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

DAILY PRESS,
TWELVE CENTS PER WEEK, payable to the Carrier. 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.

VOL. 5.—NO. 14. PHILADELPHIA, FRIDAY, AUGUST 16, 1861. TWO CENTS.

THE WEEKLY PRESS.
THE WEEKLY PRESS will be sent to subscribers
Mail (per annum in advance) at $2.00
Three Copies, " " 5.00
Five " " 8.00
Ten " " 18.00
Twenty " " ..... one address 30.00
Twenty Copies, or " " ..... 2 addresses of
each subscriber, ... 1.50
For a Club of Twenty one copy, we will send a extra copy to the getter-up of the Club.
Postmasters are requested to act as Agents for THE WEEKLY PRESS.

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

EXCURSIONS.

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. T. LEONARD, Ticket Agent. jy16-1m

SEA BATHING.

SEA BATHING.

ATLANTIC CITY, N. J.

TWO AND THREE-QUARTER HOURS FROM PHILADELPHIA.

ATLANTIC CITY is now connected 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 Long Island; it is remarkable for its dryness; its sailing and fishing facilities are perfect; its hotels are well furnished, and as well kept as those of Newport or Saratoga, while its avenues and walks are cleaner and broader than those of any other sea-bathing place in the country.

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

FOR CAPE MAY AND NEW YORK, TUESDAYS, THURSDAYS, and SATURDAYS, at 9½ o'clock A. M.
New York and Philadelphia Steam Navigation Company, Steamers DELAWARE, Captain Johnston, and BOSTON, Captain Crooker, will leave for CAPE MAY and NEW YORK, from first wharf below Race 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 ALLDERDICE, Agent.
jy5-3m 314 and 316 South DELAWARE Avenue.

FOR CAPE MAY.—The swift and comfortable Bay steamer "GEORGE WASHINGTON," Captain W. Whilldin, leaves Arch-street wharf, for Cape May, every Monday, Wednesday, and Friday morning, at 6 o'clock. Returning, leaves the landing every Tuesday, Thursday, and Saturday morning at 8 o'clock.
Fare to Cape May, carriage hire included ..... $1.50.
Man servant's, carriage hire included ..... 1.25.
Freight taken at the usual low rates.
Stopping at New Castle going and returning.
jy4-tsel*

FOR THE SEA-SHORE—CAMDEN AND ATLANTIC RAILROAD.—On and after MONDAY, June 17th, trains will leave VINE-STREET FERRY daily, (Sundays excepted):
Mail train ..... 7.30 A. M.
Express train ..... 4.00 P. M.
Accommodation ..... 5.00 P. M.
RETURNING, LEAVE ATLANTIC:
Mail ..... 7.45 P. M.
Express ..... 6.15 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 3 P. M. The Company will not be responsible for any goods until received and receipted for, by their Agent, at the Point.
JOHN G. BRYANT, Agent.
jy6-tf

COMMISSION HOUSES.

SHIPLEY, HAZARD, & HUTCHINSON
NO. 112 CHESTNUT ST.,
COMMISSION MERCHANTS,
FOR THE SALE OF
PHILADELPHIA-MADE GOODS.
mh23-tm

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. feb6-6m*

LOOKING GLASSES.

IMMENSE REDUCTION IN LOOKING GLASSES, OIL PAINTINGS, ENGRAVINGS, PICTURE AND PHOTOGRAPH FRAMES.
JAMES S. EARLE & SON,
816 CHESTNUT Street,
Announce the reduction of 25 per cent. in the prices in all the manufactured stock of Looking Glasses; also, in Engravings, Picture and Photograph Frames, Oil Paintings. The largest and most elegant assortment in the country. A rare opportunity now offered to make purchases in this line for cash, at remarkably low prices.
EARLE'S GALLERIES,
jy2-tf 816 CHESTNUT STREET.

CABINET FURNITURE.

CABINET FURNITURE AND MARBLE 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 assortment of finishes with MOORE & CAMPION'S IMPROVED CUSHIONS, of 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, which speaks louder with the character of their work. fem-3m

PERSONAL.

