THE PRESS.
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BY JOHN W. FORNEY,
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The Press.

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THE WEEKLY PRESS.
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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 7½ 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. 1y10 tf

FOR CAPE MAY AND NEW YORK.—TUESDAYS, THURSDAYS, and SATURDAYS, at 9¾ o'clock A. M.
New York and Philadelphia Steam Navigation Company announce that the STEAMERS DELAWARE, Captain Hand, and MARYLAND, Captain Crooker, will leave for CAPE MAY and NEW YORK, from foot of Market below Dock street, every TUESDAY, THURSDAY, and SATURDAY, at 9½ A. M.
Returning, leave New York same days at 5 P. M. Returning, leave Cape May SUNDAYS, 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.....3 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 ALLEN, AGENT, DELAWARE AVENUE.
jy6-2m 314 and 316 South DELAWARE Avenue.

FOR CAPE MAY.—The new and swift and comfortable Bay steamer "GEORGE WASHINGTON," Captain W. Wauldin, leaves Arch-street wharf, for Cape May, every Monday, Wednesday, and Friday morning at 9½ o'clock. Returning, leaves the Cape 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.
jy4-tsep1

FOR THE SEA-SHORE—CAMDEN AND ATLANTIC RAILROAD.—On and after MONDAY, June 24th, trains will leave VINE-STREET FERRY, as follows:
Mail Train.....8.00 A. M.
Express train.....4.00 P. M.
Accommodation.....6.00 P. M.
RETURNING, LEAVES ATLANTIC:
Mail.....7.45 P. M.
Express.....12.00 M.
Accommodation.....8.15 A. 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. BRYAN,
jy12-tf Agent.

COMMISSION HOUSES.

SHIPLEY, HAZARD, & HUTCHINSON,
NO. 112 CHESTNUT ST.,
COMMISSION MERCHANTS,
FOR THE SALE OF
PHILADELPHIA-MADE GOODS.
mh28-3m

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 manufacture and 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,
jy9-tf 816 CHESTNUT STREET.

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. 404 MARKET Street.
SAMUEL THOMPSON,
SAMUEL H. JENKINS.
Philada., June 7th, 1861. jy8-6t

DISSOLUTION. — The copartnership heretofore subsisting between the undersigned, under the firm of J. F. STEINER & CO., is this day dissolved by mutual consent. The business will be settled at the old stand, No. 9 SANK and No. 13 SECOND BERRY Streets, Philadelphia.
J. F. 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. F. STEINER & Co., who will continue the business in the same branches as heretofore, at the same place, No. 9 BANK Street and 13 SECOND BERRY Street.
FRANCIS F. WOLGAMUTH,
MAURICE RALEIGH.
Philada., July 1, 1861. 1y1-1m

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 partnerships," passed the twenty first day of March, A. D. 1836, and the supplements thereto; said partnership to be conducted under the firm of PATTERSON & BOULTON, for the purpose of doing and carrying on a wholesale wine and liquor business in the city of Philadelphia. Jonathan Patterson, jr., residing No. 1619 Girard avenue, and Edward Boulton, residing No. 1238 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-four.
JONATHAN PATTERSON, JR.,
EDWARD BOULTON,
General Partners.
PORTUNATO J. FIGUEIRA,
Special Partner.
jy9-tu&th1t

ARMY SUPPLIES.
OFFICE OF ARMY CLOTHING AND EQUIPAGE,
Corner of Howard and Mercer Streets,
NEW YORK, July 5, 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 by contract the following items for the use of the Army deliverable at such place or places in the city of New York as may be hereafter designated, in quantities as required.
Proposals should state the prices of items complete, deliverable at any of the depots of the Quartermaster's department, themselves of the tent poles and tent pins, which will be the subject of separate contracts.
Duplicate proposals will be required, and no proposals 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.
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 on one end a lappel, so as to admit of two or more tents being put together and thrown into one, with a continuous covering or roof.
HOSPITAL TENT FLY.
22 feet 10 inches long, 14 feet wide.
WALL TENT.
16 feet long, 9 feet wide, 9 feet high, 4 feet wall.
WALL TENT FLY.
16 feet long, 9 feet wide.
SIBLEY TENT.
18 feet diameter, 13 feet high.
SERVANTS TENT.
6 feet 10 inches long, 7 feet wide, 7 feet 6 inch high.
The tents and "flies" are to be made of cotton duck, of the following weight and dimensions, viz:
For Hospital Tent:
50 inches wide, and 22½ ounces per yard.
For Hospital Tent Fly:
50 inches wide, and 15½ ounces per yard.
For Wall and Sibley ditto:
36½ 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 conform 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 surety will guaranty 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 delinquency 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 3295 Post Office.
jy6-1t

