Military Movements.

THE LATE LIEUTENANT GREBLE.

A despatch was published in the evening papers of yesterday, stating that the remains of the lamented Lieut. Greble had arrived in Baltimore, and would be immediately forwarded to this city Such, however, was not the case. The body of a drummer boy, named Clarence McKenzie, attached to the Thirteenth New York regiment, arrived here at noon yesterday, and was sent to Brooklyn, where his parents reside. The boy was about thirteen years of age, and was accidentally shot at Alexandria. The remains of Lieut. Greble will probably reach here to-day. The details of his funeral have not yet been arranged.

ARRIVAL AND DEPARTURE OF MORE TROOPS.

At an early hour yesterday morning the Fourth Regiment of Connecticut Volunteers arrived in this city. The regiment left New York at six o'clock on Tuesday evening. They were to have proceeded South by the Baltimore Railroad, and arrangements had been made to transport them over the road from Washington street wharf.

On the arrival of the regiment at Camden, at about midnight, they were met by an order countermanding their instructions to proceed South direct. After some delay, they were brought across the river to Walnut-street wharf, where they landed about three o'clock yesterday morning, and marched through the city to West Philadelphia, where they took the cars on the Pennsylvania Railroad for the West. While in West Philadelphia the soldiers were furnished with a bountiful supply of hot coffee and eatables

The men are uniformed in gray, with gray felt hats, water-proof blankets and blue blouses extra. The two flank companies are armed with Sharp's rifles, the others having only the old style muskets. The regiment has had but little exercise in battalion drill, but the men have all had two weeks' drill in the manual and facings, by squads in companies, having been encamped that length of time at Hartford. The following is a list of the field and staff officers of the regiment:

Field—Colonel, L. Woodhouse, of Hartford; Lieutenant Colonel, N. L. White, of Danbury; Major, Henry W. Bitch, of Norwich. Commissioned Staff—Adjutant, Thomas S. Trumbull, of Hartford; Quartermaster, G orge A Washburn, of Hartford; Surgeon, Samuel W. Skinner, of Windsor Locks; Assistant Surgeon, Edward Bentley, Norwich; Chaplain, Edward A Walker, New Haven. Non-commissioned Staff—Quartermaster's Sergeant, Henry A Pratt, Hartford; Commissary Sergeant, Edward P. Allen, Hartford; Sergeant Major, Edward A. Gillet, Hartford.

CAMP WASHINGTON.

The new encampment at Easton, to which the volunteer companies—some from Philadelphia—have been ordered, appears to be exceedingly well adapted to the use to which it has been applied.

The beautiful fair grounds of the Farmers' and Mechanics' Institute, occupied for this camp are delightfully situated about one mile from the lower part of Easton, upon the elevated ground to the west, overlooking the Lehigh on the south, with Delaware in view on the east, and the Kittatinny or Blue mountains bounding the vista on the north and west Immediately surrounding are the finely-cultivated farms of our limestone valley, among which are seen interspersed neat villages with their tapering spires, with hill and dale and smiling valley below, skirted by the Kittatinny mountain, and its celebrated gaps, and the Lehigh and Delaware hills. The location is one of the most healthy in the State. The streams are so pure and rapid that fever and ague are unknown.

The fair grounds contain about thirty five acres. The main building is a model of architecture, admitted to be one of the finest in the United States. Indeed, the only one known to compare with it is that at St. Louis, Mo It was planned by Graham, of Trenton, well known for his skill and taste. It must have cost at least $10,000 in its erection, and the whole cost the grounds, sheds, track, &c., must have exceeded $30 000 The half-mile track on the course cannot well be surpassed In addition to the fine shingle-roof sheds, which were up, Major Buoy, of the quartermaster's department, has displayed excellent taste and judgment in the erection of all needful additional buildings Doors, swinging on hinges, have been put in front of each compartment, to be opened in day and closed at night. Neat kitchens have been put in front of each company's quarters, with a cooking stove in every one. In the commissary department every pains has been taken to have the volunteers furnished with healthy and nutritious food. Good fresh beef, sweet milk, and beautiful potatoes, with rice, beans, bacon, and all the stores allowed are of excellent quality, so that no complaints can exist.

There are about thirty companies on the ground It is expected that four regiments will be kept here under instruction, and of course the companies now here will soon be organized into regiments, and the whole placed under one control and in addition to the spacious fair grounds, a fine 12 acre field close by has been secured for regimental drilling

THE NAVY YARD.

Several vessels are fitting out at the yard. The frigate *St Lawrence* lies out in the stream, all ready for work. The receiving-ship *Princeton* lies farther down the stream, and her decks swarm with recruits. The *Keystone State* formerly of the Charleston line, and now in the hands of the Government, is undergoing very thorough repairs. Her officers expect her to join the blockading force. The revenue-cutter *Joshua Nauman*, quite a large vessel for that service, lies at the north wharf, in a condition of readiness; and the *Jesse Dobbin*, another smaller cutter, about four years old, is being thoroughly overhauled; her masts even have been taken out.