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

COPARTNERSHIP NOTICES.

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 FOURNIER & BOULTON, for the purpose of dealing 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. 1836 Wallace street, both of the city of Philadelphia, are the General Partners. Fortunato J. Figueira, also of said city, is the Special Partner, and has contributed to the common stock of said partnership the sum of forty thousand dollars. Said partnership to commence on the first day of July, A. D. one thousand eight hundred and sixty-one, and to terminate on the first day of July, A. D. one thousand eight hundred and sixty-six.
JONATHAN PATTERSON, JR.,
EDWARD BOULTON,
General Partners.
FORTUNATO J. FIGUEIRA,
Special Partner.
jy3-tu&th1t

SAVING FUNDS.

SAVING FUND—UNITED STATES TRUST COMPANY, corner WHIRD and CHESTNUT Streets.
INTEREST FOUR PER CENT.
S. R. CRAWFORD, President.
JAMES R. SWEZEY, Secretary and Treasurer.
Office hours, from 10 until 3 o'clock. fe6

BOOKS, LAW AND MISCELLANEOUS, new and old, bought, sold, and exchanged, at the PHILADELPHIA BANK BOOK STORE, No. 418 CHESTNUT Street. Libraries at a distance purchased. Those having Books to sell, will at a distance, write 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, will be sent. 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 Tents, Awnings, Trunks, and Wagon Covers.
Also, Patent Manufacturing Duck, for Belting, Hose, Fire Buckets, Belting, Tarpaulins, &c.
JOHN W. EVERMAN & CO.,
my4-tf 105 JONES Alley.

SKINS.—A small invoice of Hides, Sheep, Kid, and Goat Skins, just received from the West Indies, for sale by [illegible] & CO., 30 South [illegible] street.

OLIVE OIL.—Pure Olive Oil in white glass bottles just received per bark Juliet. For sale by JAMESTORE & CARSWELL, 20 South FRONT Street. [illegible]

BEST QUALITY ROOFING SLATE always on hand and for sale at Union Wharf, foot of CEDAR Street, Kensington.
S. HOGAN.
[illegible] Street, Philadelphia.

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 by five-eighths of an inch thick, fastened with one screw bolt and nut in each fellie; hubs made of gum, the spokes and fellies 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 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-sixths 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 one pin on the ends and with two bolts, six inches from the middle, and fastened to the hounds and bolster, (the bolster to be four feet five inches long, five inches wide, and three and a half inches deep,) with four half-inch bolts.

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

The front hounds, to be six feet two inches long, three inches thick, and four inches wide over axletree, and 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, with a plate of iron one foot 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 and a half inches to clamp the front hounds together, and fastened on the underside, and at front end of hounds, with half inch screw bolt through each hound, a seven-eighth inch bolt through tongue and hounds in the centre of jaws, to secure the tongue in the hounds; a plate of iron three inches wide, one quarter inch thick and one foot eight inches long, secured on the hounds (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 rider and hounds; a brace over front bolster one and a half inch wide, one-quarter of an inch thick, with a bolt through each end to the hounds; the opening between the jaws of the hounds, to receive the tongue, four and three-quarter inches in depth, 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, same as those of 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; ring 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-half inch thick on the doubletree and tongue where they rub together; iron plate one and a half inch wide by one 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-sixths of an inch thick; corners drawn out, and turned down on the sides of the bolster, with a bill 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 hand iron; the rubs plate on the bolster to be eight inches long one and three-quarters inches wide, and one quarter of an inch thick. Doubletree three feet feet six inches long, single tree two feet six inches long, all well made of hickory, with an iron ring and clip at each end, the centre clip to be well secured; lead bar and stretcher to be three feet two inches long, two and a quarter inches wide, and one and a quarter inch thick; lead bars stretchers, and singletrees for singletrees; for the lead bars there will be required two 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 six 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 traces of the end 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 of inside; the floor to be two and a half inches thick, of 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; top rail one and a half inch thick by one and seven-eighth inch wide; lower rails one inch thick by one and seven-eighth inch wide; three studs and one rail in front, with a seat on strap hinges 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 inches 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 joint hasp 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 to connect spring bolsters 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 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 iron, and riveted on a good bur; one rivet through each end of the rails; floor five-eighths of an inch oak boards; sides five-eighths of an inch white pine, inland 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 bolster, to be fastened by the rod at the end of the lateral rod, and two lateral rods and three-eighths of an inch screw bolts, one at the forward end of the plate, and the other about equi-distant between it and the lateral rod. A half-inch round iron rod or bolt to pass diagonally through the rails, between the 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 set in the top one foot six inches from inside of tail board, and on the bottom ten inches from the hind end; two iron braces one inch wide, one-quarter of an inch thick and around the bed piece, the centre bolt to which the lock chain is attached passing through it, to extend seven inches on the inside of the body, the ends, 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 round each end and three between the ends, strong and suitable irons to fasten them on the tongue when feeding; a good strong chain 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 and a half inch think, 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 seven feet four inches 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 six inches wide, to have a strong hem, 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 bottom to have two good coats of white lead, colored to a blue tint, the inside of them to have three good coats of red paint; the wagon to have wheels to have two good coats of venetian red darkened of a chocolate color, the hub and felloes to be well painted, varnished, painted, if required.