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 patterns.
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 rum, the spokes and felloes of the best white oak, free from defects; each wheel to have a sand band and linchpin, band 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 to track five feet from centre to centre of the wheels. Axletrees to be made of the best quality hammered 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 inch king-bolt hole in each axletree; washers and linchpins for each axletree; 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 fill up the front end of it to have 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 to retain that width to the back end of the coupe jaws of the hounds one foot eight inches long and three inches square at the front end, with a plate of iron two and a half inches wide by three eighths of an inch thick, fastened on top of the hounds over the joint of the tongue with one half-inch screw bolt in each end, and a plate of iron of the same size turned up at each end one and a half inches to clamp the front hounds together, and fastened on the under side, and at the rear 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 in the inside of jaws of hounds with two rivets, and a plate of same dimensions on each side of the tongue, and three inches from the end, the plates to be secured in like 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 five 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 steady 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 rub together; iron plate one and a half by one-quarter of an inch on the sides of the doubletree, 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 nail in each corner, and four countersunk nails on top; two bands on the hind hounds, two and two and a half inches wide, of No. 10 band iron; the rub plate on the coupling pole to be 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 rear end clip at each end, the centre clip to be well secured; lead and stretcher to be three feet two inches long, two and a quarter inches wide, and one and a quarter inch thick. Lead bars, singletrees, 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 them 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 stretcher 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 lock chains to be not more than two and a quarter inches long.
The body to be straight, three 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 or inside; the bed pieces to be two and a half inches wide and 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 prop to each side, with 5 seat on side strips 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 at the top; a parallel line to the body all in the clear, to be substantially fastened to the front end of the box, 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 strap of five-eighth iron around the box a half inch from the top edge, and two straps same size on the lid near the front side, 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 studs and two props on each side; one bolster fastened to the body, six inches deep and four inches wide at king bolt hole, turned up in front and rear, with a plate of iron, one inch round iron, with a head on the top of rail and nut on lower end; iron rod and brace behind, with shoulders under the rear 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 tenders; 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; a rivet through each end of the hind bolster, 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 hind 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 above the semi-elliptic spring; it and the lateral rod. A half-inch round iron rod or bolt to pass diagonally through the rails, between the hind wheels and through the bed piece, bolster and under it, with a good head on the top and nut and screw on 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 extending 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, top, 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. The lock chain to be attached to the centre bolt of the body, one and seven inches, the other two feet six inches long; to be of three-eighths of an inch round iron; feed troughs to be four feet six inches long from one to outside the bottom and ends of oak, the sides of yellow pine, to be six inches wide at bottom, twelve inches wide at top, and eight and a half inches deep all in the clear, well ironed, with a band of hoop-iron around the top, one, seven eighths and three inches between the ends, strong and suitable irons to fasten them on the tongue in the front end; good strong chains to be attached to the top rail of the body, secured by a staple with a hook to attach it to the tongue. 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 twelve feet long, one and three-quarters inch wide by five-eighths of an inch thick; tarpaulin to be of the first quality cotton duck, No. 1, fifteen feet long and 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 at both ends; two rings on each end of the body, to close and secure the ends of the cover; a staple in the lower rail, near the second stud from each end, to fasten the side cords. The outside of the body and feed trough 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 wagon and 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 painted, if required.
A tar-pot, an extra king bolt, and two extra singletrees to be furnished with each wagon, the king bolt and singletree similar in all respects to those belonging to it.
The wagons are designed to be made to marked U. S., and numbered as directed; all other parts to be letter U. S. on 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 require no numbering or arranging for putting together, and all the materials used for their construction to be of the best quality; all the woodwork carefully 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 stated, they shall be paid for. M. C. MEIGS,
Quartermaster General U. S.
je 22-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, for 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.
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, Jr.'s, Drug and Chemical Store, S. E. corner of Ninth and Chestnut streets, "Continental" Hotel, Philadelphia. Also, for sale by all respectable Druggists in the United States. my4-3m

UNITED VINEYARD PROPRIETORS, CO. (George Salignac, Manager) COGNAC.—Just received, by the Ocean Steamer, from Bordeaux, a shipment of the above favorite "brand" of Brandy, of the vintages of
1858, 1855, 1853, 1850,
in half, quarter, and eighth pipes, sale and duty.
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 has the name of "George Salignac, Manager," branded in full. For sale in bond by the "sole agents,"
J. M. LESLIE & CO.,
138 South FRONT Street.
jy18 1m

COTTON SAIL DUCK and CANVAS, of all numbers and brands.
Raven's Duck Awning Twills, of all descriptions, for Tents, Awnings, Trucks, and Wagon Covers.
Tea Lead, Paper Manufacturers' Drier Felts, from 1 to 8 feet wide. Varnished Sheeting, Ticks, &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 beverage for family use during the summer season. For sale by the principal grocers in the city.
J. M. LESLIE & CO.,
jy18-1m 138 South FRONT Street.