BAD NEWS FOR THE REPORTERS.

While newspaper readers are finding fault because the published details of military movements are at times meagre, and that they are not always strictly correct, they should take into consideration some of the formidable obstacles the news gatherers have to contend with. In the first place, those in authority not only refuse to make known to the representatives of the press important movements of military bodies, but it sometimes suits their purposes to mislead them, and to obtain the publications of reports which are not correct. These sufficient reasons of State furnish no excuse for the poor reporter or correspondent, and he must bear the brunt of the displeasure of every reader who wants the news, and wants it in full, whether it is obtainable or not. The people south of Mason and Dixon's line have long been in the habit of letting up on Northern newspaper correspondents, and holding up before them the agreeable prospect of the gallows or tar and cotton; while at the present time any knight of the pencil and note-book, who should be caught inside their lines would inevitably grace the nearest tree, and have the satisfaction of knowing that he was suffering a spy's death. Until lately, the war reporters were safe while under the protection of the stars and stripes; but an order has been issued that any reporter who makes public use of the facilities afforded him for making observations shall be shot. They now have their choice of being anathematized, if they do not tell all they know, and of being shot if they do tell. This alternative renders the position of a reporter more exciting and interesting, but it does not add much to its agreeableness.

A HANDSOME SWORD PRESENTATION.

A handsome sword has been presented to Lieut. John D Sloan, of company A. Col Small's regiment, by Robert S. Reed, Esq. Lieut Sloan is an old soldier, and the compliment paid him by Mr. Reed was well deserved.

THE MERCHANT TROOP.

The officers of the Philadelphia Merchant Troop have been to Harrisburg to see Governor Curtin, who received them well. The Governor promised to muster the Troop into the service within two days, on receiving a favorable intimation from the Secretary of War. The captain, first and second lieutenants, are going to Washington.

UNIVERSITY LIGHT INFANTRY.

About forty members are yet wanted to fill the ranks of this corps. The armory is in Fourth Street, below Arch

ILLUMINATION.

The State Arsenal, at Sixteenth and Filbert streets, was illuminated last evening, by the men of Captain Wilson's Company C. The illumination was in honor of the acceptance of Colonel John K. Murphy's Jackson Infantry Regiment.

HAVELOCKS WANTED.

The following is an extract from a letter of Miss Dix received yesterday, by a lady of this city:

"My Dear Mrs. ——: Your notes came like dew drops, always refreshing. I took your for the havelocks. I never *can* have too many. Should any one ask what they shall do for soldiers at a cheap rate, say make *havelocks!*

Your friend, D. L DIX.

"WASHINGTON, June 11."

RESERVE BRIGADE.

Three companies have been inspected and attached to the Second Regiment, Reserve Brigade. They are as follows: Company F, Captain J. Vaughan Merrick; Company G, Captain Wm H. Merrick; Company H, Captain B H. Bartol. Each company is uniformed in blue-flannel coat and pants, with blue cap The regiment is now in condition for election of colonel, lieutenant colonel and major, which takes place at the rooms of the Board of Trade to-morrow, between three and eight o'clock P. M.

GRAVELED ARMS.

The Gray Reserves, Colonel Gilmaker, have at last, after much trouble, succeeded in obtaining their arms, through the kindness of the Secretary of War, there being none under control of the municipal authorities which they could obtain.

CAPT J. C. COSTELLO

desires all who have enrolled their names on his list to be present at the rendezvous, 403 Walnut street, at 3½ o'clock this (Thursday) afternoon.

PATRIOTIC RESOLUTIONS.—In one of our issues of last week we published the resolutions passed by the Worthy Grand Lodge of the American Protestant Association of Pennsylvania, relative to the present crisis.

The national session of the same association is now being held in this city. Delegates are present from all the Eastern and Middle States, including Delaware and Maryland The resolutions passed by the State Grand Lodge were unanimously approved by the R. W. G. Lodge, the members rising in a body to vote in the affirmative. The following resolution was also passed unanimously:

Whereas, This R. W. G. body has declared in language unmistakable that positive obedience to the Constitution and laws, and an undying love for the perpetuation of the unity of our beloved country is one of the fundamental laws of our beloved country; and *whereas*, There is no positive law to govern us in dealing with rebellious members; therefore be it

Resolved, That all persons, members of our order, uttering or providing traitorous or rebel issue sentiments against the laws of the land, shall be tried in accordance with our laws on charges and trials and, if found guilty, shall be promptly expelled.

Respectfully submitted. JOHN HAMILTON,
Rep. of Protestant Boys' Lodge No. 4,
of Baltimore. Md
WM SILVERWOOD.

Rep of Baltimore Lodge No. 1, of Balt, Md.

