THE PRESS.
PUBLISHED DAILY, (SUNDAYS EXCEPTED,)
BY JOHN W. FORNEY,
OFFICE No. 417 CHESTNUT STREET.

DAILY PRESS,
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TRI-WEEKLY PRESS,
Mailed to Subscribers out of the City at THREE DOLLARS PER ANNUM, in advance.

The Press.

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THE WEEKLY PRESS.
THE WEEKLY PRESS will be sent to subscribers by mail (per annum in advance,) at $2.00
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☞ Postmasters are requested to act as Agents for THE WEEKLY PRESS.

CALIFORNIA PRESS,
Issued three times a Month, in time for the California Steamers.

SEA BATHING.

SEA BATHING,

ATLANTIC CITY, N. J.

TWO AND THREE-QUARTER HOURS FROM PHILADELPHIA.

ATLANTIC CITY is now conceded to be one of the most delightful sea-side resorts in the world. Its bathing is unsurpassed; its beautiful unbroken beach (nine miles in length) is unequalled by any on the continent, save that of Galveston; its air is remarkable for its dryness; its sailing and fishing facilities are perfect; its hotels are well furnished, and as well kept as those of Newport or Saratoga, while its avenues and walks are cleaner and broader than those of any other sea-bathing place in the country.

Trains of the CAMDEN AND ATLANTIC RAILROAD leave VINE-STREET WHARF, Philadelphia, daily, at 7¼ A. M., and 4 P. M. Returning, reach Philadelphia at 9 A. M., and 7:45 P. M. Fare, $1.50 Round-trip tickets, good for three days, $2.50 Distance, 60 miles. A telegraph extends the whole length of the road. jy10 tf

FOR CAPE MAY AND NEW YORK, TUESDAYS, THURSDAYS, and SATURDAYS, at 9¾ o'clock A. M.

New York and Philadelphia Steam Navigation Company, Steamers DELAWARE, Captain Johnston, and HOSTON, Captain Crowell, will leave for CAPE MAY and NEW YORK, from first wharf below Spruce street, every TUESDAY, THURSDAY, and SATURDAY, at 9¾ A. M.

Returning, leave New York same days at 4 P. M. Returning, leave Cape May TUESDAYS, WEDNESDAYS, and FRIDAYS, at 8 A. M.

Fare to Cape May, Carriage Hire included $1 50
Fare to Cape May, Season Tickets, Carriage Hire extra 8.00
Fare to New York, Cabin 2.00
Do. Do. Deck 1.50
Steamers touch at New Castle going and returning. Freights for New York taken at low rates.
JAMES ALLDREDGE, Agent.
jy6-3m 314 and 316 SOUTH DELAWARE Avenue.

FOR CAPE MAY.—The fast-sailing swift and comfortable Bay steamer "GEORGE WASHINGTON," Captain W. Whilldin, leaves Arch-street wharf, for Cape May, every Monday, Wednesday, and Friday morning, at 9½ o'clock. Returning, leaves the landing every Tuesday, Thursday, and Saturday morning at 8 o'clock.

Fare, carriage hire included ..... $1 50.
Servant's carriage hire included ..... 1.25.
Freight taken at the usual low rates.
Stopping at New Castle going and returning.
jy6 tf

FOR THE SEA-SHORE RAILROAD.—On and after MONDAY, June 17th, trains will leave VINE-STREET FERRY, as follows:

CAMDEN AND ATLANTIC

Mail train ..... 7.30 A. M.
Express train ..... 4.00 P. M.
Accommodation ..... 6.00 P. M.

RETURNING, LEAVES ATLANTIC.

Mail train ..... 6.15 A. M.
Express ..... 6.15 A. M.
Accommodation ..... 4.15 P. M.

Fare to Atlantic, $1.50; Round Trip tickets, good for three days, $2.50.

Freight must be delivered at COOPER'S POINT by 3 P. M. The Company will not be responsible for any goods until received and receipted for, by their Agent, at the Point.
JOHN G. BRYANT, Agent.
je18-tf

COMMISSION HOUSES.