The Press.
THURSDAY, JULY 25, 1861.

Feeding our Soldiers.

It is above all things necessary, when dealing with soldiers, who have to march and fight, to clothe them well and feed them well. An old proverb said that the English fight best after a hearty dinner; that the Scotch perform miracles of valor when only half-filled with food; and that the Irish fight best, fasting from all except sin—and whisky. The American soldier exhibits greatest prowess when properly provisioned. So do the French military.

It must be admitted that, until the Crimean war brought them together, as good comrades, in the field, the great inferiority of the English, the great superiority of the French fighters, in culinary matters, was a thing not generally known—scarcely even suspected. But every Frenchman seems to have been born with a natural aptitude for cooking. Therefore, the French rank among the very wisest of mankind, according to the philosophical aphorism which defines man to be a cooking animal. Hence, no doubt, the sagacious remark that there is reason in roasting eggs.

The true difference between French and all other cookery is only this: that in preparing butcher's meat for the table, the French (and, indeed, most of the European continentals) aim at making it *tender*; whereas, the English and the Americans appear to take infinite trouble to make it *hard*. The Americans, who generally bake their meat, where the English roast it, are even worse cooks of ordinary food than the English.

The butcher's meat which is purchased in America and in England, is tender and well-flavored when it comes into the cook's hands. There is mutton in Berks county, Pennsylvania, and there is beef in Chester, Lancaster, Montgomery, and Bucks counties, in the same State, which cannot be surpassed in the crack meat counties of England. Yet, however tender it be when brought home, domestic cookery speedily hardens it.

On the other hand, the butcher's meat purchased all over continental Europe is tough, coarse-grained, and stringy. Yet, foreign cookery sends this meat to the table tender.

The hardness is not in the meat itself; *that* arises, almost exclusively, from the bad *cuisine*. The leg of mutton, half wasted in England by the fire, is dry and hard on the outside, red or "rare" within. In America, baked in an oven, it is dried up, and its nutritious juices dissipated.

We have heard some of our brave soldiers, who are now in the field, like honest patriots as they are—we have heard some of these complain of the manner in which their rations are cooked. This, be it noted, though the quantity is greater and the quality better than the very best rations which French soldiers get when in the best quarters. It may be asked, why is not the food as well cooked as the food of the Frenchmen? Why, indeed? Because every Frenchman *can* cook his dinner and supper, and English or Americans, military or civil, *cannot*.

For example, rations are served out, and we will say that three soldiers receive four or five pounds of beef or mutton—beef more usual. An English mess would not well know what to do with this, nor with the vegetables which may accompany it; which, at any rate, can probably be purchasable at a low price. The Frenchman makes a *pot au feu* out of his beef or mutton—a dish which the greatest epicure would eat with pleasure. Here is how he would do it—how he would make the *pot au feu*, which is the most nutritious food for the money.

There must be an iron saucepan to cook in, and this must be kept clean and bright at all times. The Frenchman tucks up his cuffs and puts a gallon of water into his iron saucepan or pot. He takes his four or five pounds of beef—whether off the buttock, or the shin, or the thick part of the leg—and cuts it up into small pieces. He adds three teaspoonfuls of salt and one of pepper. He throws in four middle-sized onions, four leeks cut into pieces, two carrots also cut into inch-lengths, two good-sized sliced turnips, one burnt or roasted onion, and three cloves, if he can get them. He puts the pot upon a fire which is not hot, and, when beginning to scum, he skims it, and then places the pot on one side of the fire, where there still will be a continuous but not excessive heat. Here the contents will simmer. Now and then he will add a very little cold water, which makes the mixture clear. After the pot has been thus kept, *almost on a boil*, for four hours, the cook will put a few slices of bread into a tureen, or whatever vessel there may be of receive it, and pours the broth, with some of the vegetables, over. The meat is put on a separate dish, and the vegetables amalgamated to a most savory and nourishing mass upon another dish. Here, then, are three dishes—one of the best soups in the world, equal to the *Jullien*; splendid *bouilli*, with all the muscle of the meat reduced to a nutritive jelly; and a *melange* of vegetables, wholesome and appetising. If you have not all the vegetables here named, substitute those which you have. Turnip-tops, green and crisp, make a good addition; so would a pint or two of peas, (green or field,) and the ordinary bean, if French beans are not to be had. If the roasted onion be left out, the soup not only loses a certain mellow flavor, but the color will be white instead of the color of prime madeira. By the way, a glass of that wine, or of sherry, improves the flavor of the soup, but it should not be thrown in until it is ready for the company, and they for it.

