THE PRESS,
PUBLISHED DAILY, (SUNDAYS EXCEPTED,)
BY JOHN W. FORNEY,
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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 SIGHT MONTHS, THREE DOLLARS FOR SIX MONTHS—invariably in advance for the time ordered.

TRI-WEEKLY PRESS,
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TO NIAGARA FALLS AND BACK FOR $12.

EXCURSION TICKETS
WILL BE SOLD
DAILY THROUGHOUT THE SEASON,
FROM
PHILADELPHIA TO THE FALLS OF NIAGARA, AND RETURN,
FOR TWELVE DOLLARS,
Via Philadelphia and Reading, and Catawissa, Elmira, and Buffalo Railroads, affording the opportunity to
VISIT AND VIEW THE
FALLS OF NIAGARA,
AT THE MOST TRIFLING COST.
TICKETS good for SEVEN DAYS FROM DATE. Accommodations throughout are FIRST CLASS, and the Scenery along the route is unequalled.
For information as to hours of starting, &c., apply a P. & R., Through-Ticket Office,
N. W. Corner SIXTH AND CHESTNUT STREETS
H. D. MEARS, General Agent.
G. W. LEONARD, Ticket Agent. jy16-1m

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. Fares, $1.50 Round-trip tickets, good for three days, $2.50. Distance, 55 miles. A telegraph extends the whole length of the road. jy10 tf

FOR CAPE MAY AND NEW YORK.—TUESDAYS, THURSDAYS, and SATURDAYS, at 9 o'clock A. M. New York and Philadelphia Steam Navigation Company, Steamers DELAWARE, Captain Johnston, and BOSTON, Captain Crowell, will leave for the Cape MAY and NEW YORK, from first wharf below Spruce street, every TUESDAY, THURSDAY, and SATURDAY, at 9 o'clock 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..... 2 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.

WM. P. CLYDE, Agent.
jy6-2m 314 and 316 South DELAWARE Avenue.

FOR CAPE MAY.—The swift and comfortable Bay steamer "GEORGE W. McLEAN," Captain W. Wallin, 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.
Children and servants, half fare, hire included.... 1.25.
Freight taken at the usual low rates.
Stopping at New Castle going and returning.
jy4-tuself

FOR THE SEA-SHORE
CAMDEN AND ATLANTIC RAILROAD.—On and after MONDAY, June 24, trains will leave VINE-STREET FERRY daily, (Sundays except ed):

Mail train	7.30 A. M.
Express train	4.00 P. M.
Accommodation	5.00 P. M.

RETURNING, LEAVE ATLANTIC:

Mail	4.45 P. M.
Express	6.15 A. M.
Accommodation	6.15 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.
JAS. ALLEN, Agent.
jy18-tf

COMMISSION HOUSES.

SHIPLEY, HAZARD, & HUTCHINSON,
NO. 112 SOUTH FRONT ST.,
COMMISSION MERCHANTS,
FOR THE SALE OF
PHILADELPHIA-MADE GOODS.
mh22-6m

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.
fe26-3m

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, Pictures and Photograph Frames, Oil Paintings. The finest 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.

CABINET FURNITURE.

CABINET FURNITURE AND BILLIARD TABLES.
MOORE & CAMPION
No. 261 SOUTH SECOND STREET,
In connection with their extensive Cabinet Business are now manufacturing a superior article of BILLIARD TABLES,
And have now on hand a full supply, finished with MOORE & CAMPION'S PATENT 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 their numerous patrons throughout the Union, who are healthy with the character of their work. fe26-2m

PERSONAL.

WM. S. HELVERSON, UNDERTAKER, has withdrawn from the old firm, and is now at the northeast corner of ST. JOHN and CODARS Streets. jy24-1m*

COPARTNERSHIP NOTICES.

