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

DAILY PRESS.

TWELVE CENTS PER WEEK, payable to the Carriers. Mailed to Subscribers out of the City at SIX DOLLARS PER ANNUM, FOUR DOLLARS FOR EIGHT MONTHS, THREE DOLLARS FOR SIX MONTHS—invariably in advance for the time ordered.

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
Three Copies, " " 5.00
Five " " " 8.00
Ten " " " 15.00
Twenty " " " (to one address) 20.00
Twenty Copies, or over, (to address of each subscriber,) each 1.50

For a Club of Twenty-one or over, we will send an extra copy to the getter-up of the Club.

Postmasters are requested to act as Agents for THE PRESS.

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

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 7½ 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 3½ o'clock A. M.

New York and Philadelphia Steam Navigation Company's Steamers DELAWARE, Captain Johnson, and BOSTON, Captain Crooker, will leave for CAPE MAY and NEW YORK, from first wharf below Spruce street, every TUESDAY, THURSDAY, and SATURDAY, at 3½ A. M.

Returning, leave New York same days at 5 P. M. Returning, leave Cape May SUNDAYS, WEDNESDAYS, and FRIDAYS, at 7 A. M.

Fare to Cape May, Carriage Hire included..... $1.50
Fare to Cape May, Season Tickets, Carriage Hire extra..... 1.00
Fare to New York, Cabin..... 2.00
Do. Do. Deck..... 1.50
Steamer Josiah at New Castle going and returning. Freights for New York taken at low rates.
JAMES ALLDERDICE, Agent.
jy4-3m 314 and 316 South DELAWARE Avenue.

FOR CAPE MAY.—The swift and comfortable Bay steamer "GEORGE WASHINGTON," Captain W. Windlin, leaves Arch-street wharf, for Cape May, every Monday, Wednesday, and Friday morning, at 8½ o'clock.

Returning, leave 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.
Fruit, passage at the usual low rates.
Stopping at New Castle going and returning.
jy4-1m*

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

Mail Train.....	7 00 A. M.
Express train.....	4.00 P. M.
Accommodation.....	6.00 P. M.
RETURNING, LEAVES ATLANTIC:	
Mail.....	7 00 A. M.
Express.....	8 15 A. M.
Accommodation.....	3.15 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 4 P. M. The Company will not be responsible for any goods until received and receipted for by their Agent, at the Point.
JOHN G. HAYES,
je15-tf Agent.

COMMISSION HOUSES.

SHIPLEY, HAZARD, & HUTCHINSON,

NO. 119 CHESTNUT ST.,

COMMISSION MERCHANTS,

FOR THE SALE OF

PHILADELPHIA-MADE GOODS.

mh26-3m

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 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 purchasers in this line for cash, at remarkably low prices.

EARLE'S GALLERIES,
jy9-tf 816 CHESTNUT STREET.

CABINET FURNITURE.

CABINET FURNITURE AND BILLIARD TABLES.

MOORE & CAMPION

No. 261 SOUTH SECOND STREET,

In connection with their extensive Cabinet Business, are now manufacturing superior Billiard Tables.

BILLIARD TABLES,

And have now on hand, finished with MOORE & CAMPION'S IMPROVED CUSHIONS, which are pronounced, by all who have used them, to be superior to all others.

For the quality and finish of these Tables the manufacturers refer to the numerous gentlemen throughout the Union, who are familiar with the character of their work. fe26-3m

COPARTNERSHIP NOTICES.

DISSOLUTION OF PARTNERSHIP.—The copartnership heretofore existing between SAMUEL B. 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. 42 SOUTH DELAWARE Avenue.
SAMUEL B. THOMPSON,
SAMUEL H. JENKINS.
Philada., June 7th, 1861. jy2-tf

DISSOLUTION.—The copartnership heretofore existing between the undersigned, under the firm of J. F. STEINER & CO., is this day dissolved, by mutual consent. The business will be settled by the old partner, at No. 1 SWANSON and 15 SPRAWBERRY Streets, Philadelphia.
JOHN 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., we will continue the business in the same branches as heretofore, at the same place, No. 9 SANK Street and 15 STRAWBERRY Street.
FRANCIS F. WOLGAMUTH.
MAURICE RALEIGH.
Philada., July 1, 1861. jy1-1m

ARMY SUPPLIES.