This is the famous *pot au feu*. Some people add celery and potatoes; some throw in tomatoes, which are a valuable addition. Sweet herbs, chopped small, add to the flavor. The animal part of this dish may be beef, mutton, venison—any fresh meat served out to the soldiers, as circumstances permit. The French cook this great dish of theirs in an earthen pipkin, with a close-fitting lid, and a handle at each side. This pipkin is rotund in the middle, and narrows down towards the bottom. It is fire-proof. There are just such pipkins to be found in any china-ware shop in any village. The American pipkin has three or four short stumps of feet, and rests easily on a stove, or on the corner of the fire. Slow cooking makes the dish what it is, and these pipkins are just fit for it. The French peasant has little more than one meal a day, but this is the *pot au feu*, and capital it is. Even when there is no meat, which often is the case among the laboring classes in France, the vegetables alone, dressed in this way, make a good dish.

During the Peninsular war, from 1808 to 1814, the standing dish of the British army was the Irish stew. The Spaniard cooks as well as the Frenchman, and his Olla Podrido, which excellent Sancho Panza was so fond of, would be acceptable in a palace—provided the abominable garlick were left out. During the prolonged campaign, almost every officer and commissariat desk had a Spanish or Portuguese attendant—a roguish, ragged ne'er-do-well, who was reasonably honest, and, above all, could cook. He was expected to act at once as groom and cook, and no one was eligible for the office who could not make an Irish stew. If Pedro were asked "What's for dinner to-day?" the reply, nine times out of ten, would be, "Olirish-too, senor."

Before mentioning how Pedro would make his dish, we shall give Soyer's receipt, which is very simple. He says: "Take about two pounds of scrag or neck of mutton, divide it into ten pieces and lay them on the stew-pan; cut eight large potatoes and four onions in slices, seasoning with one teaspoonful and a half of pepper, and three of salt; cover all with water; put it into a slow oven for two hours, then stir it all up well, and dish up in deep dishes. If you add a little more water at the commencement, you can take out, when half done, a nice cup of both. A gallon stew-pan is required. Almost any part of the sheep can be used for Irish stew."

The only American cookery-book which gives this dish, is Miss Leslie's. But her receipt is too expensive. She takes three pounds of thick mutton from a loin of mutton, removing the fat; slices five pounds of pared potatoes; puts a layer of meat at the bottom of a stew-pan, or an iron pot, and lays some of the potatoes upon it—sprinkles pepper and salt over each layer, and so fills up the vessel, leaving a covering of potatoes at top; pours in a pint of cold water, and lets it simmer for two hours more, until the contents be thoroughly done; she adds one or two sliced onions from the first, as taste commends, and serves up meat and potatoes on the same dish. Beef-steaks and pork-chops, Miss Leslie adds, may be treated in the same way, but pork is to be seasoned with minced (chopped) sage, and sweet potatoes, cut into long pieces, must be substituted for the ordinary potato.

So say Monsieur Soyer and Miss Eliza Leslie. Let us see how Spanish Pedro would make his "Olirish-too."

First of all, mutton being not very plenty in the wars, when Wellington was fighting Napoleon's marshals in Spain and Portugal, ration-beef was the necessary substitute, cut into pieces, not too small, and popped into a saucepan, with pepper and salt, bread, onions, leeks, carrots, beets, parsnips, turnips, and, if possible, with a good lot of potatoes, the skins of which were just *scraped* off; for the farina of the potato, which nourishes most, is directly under the skin, which American and English cooks so cleverly slice or shiver away before they cook the vegetable. When the meat, seasoning, vegetables, and so on, are in the pot, to within two inches of the top, Pedro would pour in as much *cold* water as would just cover all. Then put the pot or stew-pan, or whatever the vessel might be, on the fire, and gently boil—the tight-fitting lid being kept on, except when he would do a little skimming.