DISSOLUTION OF PARTNERSHIP.—The partnership heretofore existing between SAMUEL S. THOMPSON and SAMUEL H. 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 S. Thompson, at the store, No. 504 MARKET Street.
SAMUEL S. THOMPSON,
SAMUEL H. JENKINS.
Philada., June 7th, 1861. je2-6t

BOOKS, LAW AND MISCELLANEOUS, new and old, bought, sold, and exchanged, at the PHILADELPHIA BANK BOOK STORE, No. 417 CHESTNUT Street. Libraries at a distance purchased. Those having Books to sell, if at a distance, will state their names, sizes, bindings, dates, editions, prices, and conditions. WANTED—Books printed by Benjamin Franklin, as well as early Books printed in and upon America. Autograph Letters and Portraits purchased. Pamphlet Laws of Pennsylvania for sale. Catalogues, in press, sent free. Libraries appraised by [illegible]

EVANS & WATSON'S SALAMANDER SAFES.
STORE
304 CHESTNUT STREET,
PHILADELPHIA, PA.
A large variety of FIRE PROOF SAFES always on hand. mh8 tf

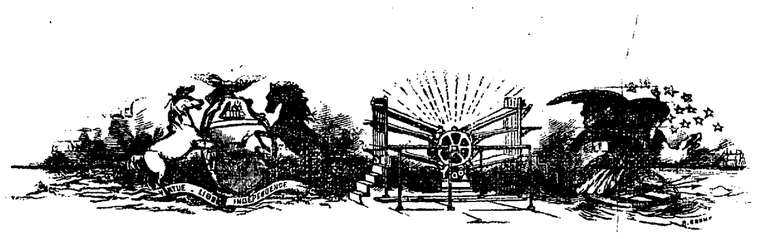
COTTON SAIL DUCK and CANVAS, of all numbers and brands.
Raven's Duck Awning Twills, of all descriptions, for Wagons, Awnings, Trunks, and Wagon Covers.
Also, Paper Manufacturers' Drier Felts, from 1 to 8 feet wide. Tarpaulins, Belting, Sail Twine, &c.
JOHN W. EVERMAN & CO.,
109 JONES Alley.
my4-tf

SKINS.—A small invoice of Hides, Sheep, and Goat Skins, just received from the West Indies, for sale by JAMESONE & CARSTAIRS, 105 [illegible]

BEST QUALITY ROOFING SLATE always on hand and for sale at Union Wharf, 1452 Beach Street, Kensington. [illegible]

OLIVE OIL.—Pure Olive Oil in white glass bottles just received per bark Juniata. For sale by JAMESONE & CARSTAIRS, No. 105 South FRONT street. [illegible]

"THE PRESS"
BOOK
AND
JOB PRINTING
ESTABLISHMENT,
NO. 417
CHESTNUT STREET,
PHILADELPHIA.



The Press.

VOL. 5.—NO. 12. PHILADELPHIA, WEDNESDAY, AUGUST 14, 1861. TWO CENTS.

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; cast 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 be five-eighths of an inch thick, fastened with one screw bolt and nut in each fellie; hubs made of gum, 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 hand 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 wagons all to track 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 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 bolsters, (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 to retain that width 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 and a half inches wide by three eighths of an 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 a plate of iron of the same size turned up at each end one inch and a half inches to clamp the front hounds together, and fastened on the under side, and 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 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 axletree and a half inch wide, one-quarter inch thick, with a bolt in each end to fasten it to the hounds; the openings between the jaws of the hounds, to receive the axletree, 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 a step two inches 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 mortise to the hind end of the pole eight feet nine inches; ring bolt one and a quarter inches diameter, of best refined iron; drawn to a point one inch and a half inch where it passes through the iron axle strap; iron plate six inches long, three inches wide, and one-eighth of an inch thick on the doubletree and tongue where they join together; iron plate one and a half by one-quarter of an inch on the sid-ing 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 and two and a half inches wide, No. 10 band iron; the rub plate on the coupling pole to be eight inches long one and three-quarter inches wide, and one-quarter of an inch thick. Doubletree three feet four 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 bar 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 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 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, along equally at each end all in the lower or inside; the bed pieces to be two and a half inches wide and three inches deep; front piece 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; hind 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 them wide to close it up 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 inch at the 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 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 edge, to prevent the mules from eating the boxes; to have a point block made 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 stakes and two 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 eleven sixteenths of an inch round iron, with a head on the top of rail and nut on lower end; iron rod and brace behind, with shoulders on top of hind rail and nuts on the other side, and a nut on top of rail; a plate two and a half inches wide, of No. 10 hand 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; four rivets through each side stud, and two rivets through each front stud, to secure the lining boards, to be of the best quality; and riveted on a good bar; one rivet through each end of the rails; floor five-eighths of an inch oak boards; sides five-eighths of an inch white pine, and two and 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 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 carriage 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 passs diagonally through the rails, between the two hind studs 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 tail 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. Two lock chains secured to the centre bolt of the body, one end eleven inches, the other two feet six inches long, 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 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 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 attach it to the trough. Six bows of good ash, two inches wide and one-half inch thick, with three staples to confine the bows to the rails, and 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; the cover 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 hems one inch and a half deep on each side, one through each end to close it but 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 bow 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 running gear and wheels to have two good coats of venetian red darkened of a chocolate color; the hub and felloes to be well pitched, instead of painted, if required.