OFFICE OF ARMY CLOTHING AND EQUIPAGE, Corner of HOUSTON and MERCER streets, NEW YORK, July 3, 1861.

SEALED PROPOSALS are invited and will be received at this office until 12 o'clock M. on WEDNESDAY, the 20th day of July instant, when they will be publicly opened, for furnishing by contract the following articles 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 lents complete, deliverable at one of the depots of the Quartermaster's department, exclusive of the tent poles and tent pins, which will be the subject of a separate contract.

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 pieces a bidder offers to deliver.

The following specifications will be strictly adhered to:

HOSPITAL TENT.

14 feet long, 15 feet wide, 11 feet high, with a wall 4½ feet, and having one door in front, capable to admit of two or more tents being joined and thrown into one, with a continuous covering or roof.

HOSPITAL TENT FLY,

22 feet 10 inches long, 14 feet wide.

WALL TENT.

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

WALL TENT FLY.

16 feet long, 9 feet wide.

SUBLET TENT.

12 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 22½ ounces per yard.
For Hospital Tent Fly—
30 inches wide, and 18½ ounces per yard.
For Wall and Sublet Tent—
28½ inches wide, and 15 ounces per yard.

All the above-mentioned articles must conform in every respect to the sealed standard pattern 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, all such 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 full 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 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 defalcation 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 to
Maj. or D. H. VINTON,
Quartermaster U. S. Army,
Box 3089 Post Office.
jy16-12t

CLARET WINE—In casks and cases of the brands of St. Julien, Margaux, Haut-Brion Pessillac. For sale by ARMSTRONG & CAZENAVE, No. 369 South FRONT street.

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, have ten inches in diameter, and fourteen and a quarter inches long; hind wheels four feet ten inches high, nine inches 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; cast iron pipe boxes twelve inches long, two and a half inches at the large end and one and one-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-eighths inches from the outside of one shoulder washer to the outside of the other, so as to have the wagons all to track five feet from centre to centre of the wheels. Axletree 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-sixths 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 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 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 tongue; the hounds are to be cut eight inches apart at the rear, inches square at the front end, with a plate of iron two and a half inches wide by two and one-eighth inch thick, fastened on top of the hounds over the back end of the tongue with one half-inch screw bolt in each end, and the plate of iron of the same size turned up at each end one and a half inches to clamp the front jumper bolster, and fastened on the under side, and at front end of hounds, with half inch screw bolt through each hound, 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 like manner; a brace of wrought iron one 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 extend 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; two and three-quarter inches wide, 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 distance 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 coupling 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 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 nail in each corner, and four countersunk nails on top; two bands on the hind hounds, two feet two and a half inches wide, of No. 10 band iron; the hub 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 the parts made of hickory, with an iron ring and clip at each end, the centre clip to be well secured; lead and swingbar 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 single 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 pole horses to have 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-sixteenths 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 no more than two and a quarter inches long.

The body to be straight, three feet six inches wide, three 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; inside; the best 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; corner posts four inches deep in the middle to rest on the coupling pole; hind sill one and a half inch thick by one and a half inches wide and three inches deep; and four inches deep in the middle to rest on the coupling pole; hind rail one and a half inch thick by one and a half inches wide; lower rails one inch thick by one and a half inches wide; three studs and one rail in front, with a seat on strap hinges to close it up as high as the sides; a box three feet four inches long, three feet three inches wide front side, and one and a half inches deep, and eight and a half inches at the top in front, tapering to the body all in the clear; to be substantially fastened to the front end of the box, and secured to the head piece and front rail, each end, secured to the head piece and front rail, each end, fastened 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 of the sides, and two straps same size on the sides of the front edge, to prevent the males from eating the boxes; to have a joint bar fastened to the middle of the lid, with a good wooden clasp 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 steps and strap rails on each side; one bolster fastened to the body, six inches deep and four inches wide at king bolt hole; iron rod in front and centre, of seven-eighths of an inch round iron, with a head on the top of rail and nut on lower end; iron rod and brace behind, with shoulder 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 bearers; bolt each end through each stake, and one bolt through each front stake, and one bolt in front of the hounds, to be of the best quality iron, and riveted on a good burr; one rivet through each end of the tail piece; 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 rear 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 two inches from the end of it and the lateral rod. A half inch round iron rod or bolt to extend from the hind bolsters, through the two hind stakes to and through the bed piece and plate under it, with a good head on the top of the rod 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 bed rod. An iron clamp two inches wide, one-quarter of an inch thick around the bed piece, the centre of which is to be in the centre of the rod passing through it, to extend seven inches on the inside of the body, the ends, top, and bottom to be secured by two half inch screw bolts, the middle bolt hole in the ends to be flush with the bed piece on the lower side. Two coal chains secured to the centre bolt of the body, one end eleven inches, the other two feet six inches long, to be of the best quality of the Richmond iron, and passed 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 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 nail in each corner, and four counterunk nails on top; two bands on the hind hounds, two feet two and a half inches wide, of No. 10 band iron; the hub 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 the parts made of hickory, with an iron ring and clip at each end, the centre clip to be well secured; lead and swingbar 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 single 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 pole horses to have 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-sixteenths 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 no more than two and a quarter inches long.