SHIPLEY, HAZARD, & HUTCHINSON,
NO. 119 CHESTNUT ST.,
COMMISSION MERCHANTS,
FOR THE SALE OF
PHILADELPHIA-MADE GOODS.
mh28-6m

BANKING.

AUGUST BELMONT & CO.,
BANKERS,
50 WALL STREET NEW YORK,
Issue Letters of credit to travellers, available in all parts of Europe, through the Messrs. Rothschild of Paris, London, Frankfort, Naples, Vienna, and their correspondents.
fe26-6m*

LOOKING GLASSES.

IMMENSE REDUCTION IN
LOOKING GLASSES,
OIL PAINTINGS,
ENGRAVINGS,
PICTURE AND PHOTOGRAPH FRAMES.
JAMES S. EARLE & SON,
816 CHESTNUT Street,
Announce the reduction of 25 per cent. in the prices in all the manufactured stock of Looking Glasses; also, in Engravings, Picture and Photograph Frames, Oil Paintings. The largest and most elegant assortment in the country. A rare opportunity now offered to make purchases in this line for cash, at remarkably low prices.
EARLE'S GALLERIES,
816 CHESTNUT STREET.
jy9-tf

COPARTNERSHIP NOTICES.

DISSOLUTION OF PARTNERSHIP.—The partnership heretofore existing between SAMUEL THOMPSON and SAMUEL B. JENKINS, under the firm of THOMPSON & JENKINS, is this day dissolved by mutual consent. The business of the late firm will be settled and wound up by Samuel B. Thompson, at the store, No. 904 MARKET Street.
SAMUEL THOMPSON,
SAMUEL B. JENKINS.
Philada., June 7th, 1861. jy2-tf

DISSOLUTION. — The copartnership heretofore subsisting between the undersigned, under the firm of J. P. STEINER & CO., is this day dissolved by mutual consent. The business will be settled at the old stand, No. 9 BANK and No. 14 STRAWBERRY Streets, Philadelphia.
J. P. STEINER,
FRANCIS F. WOLGAMUTH,
HENRY VOLLMER.
Philada., July 1, 1861.

COPARTNERSHIP FORMED.—The undersigned have this day entered into copartnership, under the firm of
WOLGAMUTH & RALEIGH,
Being successors to the late firm of J. P. STEINER & Co., we will continue the business in the same branches as heretofore, at the same place, No. 9 BANK Street and 14 STRAWBERRY Street.
FRANCIS F. WOLGAMUTH,
MAURICE RALEIGH.
Philada., July 1, 1861. jy1-1m

LIMITED PARTNERSHIP NOTICE.—We, the undersigned, residents of the city of Philadelphia, have entered into a limited partnership agreeably to the provisions of the act of Assembly of the Commonwealth of Pennsylvania, entitled "An act relative to limited partnership," passed the twenty first day of March, A. D. 1836, and the supplements thereto, and we severally say that we intend to form the firm of JATTERSON & BOULTON, for the purpose of doing and carrying on a wholesale wine and liquor business at the city of Philadelphia. Jonathan Patterson, Jr., residing No. 1629 Spring Garden street, and Edward Boulton, residing No. 1206 Wallace street, both of the city of Philadelphia, are the General Partners. Portunato J. Figueira, also of said city, is the Special Partner, and has contributed to the common stock of said partnership the sum of forty thousand dollars. Said partnership to commence on the first day of July, A. D. one thousand eight hundred and sixty-one, and to terminate on the first day of July, A. D. one thousand eight hundred and sixty-six.
JONATHAN PATTERSON, Jr.,
EDWARD BOULTON,
General Partners.
PORTUNATO J. FIGUEIRA,
Special Partner.
jy2-tu&th12t

ARMY SUPPLIES.—
OFFICE OF ARMY CLOTHING AND EQUIPAGE,
Corner of Howard and Marcer Streets,
NEW YORK, July 8, 1861.

SEALED PROPOSALS are invited and will be received, at this office, until 12 o'clock M., on MONDAY, the 29th day of July instant, when they will be publicly opened, for furnishing the following articles required for the use of the army, deliverable at such place or places in this city of New York as may be hereafter designated, in quantities as required.