A tar-pot, as described, 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 lettered U. S. Each wagon to have tarpaulins, harness, 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 wood thoroughly 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 a all 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 22-tf Quartermaster General U. S.

OFFICE OF SECRETARY AND TREASURER, SOLDIERS' HOME, NEAR THE CITY OF WASHINGTON.

SEALED PROPOSALS will be received at this office until TUESDAY, (noon,) the 20th of August, 1861, for the construction of the buildings at the Soldiers' Home, somewhat similar to the two now there known as officers' quarters.

The plans and specifications may be examined at this office, where all information relative to the location and character of the buildings will be given.

Every offer for the construction of the buildings must be accompanied by a responsible written guarantee that, if the bid should be accepted, the party or parties will, within ten days, enter into an obligation, with good and sufficient security, to erect the proposed buildings according to the plans and specifications which have been or may hereafter be furnished and adopted.

The proposals will state the difference between facing the walls with white stone or marble, similar to the buildings already erected, or facings with the best pressed bricks; or bids for may, in addition, make such proposals as to other materials as their experience may suggest.

In deciding on the bids, right will be reserved by the Board of Commissioners of the Soldiers' Home to accept such offers only as may be deemed most advantageous to the institution; and also to reject the whole should none of them be deemed acceptable.

All bids to be sealed and endorsed "Proposals for Building," and address d to BENJAMIN KING, Asst Surgeon, Secretary, and Treasurer.
jy30 tau1f

800 PATRIOTIC, UNION, and COMIC ENVELOPES, all different styles, the largest collection in the United States, for sale at one cent each. You can order from 25 up to 100, at the above price. Just received, varieties of Secession Envelopes from Maryland, Virginia, and Kentucky, &c. Collectors will find it to their advantage to order direct from CHARLES A. MILLER, 25 ANN Street, N. Y. New Designs received daily. Trade supplied. jy23-1m

CHRISTIAN RENTS HLER'S LAGER-BEER SALOON AND OFFICE, No. 409 CHESTNUT Street.
BREWERY, No. 982 North SEVENTH Street, Philadelphia. j-25-1m d

FINE SHIRT MANUFACTORY.—J. W. SCOTT, 814 CHESTNUT Street, a few doors below the "Continental." The attention of Wholesale Dealers is invited to his IMPROVED GEM OF SHIRTS, of superior fit, make, and material, on hand and made to order at the shortest notice. fe6-tf

WOAD—500 lbs. for sale by
W. VERRILL & BROTHER,
47 and 49 North SECOND Street.

MEDICINAL.

HELMBOLD'S

GENUINE PREPARATION.