The art, as practice has taught Pedro, is simply to boil slowly, or rather, to simmer all the time. And herein lies the mischief. Suppose the soldiers come in from a march, are anxious for their dinner, and cannot wait for a couple of hours, then they have their Irish stew dished up in a hurry—boiled like fury—dished up in half an hour. In that case they would find the soup watery and thin, the potatoes hard as bullets, and the *bouilli* shrunk, indurated, screwed up into tough elasticity by the sudden application of a strong heat, and the potent effect of hard boiling. But let us fancy the soldiers in quarters, or the troops halted for a day, then the Irish stew has a fair chance. Immediately after breakfast the stew-pan is set among the embers on the hearth, and there it stands—not boiling, scarcely simmering—suppose we say digesting—throughout the forenoon, until you are ready for dinner. At last the contents of the vessel are turned out and smoke upon the table; the juice is almost substantial, the vegetables are blended into a rich and luscious mass, and the *bouilli* "would tempt the hunger of an anchorite."

This Irish stew is not known in Ireland by that name. *There* they call it "The Beggar's Dish," from a long-cherished belief that when the Irish beggars reach home, after their day's quest of food from the hands of charity, they carefully select the scraps of meat which have been given to them, and, adding plenty of potatoes, with other vegetables, and lots of pepper and salt, compound the dish which modern cookery has not disdained to adopt, under the title of "An Irish Stew." After all, except that Paddy throws in an abundance of potatoes, while the French more incline to other vegetables, Pedro's "Olirish-too" is really only a Hibernian *pot au feu*.

When the British troops were dying off, at the rate of hundreds a day, in the Crimean war, because they did not know how to cook for themselves, Alexis Soyer, the Gourmand, showed them how to do it. We wish that some equally-well qualified person could be found, at this crisis, to show our troops the same. Our own time is so much occupied that it is impossible for us to accept this mission of high art.

Ephrata Mountain Springs.

[Correspondence of The Press.]

EPHRATA, July 22, 1861.

Among those who are most sensibly affected by the war, are the proprietors of Summer Resorts. Many of their usual patrons are now sustaining the Government, and maintaining the Union and the supremacy of the laws, and those who are left at home, for the most part, feel that *retrenchment*, if not in all cases a necessity, is a patriotic duty. While they are willing to contribute "millions for defence," if need be, they are not disposed to lavish money either for pleasure or recreation.

Among our Pennsylvania *resorts*, so far as I have been able to learn, *this* is enjoying its full proportion of patronage, the principal deficit being found in the absence of the customary Baltimore element; although there are several gentlemen and gentlemen's families from Baltimore city, (all *Union* in sentiment, to a man,) and several others have engaged rooms for the first of August. The company thus far has not reached a hundred, against three hundred at the corresponding date last year.

Having already described the characteristics of the place, I need not enlarge upon them now more than to say that in all that constitutes Ephrata Mountain Springs and their environs one of the most charming spots in this garden county (Lancaster) of the Keystone State, it is as attractive and beautiful as ever. Indeed, I have never seen the summer face of the magnificent cosmorama presented from the "Purpose" quite so luxuriant as it now appears, possibly because my visits here have generally been later in the season, when both those already gathered, and those still maturing for the sickle and the scythe, have been rarely if ever excelled in their abundance. After all, in these times of turmoil and national sorrow, what a scene of peace the *country* presents! And then, what lessons God in *Nature* teaches those who have a taste quietly to worship at her shrine!

Before breakfast this morning I ascended the observatory, an easy twenty minutes walk from the hotel, and looked out over that immense basin, embracing an area of more than two thousand square miles, bathed in the morning sunlight, under an atmosphere as clear as crystal. Mountain ranges twenty, thirty, fifty, and seventy miles distant, were easily distinguished, and the spires and more prominent buildings in the city of Lancaster were clearly defined to the naked eye.

Your readers are aware that the "Springs" this season are in new hands. I could not help feeling sad, on the evening of my arrival, at seeing the vacant place at the head of the table, which had been habitually occupied by Mr. Konigmacher. He was always much respected by his visitors, and esteemed as a host, for his courteous and genial manner, no less than for his willingness and ability to entertain, by imparting his intimate historic knowledge of this interesting locality. He was one of the most energetic, useful, and worthy men in the State. He died at Lancaster, last April, and now sleeps with his fathers in the old burying ground of the Seventh-day Baptists—near the place of his life-long residence—in close proximity to the honored tomb of the Rev. Peter Miller and other prominent members of that once flourishing but now almost extinct religious society.

Mr. Konigmacher is succeeded in the proprietorship of his house by his relative, and former assistant, Mr. S. C. Slaymaker, who has so thoroughly shown himself equal to the position he has assumed, that while he retains it, "Ephrata Mountain Springs" is certain to rank among our first class watering places.

During the two days of my sojourn here, the weather has been delightful, the atmosphere dry, and so pleasant for a mountain stroll, with its dual benefits of muscular exercise and increased respiration, is, literally, *re-creative*. The resources for pleasant and healthful amus