Proposals should state the prices of tents complete, deliverable at any of the depots of the Quartermaster's department, exclusive of the tent poles and tent pins, which will be subject to separate contracts.

Large supplies will be needed, and the purchases will be made from the lowest responsible bidders, at the time it becomes necessary to give the orders.

The prices per tent should be stated, naming the places at which the bidder offers to deliver them.

The following specifications will be strictly adhered to:

HOSPITAL TENT.

14 feet long, 16 feet wide, 11 feet high, with a wall 4½ feet; and having one and a half yards at the top to admit of two or more tents being joined and thrown into one, with a continuous ridge pole.

HOSPITAL TENT FLY,

22 feet 10 inches long, 16 feet wide.

WALL TENT.

10 feet long, 9 feet wide, 9 feet high, 4 feet wall.

WALL TENT FLY,

10 feet long, 9 feet wide.

SIBLEY TENT.

18 feet diameter, 12 feet high.

SERVANTS' TENT.

6 feet 10 inches long, 7 feet wide, 7 feet 1 inch high.

The tents and "flies" are to be made of cotton duck, of the following weight and dimensions, viz:

For Hospital Tent ..... 30 inches wide, and 21¾ ounces per yard.
For Hospital Tent Fly ..... 30 inches wide, and 15½ ounces per yard.
For Wall and Sibley Tents ..... 28½ inches wide, and 15 ounces per yard.

All the above-mentioned articles must conform in every respect to the sealed standard patterns in this office, where they may be examined, and additional information received concerning them.

As it is desirable that the articles be of domestic fabrication, bids from manufacturers and regular dealers will be preferred, which must be made for and confined to such articles only, in quality and description, as are required by the advertisement and the samples in this office, but contracts will be awarded to the lowest responsible bidder, who shall furnish satisfactory securities for the faithful performance thereof.

The manufacturer's establishment or dealer's place of business must be distinctly stated in the proposal, together with the names, address, and responsibility of two persons proposed as securities. The sureties will guarantee that a contract shall be entered into within ten days after the acceptance of said bid or proposal.

Proposals will be received for all of the articles separately, and for any portion of each.

The privilege is reserved by and for the United States of rejecting any proposals that may be deemed extravagant.

All articles will be subject to inspection by sworn inspectors, appointed by authority of the United States.

It is to be distinctly understood that contracts are not transferable without the consent of the proper authority, and that any sale, assignment, or transfer, without such consent having been obtained, (except under a process of law,) will be regarded as an abandonment of the contract; and the contractor and his or their securities will be held responsible for all loss or damage to the United States which may arise therefrom.

Payments will be made on each delivery, should Congress make an appropriation to meet them, or as soon thereafter as an appropriation shall be made for that purpose. Ten per cent. of the amount of each delivery will be retained until the contract shall be completed, which will be forfeited to the United States in case of delelection on the part of the contractor in fulfilling the contract.

Forms of proposals and guaranty will be furnished upon application to this office, and none will be considered that do not conform thereto.

Proposals will be endorsed, "Proposals for Furnishing Army Tents," and be addressed,
Major D. H. VINTON,
Quartermaster U. S. Army,
Box 3296 Post Office.
jy16-12t

OFFICIAL.

PROPOSALS FOR ARMY BAGGAGE WAGONS.

QUARTERMASTER GENERAL'S OFFICE,
WASHINGTON, June 21, 1861.

Proposals are invited for the furnishing of Army Baggage Wagons.

Proposals should state the prices at which they can be furnished at the places of manufacture, or at New York, Philadelphia, Baltimore, Washington, or Cincinnati, as preferred by the bidders.

The number which can be made by any bidder within one month after receipt of the order, also the number which he can deliver within one week.

The Wagons must exactly conform to the following specifications, and to the established pattern.