Reports from many of the lodges in the western part of Pennsylvania state that their entire membership is now upon the "tented field" prepared to battle for the Union they have pledged themselves to support

As a proof of the eagerness of the members to display their loyalty to the Government, and their desire to save the Union, some of the members of the association of New York are in what is known as the Irish regiment, composed mainly, if not altogether, with priests, of Roman Catholics.

ACCIDENT.—A boy named Wayne Howers, aged eleven years, was run over last evening by a car on the Girard-avenue railroad at Twenty-fourth street. The flesh was torn from his thigh-bone, and he was otherwise seriously injured He was removed to the hospital in a critical condition.

TROUBLE AMONG WORKMEN.—Yesterday morning several men, formerly employed at the foundry of North, Chase, & North, were before Alderman Beitler upon the charge of conspiracy. It seems that this firm had been awarded a contract for casting a certain kind of shell and cannon ball, and had procured a new set of workmen to do the same The old workmen were discharged temporarily, as they were not considered competent to fulfil the terms of the contract The firm allege that the old hands, when discharged, made use of threats towards the new employees. At the hearing yesterday there was no evidence to show that violence had been attempted, or that the new workmen had been interfered with Yesterday morning a squad of police were stationed at the foundry to prevent any trouble, The case will receive a further investigation

THOMAS A. SCOTT, Esq, Vice President of the Pennsylvania Railroad is now in this city negotiating for the purchase of six first-class locomotives, for the use of the road between Alexandria and Washington.

WARM.—At noon yesterday the thermometer approximated 90 in the shade.

THE BATTLE AT GREAT BETHEL.

FURTHER PARTICULARS.

Only Some Sixteen Federal Troops Killed and Fifty or Sixty Wounded.

Large Loss Reported on the Confederate Side.

Colonel Magruder Commanded the Masked Battery.

TWENTY FIVE HUNDRED MEN IN THE CONFEDERATE BATTERY.

The Federal Troops Refused to obey General Pierce's Orders.

From the Baltimore *Patriot* of last evening we obtain some additional particulars in regard to the battle at Great Bethel. The *Patriot* says:

The steamer *Georgianna*, from Old Point, arrived at her wharf at 5 o'clock this morning, and brings some interesting particulars of the engagement at Great Bethel on Monday night last.

Captain Butler nephew of General Butler, came up in the *Georgianna* as bearer of despatches, and proceeded on to Washington. Several other officers came up as passengers, and a private of Duryea's Zouaves, on some business connected with the fort.

Our reporter had a conversation with Captain Butler and some of the officers of the boat, and from them was enabled to glean the following particulars:

The number of killed on the Federal side will not, it is said, exceed fifteen or sixteen, and the wounded fifty or sixty. All the killed and wounded were brought back to Fortress Monroe in boats' under the charge of the Naval Brigade, who are said to have acted in the bravest manner in going on to the field and bringing the bodies of dying in the thickest of the fight, thus exposing themselves to the greatest danger from the fire of the enemy It was the opinion of all who witnessed their conduct, that if they had been provided with a proper boat, they could have silenced the battery in a short time.

The entire blame of the unfortunate result of the affair is laid on the shoulders of Gen Pierce, who is execrated by every one for his total want of efficiency This sentiment was shared alike by both Union men and Secessionists—the latter especially openly expressing their contempt for him.

General Butler was perfectly enraged against him, and when Pierce was brought before him he cursed him, called him a fool and a coward, told him he had failed in the performance of his duty, declaring that he had no confidence in him, and that he would not hereafter trust him, no matter how small or unimportant the affair.

It was the general impression that the battery could have been taken in half an hour, had General Pierce, when he first di covered it, withdrawn his forces and went two miles below, where he could have crossed the river in boats and attacked it in such a way as to have captured it almost without resistance

The bridge which divided the river was a wooden one, three fourths of a mile long, and had been burnt by the Confederates the night before There had been a good deal of skirmishing between the opposing forces the day before the battle, but the result was unimportant.

When the first of the Federal troops arrived in the vicinity of the river, and before the commencement of the battle, they captured three prisoners, who were cooking some victuals before a small fire. These men had been sent out on a reconnoitering expedition, and did not perceive the Federal troops until too late to retreat.

One of them was Captain Whiting, a commander of a company, and the other two privates. Captain Whiting had a very valuable horse, about whose safety he appeared to be much concerned, He said they might do with him what they pleased, but begged them to be kind to his favorite animal, which had cost him $400

Captain Whiting states that the Confederate troops were commanded by Colonel Magruder, late of the United States army, and that there were at least 2 500 men in the batteries, which were constructed in the most formidable manner

The loss of the Confederates is reported by the passengers to have been heavy, but the exact number of killed and wounded is not known

There were only three regiments on the Federal side in the engagement, comprising 1 800 men.

The colonels of the other regiments refused to order their men to march up to the battery, declaring that such was their want of confidence in General Pierce, that they would not run the risk of imperilling their lives, preferring rather to be court-martialled than do so.