HELMBOLD'S—HELMBOLD'S—HELMBOLD'S
EXTRACT BUCHU
THE GREAT DIURETIC.
A POSITIVE AND SPECIFIC
ARISING FROM
IMPURITIES OF THE BLOOD, &c.
NERVOUS DISEASES,
CONSUMPTION,
EPILEPTIC FITS,
LANGUOR,
NERVOUSNESS.
Universal Lassitude of the Muscular System.
DIMNESS OF VISION.
INSANITY.
PALLID COUNTENANCE.
SOUR STOMACH.
SICK HEADACHE.
HECTIC FLUSH, &c.
HELMBOLD'S EXTRACT BUCHU.
NO FAMILY SHOULD BE WITHOUT IT.
NO FAMILY SHOULD BE WITHOUT IT.
Prepared according to
PHARMACY AND CHEMISTRY;
PRESCRIBED AND USED BY
The most eminent Physicians; endorsed and recommended by distinguished Clergymen, Governors of States, Judges, the Press, and all who use it—everywhere—evidence of the most reliable and responsible character open for inspection. IT IS NO PATENT NOSTRUM. It is advertised liberally, and on its merit; and confident assured that, we offer our preparation to the afflicted and suffering Humanity with entire confidence.
THE PROPERTIES OF THE DIOSMA CRENATA
Were known as far back as two hundred years, and its peculiar effects on the Mental and Physical Powers are spoken of in the highest terms by the most eminent authors of the present and ancient date, among whom will be found Shakespeare, Byron, and others.
From this fact it has proved eminently successful in those symptoms of a nervous temperament, arising from sedentary habits and protracted application to business, literary pursuits, and confinement from the open air, and is taken by
MEN, WOMEN, AND CHILDREN.
HELMBOLD'S EXTRACT BUCHU
Is pleasant in its taste and odor, and immediate in its action, and free from all injurious Properties. Cures at Little Expense.
LITTLE OR NO CHANGE IN DIET.
LITTLE OR NO CHANGE IN DIET.
If you are suffering, send or call for the remedy at once. Explicit directions accompany. Price ONE DOLLAR per bottle, or six for FIVE DOLLARS, delivered to any name, initial, hotel, post, express office, or store.
TRY ONE BOTTLE.
TRY ONE BOTTLE.
HELMBOLD'S GENUINE PREPARATIONS.
HELMBOLD'S GENUINE PREPARATIONS.
EXTRACT BUCHU,
EXTRACT SARSAPARILLA.
PHYSICIANS, PLEASE NOTICE:
We make no secret of ingredients. The Compound Buchu is composed of Buchuo, Cubebs, and Juniper Berries, selected by a competent Druggist, and are of the best quality.
PREPARED, In Vacuo,
BY
H. T. HELMBOLD,
PRACTICAL AND ANALYTICAL CHEMIST.
SOLD AT
HELMBOLD'S MEDICAL DEPOT,
NO. 104 SOUTH TENTH STREET,
BELOW CHESTNUT.
Where all Letters must be addressed.
BEWARE OF COUNTERFEITS.
ASK FOR "HELMBOLD'S."
TAKE NO OTHER.
NOTE.—Depot No. 104 South Tenth street. Send, call, or write at once. The medicine, adapted to each and every case, WILL BE PREPARED, if necessary, entitling the patient to the benefit of advice, and a speedy and permanent cure.
THE END
SO MUCH DESIRED,
AS NO PAY
my13-lawtu

The Press.

WEDNESDAY, AUGUST 14, 1861.

Literature, Science, and Art.

There is scarcely any thing doing by the publishing trade in the United States. This week we have to report from Ticknor & Fields a volume containing the second series of "The Recreations of a Country Parson," who is now known to be the Rev. Mr. Boyd, an Episcopal clergyman in Scotland. He has been writing Essays in *Fraser's Magazine* for the last three or four years, and his latest production is as fresh as his first. It is difficult for a full mind to write itself out. Mr. Boyd has extensive scholarship, accurate as well as far-seeing observation, and a style which is just a little more elevated than high-bred conversation. A quiet humor runs, in an under-current, through all he writes, and he has evidently seen the world as well as read books. His new volume is on sale at J. B. Lippincott's.