Six-mule (covered) wagons, of the size and description as follows, to wit:

The front wheels to be three feet ten inches high, hubs ten inches in diameter, and fourteen and a quarter inches long; hind wheels four feet ten inches high, hubs ten and a quarter inches in diameter, and fourteen and a quarter inches long; felloes two and a half inches wide, and two and three-quarter inches deep; coast iron pipe boxes twelve inches long, two and a half inches at the large end and one and seven-eighths inch at small end; tire two and a half inches wide by five-eighths of an inch thick, fastened with one screw bolt and nut in each felloe; hubs made of gum; the spokes and felloe of the best white oak, free from defects; each wheel to have a sand band and linchpin, hind two and three-quarter inches wide, of No. 8 band iron, and two driving bands—outside band one and a quarter inch by one-quarter inch thick, inside band one inch by three-sixteenths inch thick; the hind wheels to be made and boxed so that they will measure from the inside of the tire to the large end of the box six and a half inches, and front wheels six and one-eighth inches in a parallel line; and each axle to be three feet eleven and three-eighth inches from the outside of one shoulder washer to the outside of the other, so as to have the wagon sit all to stand five feet from centre to centre of the wheels. Axletrees to be made of the best quality refined American iron, two and a half inches square at the shoulder, tapering down to one and a half inch in the middle, with a seven-eighths king-bolt hole in each axletree; wash-ts and linchpins to fit axletrees; size of linchpins one inch wide, three-eighths of an inch thick, with a hole in each end; a wooden stock four and three-quarter inches wide and four inches deep, fastened substantially to the axletree with clips on the ends and with two bolts, six inches from the middle, and fastened to the hounds and bolster, (the bolster to be four feet five inches long, five inches wide, and three and a half inches deep,) with four half-inch bolts.

The tongue to be ten feet eight inches long, four inches wide, and three inches thick at front end of the hounds, and two and a quarter inches wide by two and three-quarter inches deep at the front end, and so arranged as to lift up the front end of it to hang within two feet of the ground when the wagon is standing at rest on a level surface.

The front hounds to be six feet two inches long, three inches thick, and four inches wide over axletree, and so much thick and wide to the back end of the tongue; jaws of the hounds one foot eight inches long and three inches square at the front end, with a plate of iron two feet and a half inches wide by three sixteenths of an inch thick, fastened on top of the hounds over the back end of the jaws with one half-inch screw bolt; bolt to inch end, and a plate of iron of the same size turned up at each end one and a half inches to clasp the front hounds together, and fastened on the under side, and at front end of hounds, with half inch screw bolt through each hound, a seven-eighth inch bolt through tongue and hounds in the centre of jaws, to secure the tongue in the hounds; a plate of iron three inches wide, one quarter inch thick and one foot eight inches long, secured on the inside of jaws of hounds with two rivets, and a plate of same dimensions on each side of the tongue, where the tongue and hounds run together, secured in the same manner; a brace of seven-eighths of an inch round iron to extend from under the front axletree, and take two bolts in front part of the hounds, same brace three-quarters of an inch round to continue to the back part of the hounds, and to be fastened with two bolts, one near the back end of the hounds, and one through the slider and hounds; a brace over front bolster one and a half inch wide, one-quarter of an inch thick, with a bolt in each end to fasten it to the hounds; the opening between the jaws of the hounds, to receive the tongue, four and three-quarter inches in front, and four and a half inches at the back part of the jaws.

The hind hounds four feet two inches long, two and three-quarter inches thick, and three inches wide; jaws one foot long where they clasp the coupling pole; the bolster four feet five inches long and five inches wide by three inches deep, with, standing iron two and a half inches wide by one-half inch thick turned up two and a half inches and fastened on each end with three rivets; the bolster stocks and hounds to be secured with four half-inch screw bolts, and one half-inch screw bolt through the coupling pole.