There is a great deal of regret manifested by the residents in the vicinity of Great Bethel at the result of the fight, and it is asserted that it has had the effect of making many persons declare their sentiments as Unionists

During the fight the frigate *Cumberland* ran up the river to a position near the battery, but did not open fire upon it.

The Zouave who came up in the *Georgianna* informed our reporter that he and three others, while out on a reconnoitring expedition last week, visited the place where the battery had been erected, but at that time there was no evidence of any intention to occupy it

It was an old fort, which had been standing for years Since the visit, the Confederates had gone to work and fixed it up, covering it with branches of trees, and making heavy embankments of sand, placing the most effective cannon in it.

The Federal troops did not expect to find a masked battery stationed at the place, and were surprised when it first opened the Merrimac.

There were three thousand men in Fortress Monroe, and eight or nine thousand in the vicinity. Provisions and fresh water were plenty

General Butler was making extensive preparations for another movement, which he would command in person, and it was expected that the battery would be taken before the close of the week

The *Cumberland* and one small gun-boat were the only vessels at the Fort. They were lying in the stream near the Rip Raps.

In regard to the unfortunate collision between the Albany and German regiments, it may be stated that in order to provide against the several regiments mistaking each other for the enemy, a signal badge was worn upon the arm, and the soldiers were ordered to throw up their arms to indicate to the approaching troops (if United States forces) that they were friendly. Supposing the lines approaching might be friends, one of the regiments fired in the air, but the other fired on them as if they were enemies. This kind of mistake happens in almost every campaign, even among veterans.

Affairs in Washington.

We clip the following items from the Washington *Star* of last evening:

GENERAL ORDERS.—The War Department has issued the following important orders, dated War Department, Adjutant General's Office, June 6, 1861:

1. The State of Missouri is added to the Military Department of Ohio, Indiana, Illinois, and portions of Western Pennsylvania and Virginia. Major General McClellan will extend his command accordingly.

2 The headquarters of the Department of the West are removed from St. Louis to Fort Leavenworth, Kansas.

3 The three months' militia, and the three years' volunteers will be paid at once, to the end of the month of May, 1861. Commanding officers of these troops will cause duplicate muster rolls to be made immediately with this view, upon which the officers of the Pay Department will pay in full, leaving any stoppages to be deducted at a future payment

4. The names of the following officers will be stricken from the rolls of the army:

Captain Charles H. Tyler, 2d Dragoons, for abandoning the command of, and deserting his post, Fort Kearny.

First Lieutenant Charles H Rundell, Fourth Infantry, for continued disobedience of orders, absence without leave, and failing to render his accounts as required by the act of January 31, 1823.

First Lieutenant Andrew Jackson, Third Infantry, for absenting himself from his company without permission, and failing to make any report

And Second Lieutenants Charles E. Patterson, Fourth Infantry, Olin F. Rice, Sixth Infantry, and Charles C. Campbell, First Cavalry, for tendering their resignations in the face of the enemy.

By order, L. THOMAS, Adjutant General.

APPEARS IN FAIRFAX—SECESSIONISTS EVACUATING THE VILLAGE—APPROPRIATING WATER-PIPES TO MAKE BULLETS.—From a gentleman who arrived here last night from Fairfax Court House we learn the following interesting particulars of movements in that region:

On Sunday evening about 9 o'clock the residents of the town were startled by the roll of drums in an easterly direction; and the Confederates, that "Lincoln's army" was certainly coming, were in a fine state of excitement. Monday morning two companies of German infantry left for Richmond; and yesterday two companies of cavalry, with baggage wagons, left on the Winchester turnpike, going towards Harper's Ferry; but none wave able to ascertain their destination.

Much difficulty is experienced in getting any of the Confederate troops to occupy outposts by night, as so many have been picked up by Federal scouts, and in the day time they decline to go more than semile from the village

It was believed at the Court House that an advance of Federal troops had been made in the direction of that place, as the music of a brass band, playing Uncle Sam's national airs, and the drum beat at reveille and tattoo, could be plainly heard at the village.

The Secessionists are almost entirely without ammunition, having torn up all the lead pipes in the county to make bullets. Every farm house is visited to see if its water is supplied from a spring through lead pipes; and if so, up comes the lead, and families are left to whistle for their water.

Fortress Monroe and its Works

It is rather difficult to describe the scenes of activity which are now witnessed at this immense and costly sea coast defence, where a force of between 1,700 and 1.800 men, including laborers, are at work in rendering the place impregnable by sea or land; where companies at any time may be seen engaged in the various infantry drills, or exercising at the guns. No one can form an idea of the amount of labor already performed without passing through the interior.