The new volume of Irving, National edition, (published by Putnam, and for sale by S. Hazard, Jr., in this city,) contains the concluding portion of "Mahomet and his Successors"—it actually takes up the record from the death of Mahomet, in 622 to the invasion of Spain in 710, during which period the Moslem faith spread largely over Asia and Africa, and triumphed wherever it went. The volume is a valuable contribution to the History of Religion.

Mr. Putnam has also republished from the original, in pamphlet form, a letter from Henry Lawrens, second President of the Continental Congress, to his son, Colonel John Lawrens; dated Charleston, S. C., August 14, 1776. It is taken from the Collection of the Zenger Club, and was the initial number, privately printed, of their historical Series. The object of its present publication is to rebut the Southern theory, "that the same antagonism that now prevails between the North on the subject of Slavery, existed at the time of the American Revolution," and that, to use Mr. Everett's words, "It is the South which has changed, and not the North."

The new number of the *Edinburgh Review*, which commences a volume, has been received from Mr. Zieber, South Third street. The best articles, where all are very readable, are those upon Buckle's Civilization in Spain and Scotland, in which the author is nearly demolished; the Literary Remains of Albert Durer; Carthage; Richard Porson, the Greek scholar; the Countess of Albany, the last Stuarts, and Alfieri, and Du Chaillu's Gorilla book. This last, in a very captious spirit, blows hot and cold upon the book, alternately praising Du Chaillu and carping at what it sets forth as discrepancy in his dates.

We lately noticed this book of Du Chaillu's very fully. It has been published, with numerous striking illustrations, by Messrs. Harper, of New York, (together with Dr. Davis's Carthage,) and a more thoroughly interesting book of travels and personal adventure we have rarely met. Dr. Gray, of the British Museum, a naturalist of some note, was the first to challenge its accuracy, but, with what little success may be judged from the following announcement in the *London Athenæum*:

"The trustees of the British Museum, at their last meeting, purchased a selection of the specimens in the collection brought from the Gaboon by M. Du Chaillu. It includes the great male Gorilla, now displayed in the Mammalian Gallery; the skins of the female and young Gorilla, of the Kooloo Kamba, and the bald variety of Chimpanzee, with their skeletons; the skin and skeletons of male, female, and young of the Manatee; the new genus of animal called *Potamogale*, by M. Du Chaillu, and *Mythornys*, by Dr. Gray; also, a collection of birds selected by Mr. R. Gray, and a few rare reptiles."

The number of new books in London is very small, and may be briefly summed up, viz: Mr. Ferrey's Recollections of the Pugins, father and son, great architects; Memoirs of Dr. Marshall Hall, by his widow; A Historical Sketch of the Life and Times of Cardinal Julian, the last of the Crusaders; and Mr. Alexander Smith's new poem, "Edwin of Deira." Mr. F. T. Palgrave's Golden Treasury of the best songs and lyrical poems in the English language, makes its appearance in thick creamy paper and delicate Elzevir type, and at the price of an ordinary school-book. In fiction, there are Great Catches and Great Matches, and a Family History by the author of "The Queen's Pardon."

Mr. Hotten, who publishes out-of-the-way books, has taken up Joe Miller, (first produced in 1739, as a shilling pamphlet, and a copy has recently been sold as a curiosity at seven guineas,) and will produce an edition in fac-simile. Here are the words of the original title-page: "Joe Miller's Jests; or, the Wit's *Vade Mecum*: Being a collection of the most brilliant jests; the politest repartees; the most elegant *bon mots*, the most pleasant short stories in the English language. First carefully collected in the company, and many of them transcribed from the mouth, of the facetious gentleman whose name they bear; and now set forth and published by his lamentable friend and former companion, Elijah Jenkins, Esq. Most humbly inscribed to those choice spirits of the age, Capt. Bodens, Mr. Alexander Pope, Mr. Professor Lacy, Mr. Orator Henley, and Job Barker, the kettle-drummer. London: Printed and sold by T. Read, in Dogwell Court, White Fryars, Fleet street."