The coupling pole nine feet eight inches long, three inches deep, and four and a half inches wide at front end, and two and three-quarter inches wide at back end; distance from the centre of king bolt hole to the centre of the back axletree six feet one inch, and from the centre of king bolt hole to the centre of the mortice in the hind end of the pole eight feet nine inches; king bolt one and a quarter inches diameter, of best refined iron, drawn down to seven-eighths of an inch where it passes through the iron axletree; iron plate six inches long, three inches wide, and one-eighth of an inch thick on the doubletree and tongue where they come together, iron plate one and a half by one-quarter of an inch on the sliding bar, fastened at each end by a screw bolt through the hounds; front bolster to have plates above and below eleven inches long, three and a half inches wide, and three-eighths of an inch thick, corners drawn out and turned down on the sides of the bolster, with a bolt in each corner, and four countersunk bolts on top; two hands on the hind hounds two and two and a half inches wide, of No. 10 band iron; the rear plate on the coupling pole eight inches long, one and three-quarters inches wide, and one-quarter of an inch thick. Doubletree three feet feet ten inches long, singletree two feet eight inches long, all well made of hickory, with an iron ring and clip at each end, the centre clip to be well secured; lead bar and stretcher to be three feet two inches long, two and a quarter inches wide, and one and a quarter inch thick. Lead bars, stretchers, and singletrees for six-mule team; the two singletrees for the lead mules to have hooks in the middle to hook to the end of the fifth chain, the wheel and middle pairs with open rings to attach to the doubletree and lead bar.

The fifth chain to be ten feet long to the fork; the fork one foot ten inches long, with the two prongs attached to spread the forks apart; the links of the doubletree, stay and tongue chains, three-eighths of an inch in diameter; the forked chain seven-sixteenth inch in diameter; the fifth chain to be seven-sixteenth inch diameter to the fork; the fork to be five-sixteenth inch diameter; the links of these and of the hook chains to be not more than two and a quarter inches long.

The body of the wagon to be two feet six inches wide, two feet deep, ten feet long at the bottom, and ten feet six inches at the top, sloping equally at each end all in the clear of inside; the bed pieces to be two and a half inches wide by three inches deep; front pieces two inches deep by two and a half inches wide; tail piece two and a half inches wide and three inches deep; and four inches deep in the middle to rest on the coupling pole; top rail one and a half inch thick by one and seven-eighth inch wide; lower rails one inch thick by one and seven-eighth inch wide; three studs and one rail in front, with a seat on strips hinges to close it as high as the sides; a box three feet four inches long; the bottom five inches wide front side, nine and a half inches deep, and eight and a half inches top in parallel line to the body all in the clear, to be substantially fastened to the front end of the body, to have an iron strap passing round each end, secured to the head piece and front rail by a rivet in each end of it, passing through them; the lid to be fastened to the front rail with two good strap hinges, a strand five-eighth inch round the box; a half round iron on the top edge, and two straps same size on the lid near the front edge, to prevent the mules from eating the boxes; to have a joint bar fastened to the middle of the lid, with a good wooden cleat on the inside, a strap of iron on the centre of the box, with a staple passing through it, to fasten the lid to; eight stars and two rails on each side of the wagon inside of the body, six inches deep and four inches wide at king bolt hole; iron rod in front and centre, of eleven sixteenths of an inch round iron, with a head on the top of rail, and put on lower end; iron rod and brace behind, with shoulders on top of tail piece, and nuts on the under side, and a nut on top of rail; a plate two and a half inches wide, of No. 10 band iron, on tail piece, across the body; two mortices in tail piece and hind bar two and a quarter inches wide and one inch thick, to receive pieces three feet four inches long, to be used as harness racers; four rivets through each side stud, and two rivets through each front stud, to secure the lining boards, to be of the best quality iron, and riveted on a good burr; one rivet through each end of the rails; floor five-eighths of an inch oak boards; sides five-eighths of an inch white pine, tail-board three-quarters of an inch thick, of white pine, to be well cleated with five oak cleats riveted at each end through the tail-board; an iron plate three feet eight inches long, two and a quarter inches wide, and three-eighths of an inch thick on the under side of the bed piece, to extend from the front end of the body to eight inches in front of the hind bolsters, to be fastened by the rod at the end of the body, by the lateral rod and two three-eighths of an inch screw bolts, one at the forward end of the plate, and the other about equi-distant between it and the lateral rod. A half inch round iron rod or bolt to pass diagonally through the rails, between the hind wheels and to and through the bed piece and plate under it, with a good head on the top and nut and screw at the bottom, to be at the top one foot six inches from inside of tail board, and on the bottom ten inches from the hind rod. An iron clamp two inches wide, one-quarter of an inch thick around the bed piece, the centre bolt to which the lock chain is attached passing through it, to extend seven inches on the inside of the body; the ends, front and bottom, to be secured by two three-eighths inch screw bolts, the middle bar at the ends to be flush with the bed piece on the lower side. Two lock chains secured to the centre bolt of the body, the front eleven inches, the other two feet; axletrees to be of three-eighths of an inch round iron; feed trough to be four feet six inches long from out to out, the bottom and ends of oak; the sides of yellow pine, to be eight inches wide at bottom, twelve inches wide top, and eight and a half inches deep all in the clear, well ironed, with a band of hoop-iron around the top, one second each way and one between the middle and top; strong and suitable irons to fasten them on the tongue when feeding; good strong chains to be attached to the top rail of the body, second by a staple with a lock to attach it to the trough. Six bows of good ash, two inches wide and one-half inch thick; with three staples to confine the ridge pole to its place; two staples on the body, to secure each end of the bows; one ridge pole ten feet long, one and three-quarters inch wide by five-eighths of an inch thick; the cover to be of the first-rate cotton duck, containing not less than nine feet eight inches wide, made in the best manner, with four hemp cords on each side, and one through each end to close it both ends; a strap on each end of the body, to close and secure the ends of the cover; also one strap in the lower rail, near the second stud from each end, to fasten the side cords. The outside of the wagon to have the best lead enough to have two good coats of white lead, colored to a blue tint, the inside of them to have two coats of venetian red paint; the running gear and wheels to have two good coats of venetian red darkened of a chocolate color, the hub and felloes to be well painted, instead of stained, if required.