The body to be straight, three feet six inches wide, three 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; inside; the best 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; corner posts four inches deep in the middle to rest on the coupling pole; hind sill one and a half inch thick by one and a half inches wide and three inches deep; and four inches deep in the middle to rest on the coupling pole; hind rail one and a half inch thick by one and a half inches wide; lower rails one inch thick by one and a half inches wide; three studs and one rail in front, with a seat on strap hinges to close it up as high as the sides; a box three feet four inches long, three feet three inches wide front side, and one and a half inches deep, and eight and a half inches at the top in front, tapering to the body all in the clear; to be substantially fastened to the front end of the box, and secured to the head piece and front rail, each end, secured to the head piece and front rail, each end, fastened 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 of the sides, and two straps same size on the sides of the front edge, to prevent the males from eating the boxes; to have a joint bar fastened to the middle of the lid, with a good wooden clasp 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 steps and strap rails on each side; one bolster fastened to the body, six inches deep and four inches wide at king bolt hole; iron rod in front and centre, of seven-eighths of an inch round iron, with a head on the top of rail and nut on lower end; iron rod and brace behind, with shoulder 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 bearers; bolt each end through each stake, and one bolt through each front stake, and one bolt in front of the hounds, to be of the best quality iron, and riveted on a good burr; one rivet through each end of the tail piece; 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 rear 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 two inches from the end of it and the lateral rod. A half inch round iron rod or bolt to extend from the hind bolsters, through the two hind stakes to and through the bed piece and plate under it, with a good head on the top of the rod 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 bed rod. An iron clamp two inches wide, one-quarter of an inch thick around the bed piece, the centre of which is to be in the centre of the rod passing through it, to extend seven inches on the inside of the body, the ends, top, and bottom to be secured by two half inch screw bolts, the middle bolt hole in the ends to be flush with the bed piece on the lower side. Two coal chains secured to the centre bolt of the body, one end eleven inches, the other two feet six inches long, to be of the best quality of the Richmond iron, and passed through the iron axletree; iron plate six inches long, three inches wide, and one-eighth of an inch thick on the bottom and ends of oak, the sides of yellow pine, to be eight inches wide at bottom, twelve inches wide at top, and eight and a half inches deep all in the clear, well fitted, with a band of hoop-iron around the top, one around each end and three between the ends, 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, secured by a staple with a hook to fasten it to the tongue. Six feet of wood, six 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 and three-quarters of an inch thick; bows to be of the first quality cotton duck, No. —, fifteen feet long and nine feet eight inches wide, made in the best manner, with four hemp cords on each side and over through each end to close it at both ends; two rings on each end of the body, to hold and secure the ends of the bows; a staple in the lower rail, near the second strut 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 good coats of venetian red paint; the running gear and wheels to have two good coats of venetian red darkened to a chocolate color, the hubs, felloes, and spokes to be well pitched, instead of painted, if required.

The tent-pole, an extra, five inch bolt and two extra singletrees to be furnished with each wagon, the king bolt and singletrees similar in all respects to those belonging to the wagon.

Each side of the body of the wagon to be marked U. S., and numbered as directed; all other parts to be marked U. S.; the cover, feed box, bolts, linchpins, tarpot, and harness bearers for each wagon to be put up in a strong box (cooperage) 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 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,
Je 25-tf Quartermaster General U. S. A.

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 recommended 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.

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The Press.

SATURDAY, JULY 27, 1861.

Charles Dickens.