In the first place, to render the vast magazines, seventeen in number, perfectly bomb-proof, the inward facings, which are of heavy granite and brick works, have been supplied with a wall formed of bags of sand, which, after a suitable frame has been constructed, are piled up in many successive tiers against it until an enormous width and thickness have been attained. The sand is obtained from the interior of the fort, and the bags, made of coarse canvas, are each of the capacity of couple of bushels. Some time since the *American* published an official statement, showing the armament of the place, the whole number of guns being about 400. There are nearly that number mounted or ready for service now, but their calibre is very different from what it was before Many of the lighter guns have given place to ten-inch columbiads, which will throw a ball to the distance of nearly four miles Much of the space in the interior of the fort is occupied by cannon, gun carriages, and long rows of tents, arranged with the utmost regard to order and extra quarters

Within the last month or two there have been received three cargoes of gunpowder, one of 35 000 pounds another of 20 000, and a third of 30 000, 85,000 pounds in all. To store this amount of villanous saltpetre in the safest manner, has been a work of great labor and skill. In walking through the work, it was highly gratifying to meet with Col Da Ramey—now approaching his eighteenth year, though hale, hearty, and full of life—Col. Dimmick, Capt. Dyer, at the head of the ordnance department, Surgeon Cupler, and others, all of whom dignify the service to which they are attached. We also find a good old soldier in Mr Lievers, principal sergeant in the ordnance department—a post of great responsibility In order to gain admission into the fortress, the visitor must receive a passport from Col. Dimmick, otherwise he will not be permitted to enter, and even then he is either accompanied by a sergeant, or particularly enjoined not to attempt ascending the ramparts, as there are works there not intended for the eye of the civilian, and even dangerous to the uninitiated.

The Fort Floyd gun is still mounted upon the sea beach, and immediately under the walls of the fortress It has been discharged five hundred times and not the slightest abrasure discovered, and is pronounced a first-rate piece of work. In some charges the amount of powder used was double the usual quantity, and many of the balls, each weighing 400 pounds, propelled the distance of nearly four miles in the direction of Willoughby Point Lighthouse Others have been discharged into the sand and afterwards dug out. There are a number of guns in the fort that will throw a ball as far as the Fort Floyd, but not half as heavy.—*Correspondence Baltimore American.*

FINANCIAL AND COMMERCIAL.

The Money Market.

PHILADELPHIA, June 12 1861.

Reading Railroad shares sold at the first board to day for 15¾—a decline of ¾ Pennsylvania Railroad stock sold at 37¾—no change. Camden and Amboy Railroad stock was steady at 112; Beaver Meadow sold at 58; Lehigh Navigation at 47¾. The market is very dull. Speculation is not thought of, and the small supply of stocks thrown on the market assists in steadying the list of prices.

We notice in Mr. Thomas S. Fernon's *United States Railroad and Mining Register* an exceedingly well written article, showing reasons why the Northern Central Railroad should not be merged into the Pennsylvania Railroad, under the general act passed at the last session of the Legislature, providing for the merging or consolidation of connecting railroads

Mr. Fernon suggests that the Pennsylvania Railroad Company should work the Erie Railroad on a long lease, thus keeping down the interest and debt, and closing the door in advance against such ruinous competitions as those of the New York trunk lines and the Michigan Central and Michigan Southern Railroad Companies. The pressure of war news and other matter upon our columns prevents our publishing this article in full. We content ourselves, therefore, with a summary of the argument, referring our readers to the *Register* for the article itself. Mr. Fernon says that the butt-end of a trunk road is at its tidewater terminus, and that all its branches should incline outward, as the limbs from the main stem of a tree. Hence the proper direction for branching of the Pennsylvania Railroad is northwest or southwest, and not northeast or southeast And no east and west trunk has ever managed to succeed, or even profit to its owners, that has two forking prongs to two rival tidewater cities, on two different bays, in two different Atlantic States.

The stock and debt of the Northern Central Railroad Company are eight and a half millions of dollars, one quarter of a million of which is stock, and the rest debt. This company has forty six miles of road on the east side of the Susquehanna, connecting the Philadelphia and Erie Railroad with the Pennsylvania Central, and it has below the crossing of the Pennsylvania Central, six miles above Harrisburg, ninety-two miles of road, running to Baltimore, which the Pennsylvania Railroad Company would have to work in case of merging, in opposition to their own main stem. The purchase of this road at its cost, so out of proportion to the property and facilities to be acquired, would cause a depreciation of the capital and credit of the Pennsylvania Railroad Company to an amount far exceeding what it would cost to build a new branch of railroad uniting the Pennsylvania Railroad, at the mouth of the Juniata, with the Philadelphia and Erie Railroad at the mouth of the West Branch, less than forty miles of river side track. A lease would also secure the immediate completion of the Philadelphia and Erie Railroad. The Northern Central Company could lease or sell their forty-six miles of connecting road, and run their own trains to and from Harrisburg, making their property more productive than by any other process.