A tar-pot, an extra king bolt, and two extra singletrees to be furnished with each wagon, the king bolt and singletrees similar in all respects to those belonging to it.

The inside of the body of the wagon to be marked U. S., and numbered as directed; all other parts to be letter-marked, U. S., the cover, feed box, bolts, linchpins, tar-pot, and harness bearers for each wagon to be put up in a strong box, (coopered) and the contents marked thereon.

It is to be distinctly understood that the wagons are to be so constructed that the several parts of any one wagon will agree and exactly fit those of any other, so as to admit of their being interchanged or changed from either, and all the material used for their construction to be of the best quality; all the woodwork to be well seasoned, and the work in all its parts faithfully executed in the best workmanlike manner.

The work may be inspected from time to time as it progresses by an officer or agent of the Quartermaster's Department, and none of it shall be painted until it shall have been inspected and approved by said officer or agent authorized to inspect it. When finished, painted, and accepted by an officer or agent of the Quartermaster's Department, and delivered as herein agreed, they shall be paid for.
M. C. MEIGS,
Quartermaster General U. S. A.
je 24-tf

BROWN'S ESSENCE OF JAMAICA GINGER.—FREDERICK BROWN, Chemist and Druggist, northeast corner of Chestnut and Fifth sts., Philadelphia, sole manufacturer of Brown's Essence of Jamaica Ginger, which is recognized and prescribed by the medical faculty, and has become the standard family medicine of the United States.

This Essence is a preparation of unusual excellence, in ordinary diarrhœa, incipient cholera, in short, in all cases of prostration of the digestive functions, it is of inestimable value. During the prevalence of epidemic cholera and summer complaints of children, it is peculiarly efficacious; no family, individual, or traveller should be without it.

NOTICE.—To prevent this valuable Essence from being counterfeited, a new steel engraving, executed at a great cost, will be found on the outside of the wrapper, in order to guard the purchaser against being imposed upon by worthless imitations.—1826.

Prepared only by FREDERICK BROWN, and for sale at his Drug and Chemical Store, N. E. corner of Fifth and Chestnut streets, Philadelphia, and at FREDERICK BROWN'S Drug and Chemical Store, Central Hotel, Philadelphia. Also for sale by all respectable Druggists in the United States. my4-6m

UNITED VINEYARD PROPRIETORS, CO. (George Salisnac, Manager) COGNAC.—Just received, by the Ocean Steamer, from Bordeaux, a shipment of the above favorite "brand" of Brandy, of the vintages of

1858, 1856, 1853, 1850,

in half, quarter, and eighth pipes, pale and dark.