The tradition is that Joe Miller, comedian, was a grave man, who never jested or smiled, off the stage, and that the fun was to heighten the effect of puns and jokes by attributing them to one who never made even an original play upon words!

The reduction of the duty on paper promises to give a great impetus to cheap literature in England. Three halfpenny (cent) magazines have just been started in London, each with wood cuts, and 8 pages, half the size of the *London Journal*.

Among the young Irish poets, Aubrey de Vere, brother of an Irish baronet, is considerably distinguished. His principal poem is "The Waldenses." We perceive, by a review in an English paper, that he has just published another volume, entitled "The Sisters, Inisfail, and other Poems." Here is a picture of Irish famine, drawn with wonderful fidelity:

Sudden fell
Famine, the Terror never absent long;
Upon our land. It shrank—the daily dole;
The oatmeal trickled from a tighter grasp;
Hunger grew wild through panic; infant cries
Maddén'd at times the gentle into wrong;
Death's gentleness more off for death made way;
And like a lamb that openeth not its mouth,
The sacrificial People, fillet-bound,
Stood up to die. Amid inviolate herds
Thousands the sacraments of death received,
Then waited God's decree. These things are known:
Strangers have witnessed to them; strangers writ
The sight again and yet again.
The nettles and the weeds by the way-side
Men ate: from sharpening features and sunk eyes
Hunger glared forth, a wolf more less each hour;
Children seem'd pigmies shrivell'd to sudden age;
And the deserted babe too weak to wail
But shook if hands pity-moved were raised
The rag across him thrown. In England alms
From many a private hearth were largely sent,
As oftimes they have been. 'Twas vain. The land
Wept while her sons sank back into her graves
Like drowners 'mid still seas. Who could escaped:
And on a ghost-throng'd deck, amid such cries
As from the battle field ascend at night
When stumbling widows grope o'er heaps of slain,
Amid such cries stood Mary, when the ship
Its cable slipp'd and, on the populous quays
Grating, without a wind, on the slow tide,
Dropp'd downward to the main.

And here, to contrast the poetry of the East with that of the West, is an almost literal translation, by Wm. C. Wells, of a Turkish poem which occurs in a Turkish romance:

And, lo! a maiden of heavenly face,
From head to foot full of grace;
Tall of stature, light was she,
Like unto the cypress tree.

In every age hath woman been
Cause of madness and of spleen.
So soon. O soon, was Hassan seen
Prostrate 'fore this winning queen.

The torrent of love where dashes he?
He sweeps o'er the walls of philosophie,
The bulwark of sense must down needs be,
For in are rushing the waves of love's sea.

There has lately been published at Prague, in Bohemia, the Autobiography of Dr. J. F. Castelli, who has lived all his life at Vienna, and has been writing for the stage all his life. This memoir comes down to the year 1831. We learn of him that the number of his dramatic works amounts to a hundred and ninety-nine; for some years he was the poet of the Kärnther-Thor Theatre; he knew all the singers and some of the composers of the Austrian capital; he remembers a character who figured importantly in the life of Mozart, and the first performance of the "Zauberflöte." He knew Sonntag, and Weigl, the composer of a popular German opera, "The Swiss Family," of which he wrote the *libretto*; Zacharias Werner, the dramatist; and Theodor Körner, the patriotic poet. He collected more than 200 songs, 1,800 snuff-boxes, a mass of books of plays, portraits of actresses, autographs of actresses, and all the play-bills of Vienna since the year 1660. On one occasion, he was refused permission to print a song of his own, which another was allowed to pirate. At the time of the French invasion of Austria, a patriotic song was the cause of Dr. Castelli's proscription. He applied to the Emperor of Austria for help, but the Emperor, on hearing that he had written a war-song, asked who had told him to do so. Dr. Castelli mentions that the production of Schiller's 'Don Carlos' was long forbidden, because *Don Carlos* loved his stepmother; in 'The Robbers,' the *Father* was turned into an uncle, and a stupendous effect was produced by the cry of "Unclecide," substituted for Parricide. A composer wrote a sonata to the manes of Hummel, but there was a law of the censorship that no Dedication might be printed without the permission of the person to whom it was offered. Accordingly the Censor asked the composer to produce the permission of the manes of Hummel.