The *Register* concludes that, for the reasons given, the Northern Central Railroad Company will not be merged into the Pennsylvania Railroad Company, though it sees no objection to having the Northern Central Railroad stock owned in Pennsylvania to secure for that road a Pennsylvania management, especially since the lessons taught us in recent temporary destruction as a means of communication between Harrisburg and Washington by the Maryland Secessionists.

There are indications that there will be many bids for the State Loan of $3 000,000 to-day, and that it will probably be taken at par.

Philadelphia Stock Exchange Sales.

June 12, 1861.

REPORTED BY S. E. SLAYMAKER, Merchants' Exchange.

FIRST BOARD.

1 Cam & Amb R	112	9 Beav Mead R	56
3 do	112	12 N Liberties Gas	39
10 do	112	83 Girard Bank	36
10 do	112	50 Penna R	37¾
10 Sp & rise st R	7¾	1 Lehigh Nav	47¾
7 Beav Mead R	56	25 do	47¾
2 do	56	100 Read R	15¾

SECOND BOARD.

2 2d & 3d st R	57	2000 Cam & Amb 6s '83	78
5 Catawissa R Pref	5	300 do	78¼
15 do	5	2 00 Read 6s '70	90
100 do	5	1000 do	90
27 do	5	15 Reading R	16¾
35 Minehill R	55	10 do	16¾
22 Lehigh Nav	47¾	2 Penna R	37¾
1000 Gr & Codes 7s	85		

CLOSING PRICES—STEADY.

	Bid.	Asked		Bid.	Asked
Phila 6s int of 87¾	88		Fimira R Pref	8	
Phila 6s int of 87¾	88		Kinsin 7s '73	89	64
Phila 6s new int of 94¾	95		Long Island R	4¾	9
Penna 5s	77	77¾	Leh Cl & N	47¾	47¾
Read R	15 9 16	15¾	Leh Cl & N Sup	35¾	36
Read 6s '70	79¾	80	North Penna R	5	7¾
Read mt 6s '80-'43	89¾	90	N Pa R 6s	75	
Read mt 6s '88	71¾	71¾	Penna R 10s	84	87
Penna R	37¾	37¾	Catawissa R pref	4¾	
Penna R 3d mt 6s	93¾	94	Frank & Sh L	40	
Morris Can con	39	39¾	1d & 2d sts R	36¾	37¾
Morris Can Pref	106¾		Spr Gar & Ken R	7	
Sch Nav 6s	65	65¾	West Phila R	62	65
Sch Nav 1mp 6s	77		Spruce & Pine	3	3
Sch Nav Stock	7		Green & Coates	10	
Sen Nav Preds	11	12			

Philadelphia Markets.

JUNE 12—Evening.

There is little or no movement in flour to-day, and the market continues depressed and dull. The trade are about the only buyers, at $5 25 5 50 for Western and Pennsylvania superfine and extra, $5 75 a 6 50 for extra family, and $6 75 a 7 for fancy brands, according to quality. Rye Flour is still nominally at $3 50 $3 62½ but without sales. Pennsylvania Corn Meal is not inquired for, and held at $2 37½ $3 50 bbl.

Grain—There is a moderate inquiry both for shipment and milling but the market is dull and depressed; 5 000 bus have been sold at 15c 15 c for fair to prime Western and Pennsylvania red, the latter float, and from 15c 15c for Pennsylvania white. Rye is nominally firmer, sales of 600 bushels at 64c 65c afloat. Corn meets with a limited inquiry and the receipts are light; sales include 4 000 bus, mostly prime old at 61c, and Western in sort at 60c. Oats are in good request; 1 500 bus Southern fair to Delaware sold at 36c for Pennsylvania. 1,000 bushels sold at the latter rate, afloat.

Whiskey—There is very little Quercitron offering, and the prime small sales of Int No. 1 are reported at $23 50 for

COTTON—There is no new feature in the market, and nothing doing in the way of sales

GROCERIES are firm but inactive, and a small business doing in Coffee at steady prices.

PROVISION—The market for all kinds continues dull and neglected.

SEEDS—Are unchanged; bbls are selling at 16¾@17c, and kinds at 16½c.

CITY ITEMS.

REDUCTION OF RENTS.—In view of the present stagnation of business, landlords throughout the city are very generally reducing their rents from one fourth to one half. In fact, everything is made to suit the dullness of the times, must come down in price. We understand that even Granville Stokes, the fashionable clothier, 609 Chestnut street, has laid in a new stock of summer clothing, which he offers for sale at great reduced prices. Military clothing can also be purchased here at cheaper rates than elsewhere.

WORKING SOLDIERS.—Some of the fire eating correspondents of newspapers in Secessia are finding fault with the idea of Northern soldiers who are on duty in Maryland and Virginia. They say they are rough, dirty, and uncouth, and they conceive that a bayonet thrust from a rough-hewn hand, in the breadbasket of a Secesh gent would be an unbearable insult. These exquisite-devouring individuals are hard to please; they don't like our rough solid men; they sneer at our "silk-stocking" regiments, and they even profess not to admire the elegant garments made at the Brown Stone Clothing Hall of Rockhill & Wilson, Nos 603 and 605 Chestnut street, above Sixth. The last-described articles are sour grapes to traitors.