To have a strong faith in the vitality of genius, is only natural to those who read much and love to commune with those benefactors of mankind, the great and good writers, who, as Byron said, will be "remembered in their land's language." We utterly discredit the fiction that Genius ever does, ever *can*, wear itself out. On the contrary, its motto might be "Excelsior," for it perpetually strives to produce higher perfection than it has yet achieved. Surely the noblest of Shakspeare's productions were his latest, when he brought matured wisdom, and rich fancy, and creative invention, and chastened imagination, and disciplined thought to the pleasant task of writing something more surpassing in his excellence than he had ever written before. So it has been with all the sons of mind—if they be true to their high mission; they invariably aim at loftier purposes than they ever contemplated before. Look at Scott, arrived at middle age when Byron commenced his wonderful career—feeling that a great rival had arisen to depose him from his sovereign sway as Lord of Song, and wisely turning from popular poetry to that prose which, in the Waverley Novels, has entranced the world from that time to the present. Think of Bulwer, whose latest works are undeniably his best—for surely "The Caxtons," and "My Novel," and "What will he do with it," are infinitely superior to "Pelham," and "Devereux," and "The Disowned." Say what we may, Genius is ever fresh, ever creative; its infinite variety is ever distinguishable.

Charles Dickens, commencing six-and-twenty years ago with a series of sketches in a London paper, (the *Morning Chronicle*,) to which he appended the quaint signature of "Boz," little fancied at the time, we dare say, that he was to become one of the most voluminous writers of English fiction—that his fame was to spread, honored and loved, wherever the English tongue is spoken, and to be known, through the medium of translation, in many foreign lands. Here he is, not yet fifty years old, with as many works from his pen as would have formed quite a respectable library in the time when Dryden wrote for bread. There have been differences of opinion respecting the comparative merits of his works, but no man can honestly say that there is any perceptible falling off in his incidents, sketches of character, or views of society. "Hard Times," albeit written too obviously with a purpose, is as good as any of his former productions, and surely "The Tale of Two Cities," is as dramatic and as true as any modern tale? Let no one say "Charles Dickens is falling off." On the contrary, judging by his latest performance, he writes better now than he did twenty years ago.

In his weekly periodical, *All the Year Round*, Charles Dickens, for several months, has been publishing a story, called "Great Expectations," which has regularly been republished in *Harper's Weekly*, with the agreeable addition of original illustrations by John McLenan, of New York—an artist who, in our opinion, more entirely throws himself into the mind and purpose of the author than either H. K. Brown ("Phiz"), or Richard Doyle, or Clarkson Stanfield, or any other person who has undertaken to illustrate Dickens. Messrs. Harper paid the large sum of $5,000, we understand, for proof-sheets of this story of English life, which enabled them to publish it in this country even in advance of its appearance in London. The recognized American publishers of Dickens are Peterson & Brothers, of Philadelphia, who have brought out twenty-nine different editions of "Boz;" and, by a pecuniary arrangement with Messrs. Harper, we find Messrs. Peterson bringing out an octavo edition of "Great Expectations," giving for fifty cents what English readers must pay a guinea and a half for, as the story will appear, in London, in the usual three volumes. In a few days, we understand, Messrs. Peterson will publish a 12mo edition, with McLenan's illustrations on tinted paper.

"Great Expectations" is essentially a story of middle and lower life in England. The leading character (for, as usual, the hero, like David Copperfield, is much of a nobody, though he tells the story,) is one Joe Gargery, a country blacksmith, and the highest personage, admirably stereographed, is one Mr. Jaggers, whose rank in life is only that of an Old Bailey or thieves' attorney. Largely in this story figure a couple of escaped convicts. In short, including a solemn humbug named Mr. Pumblechook, nearly all the *dramatis personæ* are low people. But it needs no Solomon to tell us that human loves and hates, human hopes and fears, human suffering and happiness, are decidedly developed in humble as in high life—only a little more naturally.

Talk of Charles Dickens falling off! Why, there are more than half a dozen original characters in "Great Expectations." Joe Gargery and his wife, Miss Havisham and Estella, Pumblechook and Wopsle, Jaggers, and Wemmick, to say nothing of Provis and dear, good Biddy,—whereas, in "The Pickwick Papers" there really are only three decided originals,—namely, Sam Weller, his father, and the Fat Boy.

