale No. 256 South Tenth Street.

SUPERIOR WALNUT PARLOR AND CHAMBER FURNITURE, BRUSSELS CARPETS, &c. This Morning.

April 26, at 10 o'clock, at No. 256 South Tenth street, by catalogue, the superior walnut parlor furniture, chamber furniture, beds and bedding, china and glassware, Brussels carpets, &c, of a gentleman declining housekeeping.

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

Sale No. 529 North Nineteenth Street.

HANDSOME FURNITURE, ROSEWOOD PIANO, VELVET CARPETS, &c. On Monday Morning,

29th inst., at 10 o'clock, by catalogue, at No 529 North Nineteenth street, below Green street, the handsome parlor, dining-room and chamber furniture, rosewood piano-forte, fine medallion velvet carpets, &c.

Also, the kitchen furniture.

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

Administratrix's Sale.

STOCK AND FIXTURES OF A BLANK BOOK MANUFACTORY, No. 401 RANSTEAD PLACE, SECOND STORY. On Monday Morning.

April 29, at No. 401 Ranstead place, at 11 o'clock, will be sold, by order of administratrix, the stock and fixtures of a blank book manufactory, consisting of ruling machine, standing presses, cutting machine, fixtures, and unfinished work and materials, &c.

Sale on the premises, No. 725 Walnut street. VALUABLE RESIDENCE AND FURNITURE. On Tuesday Morning.

April 30, at 10 o'clock, will be sold, at public sale, on the premises, all that three-story brick messuage and lot of ground, situate on the north side of Walnut street, 138 feet east of Eighth street, No. 725, containing in front on Walnut street 20 feet, and extending in depth 94 feet 6 inches, to an alley 6 feet wide, extending from Seventh to Eighth streets, with the privilege thereof. Subject to a yearly ground rent of $[illegible], for a term of years.

May be examined on application to the auctioneers.

HANDSOME HOUSEHOLD FURNITURE, LARGE MIRRORS, &c.

Immediately after the sale of the house will be sold, by catalogue, the handsome household furniture, large mirrors, &c.

Peremptory Sale, on the Premises.

ESTATE OF GEORGE McHENRY, Esq. THE ELEGANT COUNTRY SEAT, WOODBOURNE, FINE MANSION, AND 20 ACRES, NEAR DARBY. SIX MILES FROM MARKET STREET BRIDGE. On Wednesday Morning.

May 1st, 1861, at ten o'clock precisely will be sold at public auction, without reserve, on the premises—

All that beautiful country seat, Woodbourne, with superior modern mansion, stable and coach-house, green-house, ice-house, and other out-buildings, and 20 acres, situated on the Springfield road, about half a mile from the terminus of the Darby Passenger Railroad, and six miles from Market street bridge. The mansion is of stone, painted and rough-cast, built and finished in a most costly and elegant style from plans by J. McArthur, Esq., architect, and under his superintendence, with every modern improvement and convenience for a winter as well as a summer residence. The grounds beautifully laid out and planted with every species of evergreen and deciduous trees and shrubbery, fine fruit, pears, cherries, plums, &c. Also, an arbor of choice grape vines, a garden, and several large hot beds. In the rear of the mansion are about three acres of fine American forest trees, and a grove of large walnut trees. The property borders also on the Darby Creek, 60 feet wide and affords every facility for boating and bathing. Also, full description may be had at the auction rooms.

Half the purchase money may remain on mortgage.

ELEGANT FURNITURE, HORSES, CARRIAGES, &c.

The superior furniture, horses, carriages, &c., will be sold, by catalogue, immediately after the real estate.

Sale absolute, the owner having gone to Europe.

SALE OF RARE, CURIOUS, AND INTERESTING BOOKS, MANUSCRIPTS, AUTOGRAPHS, ENGRAVINGS, AND PAINTINGS. On Wednesday and Thursday Evenings,

May 1 and 2, at the Auction Store, Nos. 139 and 141 South Fourth street, a collection of rare, curious, and interesting books, manuscripts, autographs, fine engravings and paintings, from the private library of a gentleman leaving the city.

For particulars see catalogues, which will be ready one day previous.

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.

To Bakers, &c.—Sale corner Broad and Vine streets. FURNITURE, TOOLS, BAKERS' PUSH-CARTS, WAGONS, BREAD CHESTS, IRON BREAD PANS, &c. On Friday Morning.

May 3, at 10 o'clock, without reserve, at the MECHANICAL BAKERY, southwest corner of Broad and Vine streets, a large amount of personal property.

Full particulars in printed catalogues, now ready. The real estate, with steam engine, &c., will be sold at the Exchange, on Tuesday, 30th inst., previous to the above. Sale absolute.

Sale No. 874 North Sixth street.

SUPERIOR FURNITURE, MIRROR, BRUSSELS CARPETS, &c. On Friday Morning.

May 3d, at ten o'clock, at 874 North Sixth street, above Parish street.

The superior parlor, dining-room, and chamber furniture, fine French plate mantel mirror, fine Brussels carpets, superior spring mattresses, and feather beds, fine plated tea set, &c.

May be examined with catalogue on the morning of the sale, at eight o'clock.

MACHINERY AND IRON.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having, for many years, been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boats, Water Tanks, Propellers, &c., &c., respectfully offer their services to the public as being fully prepared to contract for Engines of all sizes, Marine, River, and Stationary, having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of Pattern making made at the shortest notice. High and Low Pressure, Flue, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings, of all sizes and kinds; Iron and Brass Castings, of all descriptions; Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at their establishment, free of charge, and work guarantied.

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

JACOB C. NEAFIE,
JOHN P. LEVY,
fe14-tf BEACH and PALMER streets.

J. VAUGHAN MERRICK, JOHN E. COPE,
WILLIAM H. MERRICK, HARTLEY 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. au9-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. THOMAS WOOD.

Philadelphia, Jan. 22, 1861. 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 at the above Foundry, he is now prepared to receive orders for Rolling, Grist, and Saw Mill Castings, Soap, Chemical, and House Work, Gearing, Castings made from Reverberatory or Cupola Furnaces, in dry or green sand, or loam. my9-tf

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THE NEW JOB PRINTING OFFICE OF "THE PRESS" is prepared to execute neatly, cheaply, and expeditiously EVERY DESCRIPTION OF BOOKS, PAMPHLETS, PAPER BOOKS, CIRCULARS, BILL HEADS, CARDS, POSTERS, HANDBILLS, LABELS, BLANKS OF EVERY DESCRIPTION PRINTING FOR AUCTIONEERS, LAWYERS, MERCHANTS, MANUFACTURERS, MECHANICS, BANKS, RAILROAD AND INSURANCE COMPANIES. PLAIN AND ORNAMENTAL PRINTING.

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