SPECIAL NOTICES.

BATCHELOR'S HAIR DYE.—This celebrated and perfect Hair Dye is *the best in the world*. All others are mere imitations of this great original, which has gained such extensive patronage in all parts of the globe. The genuine W. A. Batchelor's Liquid Hair Dye *instantly* produces a splendid black or natural brown, without staining the skin or injuring the hair, and will *remedy the ill effects of bad dyes*, invigorating the hair for life.

Sold by all Druggists and Perfumers. Wholesale by FARNESTOCK & CO., DYOTT & CO., Philadelphia. mhl-tf

ONE PRICE CLOTHING OF THE LATEST STYLES, made in the best manner, expressly for RETAIL SALES. LOWEST selling prices marked in plain Figures. All goods made to order warranted satisfactory. Our ONE-PRICE system is strictly adhered to. All are thereby treated alike.

JONES & CO., 604 MARKET Street.

GROVER & BAKER'S CELEBRATED NOISELESS SEWING MACHINES.

The Best in Use for Family Sewing.

No. 730 CHESTNUT Street, Philadelphia. mw-ly

ARRIVALS AT THE PRINCIPAL HOTELS.

UP TO 12 O'CLOCK LAST NIGHT.

CONTINENTAL HOTEL—Ninth and Chestnut.
S Glover, Md — Wilkins, Delaware
J W French Jr, Delaware — DeWitt G Dean, N York
A S Miller, Pittsburg — H Farch, Connecticut
J Stevenson, Davenport — S A Bridges & la, Allent'n
J Stevens, Massachusetts — Miss Wright, Allentown
M G Brown, Allentown — Miss Ste er, Mass
G J Fagg jr, Northumb'd — A G Widdicomb, Wash
L H Tucker, Ibany — R F Penn jr, Hont n
Mrs A C Wilmer N York — Mrs John Russell, N York
Mrs Geo Dennison, N York — W M Cumminton, Mass
J W Blanchard, Penna — M S Mc Gie, Penna
S Mauran, Providence, R I — M Delano, New York
J P Moore, New York — J H W rsen & w, Quebec
G C Leach & son — G W Ball, St Louis
W Fleney, Maryland — F S Hunter, Kentuck
J Graf Reading — W G Cus, Columbus, Pa
N H Canton, New Jersey — J H Ger & la, Lancaster
R Hartshorn — D B Veach, Uniontown
V e Col ier, France — G Lewis, New Jersey
Chas B Kuerzi, New York — N Patton, New York
Wm Betz & la, Cincinnati — A J Dixon, New York
Geo T Heavens, New York — J Newton, New York
W A Brabiner & wf, Boston — Chas C Portland Boston
John Coope, Brooklyn — P Campbell, Brooklyn
J B Kerr & co, Scranton, Pa — S T Berry, Scranton, Pa
Peter Imie & wf, Easton — Geo B Roberts
Alex Ward, New York — W R Duncan New York
John Fleming, Kentucky — W L Reifsnyder, Pa
Wm P Burden, Troy, N Y — E Sutton, New York
Mr Cowrt & la, N J — E Potter, Boston
J H D S ake, Boston — Chas H Gow, Boston
H A Jones, Brooklyn — E L Snow, New York
E Willing, New York — W M Weede, N H
Chas Slanohard, N H — Mr Morgan, Pennsylvania
W J Welling, New York — S P Taft, New York
Mel Bodes, Washington — Saml Fairbanks, Jacksonv
F Drake, Ohio — J Winters Ohio
Hiram Young, Conn — R S Frost Boston
W C Canfield, Baltimore — John B Benton New York
Peter Imie & wf, Easton — J P Pierce New York
Chas P H Ripley, New York — P D Collins, New York
W H Bunard, New York — F Ball, Massachusetts
J Burleney, New York — J B Stewart, Wash, D C
J Haldeman, Penna — E H Delmuth, Albany
S Sanders, Ky, New York — Dr W T Helmuth, St Louis
J S Waterman, Chicago

MERCHANTS' HOTEL—Fourth street, below Arch.
H Winnett, Greenfield, Pa — R Shelly, Greensboro, Pa
F Weaver, Clearfield, Pa — Jas Caldwell, Allegheny
Thos Davis, Ohio — J R Jay, Harrisburg
W C McPhail, Camp Wayne — H Barr, Lancaster
H W Tyre, Reading — J Hanoshire, Jeansville
J W Stacker, Ohio — H C Buckhin Ohio
C B Wilder, Boston — Joe Forrest, Clearfield
J Radle & wf, Mechanicsb — Maj J Cummings, Penna
J Wolfer, Le Roy, N Y — H W Weiss, Reading
H O Warner, Hanover, Mass — D B McKibbin, Wash T
J R Crawford, Bollidaysbg — Mark Crawford Hollid ysb
Jno McGovern Jr, Lancaster — John S Marsh, Lewisburg
J D Schall, York, Pa — Geo Crawford, New York
Miss M Spencer, Clearfield