In the conduct of the story, too, we notice that Dickens has adroitly contrived to hold the reader in hand, expecting certain results as inevitable, whereas, strangely but naturally, the plot eventuates in a far different manner. Until the chapter which closes the second stage of Pip's Expectations, we were deluded into the belief that his good fortune came from quite a different source than that which supplied it. Dickens never showed more artistical skill than in the management of this secret. It took us in; and we have read every novel of any note published since we entered into our innocent teens,—some years ago.

On the whole, then, Dickens comes out "twenty thousand strong, like the Irish Rebellion;" in this new story; and, in these disastrous times, it really is a comfort to have such a great work as this to distract the mind from the graver thoughts which involuntarily *will* arise. Few other writers could do half as much for us just now.

Blackwood's Magazine for July.

With undeviating punctuality, Mr. W. B. Zieber, agent in this city for the republished British periodicals—the four leading Quarterlies and *Blackwood* supplies them to us, soon as printed, and, we venture to say, will be only too happy to extend this privilege to all who choose to subscribe $10 a year for the same, being about one-fourth of the English publishers' price. We have just received the July number of *Blackwood*, and only wish that its contents were more readable. Out of ten articles, five are dull and heavy. These are "The Orleans Manifesto," "The Barbarisms of Civilization," "The Demise of the Indian army," "The Epic of the Budget," and "The Disruption of the Union"—the last showing a verdant ignorance of American politics. There is also a weak poem, "The Farewell of the Seal," and a continuation of Professor Aytoun's novel of "Norman Sinclair," which has the doubtful merit of being one of the dullest serials ever put into type. This reduces the good articles to *three*—namely, a review of Hook's Lives of the Archbishops of Canterbury; a detailed narrative of Spencer Compton's case, properly described as a judicial puzzle, which has been very unfairly related in the fifth volume of Macaulay's History of England, and "The Book-hunter Again," which is good enough to redeem the character of any periodical.

In the review of Dr. Hoek's book, which will make a reliable History of the English Church, if ever he live to complete it, the first volume disposing of the Anglo-Saxon period, we find the judicious remarks upon the popular error of claiming the English race as Anglo-Saxon:

"The Welsh writers—always strong in genealogies, temporal and spiritual—make out amongst them that a majority of the Apostles were in one way or another concerned in the evangelisation of their island. One almost wonders that they do not insist upon some at least of that body having been Welshmen by birth or descent. But probably Dean Hook's natural sympathies have had something to do, even though unconsciously, with this limitation of his ground. If there is one thing upon which he honestly prides himself, it is that he is an Anglo-Saxon. He evidently thinks much more of it than of being Dean of Chichester. 'That indomitable spirit of independence which, inherited from our Saxon ancestors, is the glory and the characteristic of the English race.' Such are the concluding words of this volume, and their spirit may be traced throughout. We confess that our Celtic feelings are slightly ruffled by the constant reiteration, by modern writers, of those Anglo-Saxon pretensions. The old national self-glorification (always pretty strong in the little island) used to content itself with the term Britons, which has grown quite old-fashioned and obsolete. It is the Anglo-Saxons who are to go everywhere, and do everything, in these days. There is no particular objection to a man calling himself an Anglo-Saxon, if he is so disposed; but the precise ground of this form of family pride is rather difficult to understand. At the best, Anglo-Saxon blood is but a successful cross. The modern Englishman who insists upon the title is quite as likely to be a combination of Celt and Dane. The Dean of Chichester's surname, no doubt, is of any thing but Celtic derivation; but if we had his family tree drawn out from Woden downwards, we have little doubt but that his excellent moral and intellectual qualities would be found to be the result of a continued 'natural selection' from the various national stocks which have peopled the island in succession, from Albion the sea-giant and Brut the Trojan down to the latest Flemish immigration. How can any man tell, in these days, what proportion of Saxon blood he has in his veins? No people seem to have cared less about pedigree than the Danes. They boast, indeed, of his descent in a long series of *aps* up to King Arthur, although the historic truth is not conclusive, the principle is intelligible; or when a man tells us that he descends from the Conqueror, and points to his name on the roll of Battle Abby, there is a certain amount of probability in the claim, whatever it may be worth. There is more room for charitable hope that the Norman rider, when the fighting was over, brought his wife across seas, and lived a decent and respectable life afterwards; but a true-born Anglo Saxon is a genealogical absurdity. Let a poet like Mr.