The popularity of this Brandy has induced various imitations of their "trade mark," and we now call the attention of the Trade thereto, and to particularly notice, in their purchases, that all packages of the Vineyard Proprietors Company Cognac bear the name of "George Salisnac, Manager," branded in full. For sale in bond by the "sole agents,"
T. M. LESLIE & CO.,
138 South FRONT Street.

COTTON SAIL DUCK and CANVAS, of all numbers and brands.
Raven's Duck Awning Twills, of all descriptions, for Tents, Awnings, Trunks, and Wagon Covers.
Also, Four Manufactures' Drier Felts, from 1 to 8 feet wide. Warehouse, Belting, Sail Twine, &c.
JOHN W. EVERMAN & CO.,
my4-tf 103 JONES Alley.

300 CASES LESLIE'S GINGER WINE. —The attention of the Trade is invited to the above popular article, a light, pleasant, and refreshing stomachic tonic, for family use during the summer season. For sale by the principal grocers in the city.
T. M. LESLIE & CO.,
138 South FRONT Street.

MEDICINAL.

HELMBOLD'S

GENUINE PREPARATION.

HELMBOLD'S—HELMBOLD'S—HELMBOLD'S
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REMEDY

FOR DISEASES OF THE

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The Press.
WEDNESDAY, JULY 24, 1861.

New Publications.

Dickens' new work, "Great Expectations," with original illustrations, by John McLenan, of New York, will be published this week, by Peterson & Brothers, to match their various editions of "Boz." It is a remarkable story, full of exciting and unexpected situations.

The August number of *Petersons' Ladies' Magazine*, which is always superior to its immediate rivals in literature, is equally strong, this month, in fashion and other illustrations.

We have, from Lippincott & Co., a new novel, republished by Burnham, of Boston, entitled "The Silent Woman," by the author of "King's Cope," &c. This shows such a knowledge of the feminine heart that it *must* have been written by a woman. It exhibits the daily life of noble and wealthy families in English society, very cleverly sketched, with capital dialogue. The men, women, and children, in this tale, act and speak like natural beings. Only one drawback have we noticed, namely, making Lena express a fondness for that verbose and circumlocutory book, Tupper's "Proverbial Philosophy." A young lady with her education and mind never *could* read such a book with patience, far less with liking. "The Silent woman" really is one of the best English novels of this year.

Commander James H. Ward, author of "Naval Tactics," and "Steam for the Million," has brought out a new edition, revised and enlarged, of his "Elementary Instruction in Naval Ordnance and Gunnery." It is published by Van Nestrand, New York, and is sold by Lippincott & Co., in this city. This is the work of a practical man, who knows a great deal about gunnery—the facts and the science thereof—and literally pours out the fulness of that knowledge. It conveys a large amount of information about the construction and use of cannon, and the concluding chapter, on mail-clad ships, is of especial interest at present.

The first number of the tenth volume of "The Pennsylvania School-Journal," published by W. B. Wiley, Lancaster, has reached us. We notice a very sensible article here, strongly arguing in favor of physical training, which is too little attended to in our schools, public and private.

Mr. R. J. de Cordova, who is equally popular as lecturer and poet, has had his amusing rhymed narrative of "The Prince's Visit," printed as a handsome octavo volume, on tinted paper, with great luxury of beautiful illustrations by Stephens, Rosenberg, and J. D. Smillie. The publishers are Rudd & Carleton, New York. The poem, originally recited, we believe, in place of a lecture, is rather humorous than witty, and we cannot exactly see the propriety of making the Duke of Newcastle speak a great deal of slang. Neither is there *much* wit in calling this city Philamadelphia; nor in making Mayor Henry, who is a good speaker, blunder through his welcoming address to the Prince; nor in ridiculing Chestnut street for not being as wide as Broadway; nor in speaking of there being a procession and ball here, in honor of the Prince, when there was neither, the Royal Progress being limited to a run down to Point Breeze Park, (where the Mayor and Mr. Theodore Cuyler specially patronized horse-racing, on that occasion,) and an evening at the Academy of Music. Had the wit known that Mr. Strakosh, the manager, went away, next morning, with the receipts of this gala-night—on the amiable plea that little Patti *must* be paid, even though all the rest of the company should get nothing—he might have written saucily about it. We have smiled over parts of "The Prince's Visit;" but it is rather too long for a *jeu d'esprit*.