STATES UNION—Market street, above Sixth.
R H Smith, Philadelphia — J Stokom, Penna
Jos O Portmall, Penna — G Boone Parkesburg
E Funh, Lancaster — S G Grove & la, Harrisbg
S Glassow, Pennsylvania — A W Shetter York Pa
Mrs Peters, York, Penna — B Brown Sewarts, Del
J I Small, York, Pa — S McClung, Virginia
R J Gloody, Virginia — S N Wolf, Lewistown
H Pa ker, Parkesburg — Geo Pitt, Pittsburg
Samuel E Meyers, Penna
W R Watt, Latrobe, Pa

COMMERCIAL HOTEL—Sixth st., above Chestnut.
J M Baker, Cheltenham — A B Davis, Boston, Mass
G Z Vandyne — Chas Hoffman Ches ter co
J Ayers, White Hall, Pa — D Rankin, Newark, Del
M Rankin, Newark, Del — E Martin, Chester co
J Brown, Oxford, Pa — A K Hanna, Phila
Stephen Borden, St Perry
Capt Geo K Shuter, Pa

BARLEY SHEAF HOTEL—Second st., bel. Vine.
H Warner, New Jersey — A W Rich, Penna
T H Hart, Penna — H Stewart, Johnston
W G Basler, Cheltenham — J Clark, Lynn
H Morris, Willow Grove — Mitchell Hills
J Jones, Penna — J Servis, Doylestown
E D Jones, Penna

MARINE INTELLIGENCE

SEE FOURTH PAGE.

ARRIVED.

Bark Jas D Davis, Fairchild, 42 days from Palermo, with fruit, &c to Isaac Jones & Sons.
Schr Three Brothers Fenton, 12 days from Hallifax, with fish, &c, to master.
Schr R J Bright, Smith, 4 days from Milton, in ballast to Noble, Hammett & Caldwell.
Schr Rebecca Sullivan, 5 days from Boston, in ballast to Noble, Hammett & Caldwell.
Schr Geo G Lovett, Johnson, 5 days from Boston, in ballast to N Stuteman & Co.
Schr John Spoden, Hance, 4 days from Chesapeake City, with grain to Christian & Curran.
Schr Mary Hendrickson, 2 days from Odessa, Del, with grain to Christian & Curran.
Schr Lancet Bayard, 2 days from Christiana, Del, with grain to Christian & Curran.
Schr J Thomas, Wolf, 2 days from Chesapeake City, with grain to Christian & Curran.
Schr Elizabeth Jones, Jones, 2 days from Easton, Md, with grain to Jas L Bewley & Co.
Steamer Delaware, Hall, 24 hours from New York, with mdse to W M Baird & Co.

CLEARED.

Steamship Union, Coates, Cardenas, captain.
Schr P Bonce, Bolton, Boston, Andrew Gerrard & Co
Schr Mayo Taylor, Hickerson, Bost, do
Schr L S Levering, Comegy, Boston, Newbold & Co
Schr E Stanley, Crowell, Boston, Sancroft, Lewis & Co.
Schr Hannah Matilda, Thompson, Boston, Van Dusen, Norton & Co
Schr Geo W Simmons Godfrey, Boston, J Street & Co.
Schr Essex, Post, Hartford, Trier, Stone & Co.
Schr Albion, Holbrook, Neponset, Simpkinson & Glover
Schr Wm Cope, Cope, do do
Schr S J Brisbi, Smith, Boston, Noble, Hammett & Caldwell
Schr R Gilliam, Smith, Boston, do do
Schr D P Matthews, Snow, Bost, Sawyer & Co.
Schr Harriet & Sarah, Rice, Hingham, C A Heckscher & Co.
Schr Embark, Smith, Washington, R Jones
Schr Julius Webb, Freeman, Mystic Bridge, R H Powell.
Schr Althea, Corson, Neponset, Baum, Cole & Co.
Schr Mary D Cranmer, Cranmer, Portsmouth, J R Weld.
Schr Balloon, Philbrook, Searsport, E A Souder & Co.
Schr Wm L Parker, Eastern, Boston, A Underwood.
Schr J S Shriver, Dennis, Baltimore, A Groves, Jr.

BY TELEGRAPH.

(*Correspondence of the Press*

NEW YORK, June 12.

Arrived, barks Valetta, from Table Bay; Sumter, from Gaizaik; brigs R W Packer, from Cienfuegos; Ann Louisa Melio, from Cardenas; Charlotte, from Potosi; Armon, from Turks Island; schr Flora Kice, from Miragoane.

MEMORANDA.

Steamship Delaware, Joh