Sir Benjamin Brodie, the eminent surgeon, having been compelled, by ill health, to resign the Presidency of the Royal Society of England, two persons are named as likely to divide the vetes of the members. One is Lord Brougham, the other Major General Sabine. Brougham, now almost eighty-three years old, (he was born in Edinburgh, on the 19th September, 1778,) wrote an Essay on the Infection and Reflection of Light, when he was only seventeen, which he forwarded to the Royal Society. It was published in their transactions in 1796, with a continuation in 1797, and a paper on Porisms in 1798. General Sabine is now seventy-one years old, having been born in 1790. His Essays on the Pendulum, published in 1825, gave him a high reputation as a man of science. Although an artillery officer, he took part in the Arctic voyages of 1819 and 1820, under Parry and Ross, and his magnetic observations during that voyage gave the first great impulse to the systematic study of the phenomena of terrestrial magnetism. From 1827 to 1830, he was Secretary of the Royal Society. He has been 23 years a member of the British Association for the Advancement of Science, 21 years one of its Secretaries, and 8 years its General Secretary, filling the office of President in 1853. He has been Treasurer of the Royal Society since 1850, and Vice President. He is author of thirty-four memoirs, published in the "Philosophical Transactions." No doubt Lord Brougham stands high as a statesman, legislator, judge, man of letters, and man of science, but at his advanced age, he cannot devote the time and labor to the Presidency of the Royal Society—the highest office, though unpaid, Science can bestow upon any of her sons in England. It is probable that General Sabine, who has latterly been locum tenens for Sir Benjamin Brodie, will be elected.

Among the Presidents of the Royal Society, founded in 1660, may be named Sir Christopher Wren, 1680; Samuel Pepys, the Diarist, 1684; Lord Somers, one of Macaulay's heroes, 1698; Sir Isaac Newton, 1703; Sir Hans Sloane, 1727; Sir Joseph Banks, 1778; Dr. W. H. Wollaston, 1820; Sir Humphrey Davy, 1820; Davies Gilbert, 1827; Duke of Sussex, 1830; Marquis of Northampton, 1838; Earl of Rosse, of the great telescope, 1848; Lord Wrottlesley, 1854; and now Sir Benjamin Brodie.

The following anecdote, which we take from *The Critic*, is remarkably curious—if true. It purports to have been sent by a correspondent: "Mr. Sims Reeves was announced to appear at the concert in Scarborough, on Friday, but in consequence of a relaxed throat he was unable to appear. Mrs. Howard Paul, who happened to be in the town on a visit, was induced by the local *entrepreneur* to impersonate the eminent tenor, which she did with so much skill, singing his songs with such exactitude of voice and expression, that, coupled with her extraordinary 'make up,' many of the audience were not aware of the substitution. This was said to be one of the best musical 'sells' that ever occurred in Scarborough, where, by-the-by, Mr. Reeves has never yet sung."

As many of our readers know, there is a mania, among some people, for collecting violins by eminent makers. At a recent sale of musical instruments, in London, among the prices realized were £81 for a Stradivarius, £48 for another violin by the same maker, £84 for an Amati violin (formerly the property of Sir W. Curtis). The violoncelli fetched lower prices; an instrument attributed to Joseph Guarnerius brought £50; another, by Stradivarius, was secured by Signor Piatti for £40.

It has been discovered, by comparison of various paintings, that many portraits called Mary Stuart (Queen of Scots) do, in reality, represent Mary of Guise, her mother. So much is the casewith the portrait of Mary, in white mourning dress, at Hampton Court, which belonged to King Charles the First, and is mentioned in the catalogue of his pictures. A valuable, but much ruined, portrait of Mary Stuart has been found in the collection of Col. Meyrick. It is painted in oil, nearly life-size, and corresponds exactly with the small miniature in the collection of Queen Victoria, which represents her, at an early period of life, placing a ring on one of her fingers.

There has just been added to