The July number of the *Art Journal*, (W. B. Zieber, South Third street,) is unusually attractive in its letter-press. The critiques upon the Exhibitions of the Royal Academy, British Institution, German Academy of Art, and old Water Color Paintings are excellent, because reliable, and sufficiently analyze the character of the works of art they notice. In Part 18 of "The Hudson," written and illustrated by Benson J. Lossing, we find a fair account of the death of Major André, and a graphic sketch of Washington Irving at Sunnyside, illustrated from original drawings. The steel engravings are Turner's "Goddess of Discord," in the National Gallery of England; "Dover," by Chambers, from Queen Victoria's Collection at Osborne; and "The Fountain Nymph," from the Statue by J. S. Westmacott. There is an account here of the new, and probably authentic, portrait of Shakspeare, lately discovered at Stratford-on-Avon.

Letter from "Harvey Birch."

[Correspondence of The Press.]

WASHINGTON, July 22, 1861.

There has never been such an excitement at our national capital as there has existed within the last twenty-four hours since the British army occupied it during the war of 1812-15. The wildest and most exaggerated rumors have pervaded the city as to reverses and the flight of our soldiers. They have made you as many different versions of yesterday's movements as there are straggling visitors or wounded volunteers returning from across the river. It is unfortunate that so large a discretion has been exercised in giving out passes to non-combatants, permitting them to enter the lines, for they are unable to comprehend the strategic movements made by our generals; and every time a regiment retires to secure a more favorable position, or to escape a galling fire from our adversaries, the change is magnified into a total rout. Were half the canards in circulation here today to be believed, our grand army is composed of arrant cowards, who will run before the veriest shadow, escape from a gnat or a gunpowder. We know, on the contrary, that General McDowell's command is composed of the very flower of our Northern troops, and that they will die in the last ditch before they will submit to inglorious retreat. The public mind is necessarily agitated most intensely, but there is no reason to apprehend disaster of any permanent effect. It should be remembered that Beauregard, like the other Confederate leaders, are excellent engineer officers, and have had time leisurely to fortify Manassas Junction and its approaches by Bull Run and Centreville with all the aid of modern science, and that the heavy guns seized at Norfolk give them opportunities to erect formidable batteries, our reconnoissances are necessarily impeded; their position, occupied by General Scott is not matured, and if he has been influenced by popular clamor in favor of a forward movement before he was ready at all points, the blood of our comrades spilled yesterday will be upon the heads of political brawlers, who have most impudently interfered with the military movements planned with such consummate skill and judgment.

I do not attempt to distinguish between the false and true of the many reports flying around the city, but I must invoke the patience of the American people and ask of them to lean, with perfect confidence, upon our great captain, who has fought our national battles for nearly half a century and never gave way a single foot before a foe, or planned a campaign which was not perfectly successful. In our midst here, there are still many traitors at heart, who, with smiling faces, exaggerate the falsehoods of the hour, and strive to weaken the loyalty of the lukewarm and the doubting. They may be seen in knots grouped at the corners, distorting the rumors brought into the city from various sources, and almost wild with joy over the losses of which their wishes and their hopes are the parents. If we could believe them, all our army is in full retreat from Fairfax upon Arlington Heights; all our artillery has been captured, and the forces which have been crossing the river, in such gallant array for weeks past, are now a disordered, scattered, and panic stricken rabble. Who believes this? I do not want to leave the desk, at which I am writing, to assure myself of their falsity, for I have too much confidence in the bravery of our troops and the skill of their leaders to be led astray by the lying reports of thousand-tongued rumor.

We have to mourn the loss of our fellow-citizen Colonel James Cameron, of the New-York Seventy-ninth Scotch Regiment; Colonel Slocum, of the fine Second Rhode Island, and Lieutenant Colonel Nugent, of the New York Sixty-ninth, but this will only stimulate their commands to greater exertions in the future. Some five or six regiments of volunteers and detachments of regulars have been sent over to support the main column, and as far as I have been able to learn, McDowell's reserve, a formidable force, has not yet been under fire, though ordered up to Centreville. From this point the next grand attack will doubtless be made