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

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.; the cover, feed box, bolts, linchpins, tarpot, 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 fit and be exactly fitted to 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 woods thoroughly seasoned, and the work in all its parts faithfully executed in the best workmanlike manner.

The work will be inspected from time to time as it progresses by an officer or agent of the Quartermaster's Department, and none of it is 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,
Quartermaster General U. S.
je 22-tf

OFFICE OF SECRETARY AND TREASURER OF 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 two Buildings for 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 these 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 failing the walls with white stone or marble, similar to the buildings already erected, or facings with the best pressed bricks; or bids may be made in addition, make such proposals as for 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 direct to BENJAMIN KING, Asst Surgeon, Secretary, and Treasurer.
jy30-tau17

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 500, 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 jy25-1m

CHRISTIAN RENTSCHLER'S LAGER-BEER SALOON AND OFFICE, No. 469 CHERRY Street.
BREWERY, No. 989 North SEVENTH Street. Philadelphia. jy26-1m

FUNGICIDAL EXTERMINATOR.—J. W. SCOTT, 314 CHESTNUT Street, a few doors below the "Continental," the attention of Wholesale Dealers is invited to the IMPROVED CWT OF SIFTS, a superior article, now manufactured and kept on hand for sale. fed tf

WOAD—500 lbs. for sale by WETHERILL & BROTHER, 47 and 49 North SECOND St. jel

MEDICINAL.

HELMBOLD'S

GENUINE PREPARATION.

HELMBOLD'S—HELMBOLD'S—HELMBOLD'S
EXTRACT BUCHU
THE GREAT DIURETIC.
A POSITIVE AND SPECIFIC REMEDY
FOR DISEASES OF THE
BLADDER, KIDNEYS, GRAVEL, DROPSY, AND ALL DISEASES 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
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.
Agts.—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, and sent, carefully packed, free from observation, by return mail or express, to any address, upon receipt of the price, or a C. O. D. if preferred. Address, HELMBOLD'S MEDICAL DEPOT, No. 104 South Tenth street, Philadelphia.
The Medicine is not sold in any place in the United States, or Canada, or Europe, within a radius of 500 miles of Philadelphia.
Beware of Spurious Imitations, containing Mercury, Lead, or Nitrate of Silver.
Beware of Spurious Imitations, containing Sarsaparilla, Sassafras, Mandrake, Stillingia, Mezereon, Poke Root, Prickly Ash, Rhubarb, Cubebs, Juniper Berries, Copaiba, Balsam Copaiva, Balsam Fir, Balsam Tolu, Balsam Peru, Turpentine, Castor, Cantharides, Tansy, Pennyroyal, Cayenne, Camphor, Opium, Morphine, Alcohol, Nitric Ether, Sweet Spirits of Nitre, Paregoric, Elixir Paregoric, Elixir Vitriol, Elixir Proprietatis, Elixir Gentian, Elixir Bitter, Elixir Sweet