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.

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

The Press.

VOL. 5.—NO. 20. PHILADELPHIA, FRIDAY, AUGUST 23, 1861. TWO CENTS.

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 " " " 12.00
Twenty " " " (to one address) 20.00
Twenty Copies, or over, (to address of each subscriber,) each..... 1.20
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 WEEKLY PRESS.

SEA BATHING.

SEA BATHING.

ATLANTIC CITY, N. J.

TWO AND THREE-QUARTER HOURS FROM PHILADELPHIA.

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

Trains of the CAMDEN AND ATLANTIC RAILROAD leave VINE-STREET WHARF, Philadelphia, daily, at 7½ A. M. and 4 P. M. Returning, reach Philadelphia at 9 A. M. and 7.45 P. M. Fare, $1.50.

Round-Trip Tickets, good for Three Days, $2.50. Distance, 60 miles. A telegraph extends the whole length of the Road. jy10-tf

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, LEAVES ATLANTIC:
Mail train.....8.45 P. M.
Express train.....6.15 A. M.
Accommodation.....8.18 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,
jo15-tf Agent.

FOR CAPE MAY AND NEW YORK, TUESDAYS, THURSDAYS, and SATURDAYS, at 9½ o'clock A. M.
New York and Philadelphia Steamship Company, Steamers DELAWARE, Captain Johnston, and BOSTON, Captain Crooker, will leave for CAPE MAY and NEW YORK, from first wharf below Spruce 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, Season Tickets, Carriage Hire included.....$1 50
Fare to Cape May, Season Tickets, Carriage Hire extra..... 8 00
Fare to New York, Cabin..... 2 00
Do. Do. Deck..... 1 50
Steamers touch at New Castle going and returning.
Freights for New York taken at low rates.
JAMES ALLDERDICE, Agent.
jy6-2m 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 9½ o'clock. Returning, leaves the landing every Tuesday, Thursday, and Saturday morning at 8 o'clock.
Fare, carriage hire included.....$1.50
Excursion tickets, carriage hire included..... 1.25
Freight taken at the usual low rates.
Stopping at New Castle going and returning. jy4-tsel*

COMMISSION HOUSES.

KRISCHE & OELBERMANN,

IMPORTERS OF WOOLLENS,

AND

SOLE AGENTS FOR

DOESKINS, CLOTHS, &c.

BAUENDAHL'S

No. 222 MARKET STREET.
au19-mwf5t

WELLING, COFFIN, & CO.,
No. 116 CHESTNUT STREET,
Offer, by the Package, the following Makes and Descriptions of Goods:

PRINTS.
DUNNELL MFG. CO. — GREENE MFG. CO.

BLEACHED COTTONS.
Bay Mill, Lonsdale, Hope, Blackstone, Greene Mfg. Co., Red Bank, Mariposa, Jamestown, Slaterville, Belvidere, Centredale, &c.

BROWN COTTONS.
Fredonia, Ohio, Groton, Silver Spring, Glenville, Eagle, Mechanics' and Farmers' Union, &c.
CORSET JEANS.—Glasgow, Manchester.
DENIMS AND STRIPES.—Grafton, Jewett City, Madison, Slatersville, Agawam, Keystone, Choctaw.
CANTON FLANNELS.—Slaterville, Agawam, Shepard's.
SILESIAS.—Smith's, Lonsdale, Diamond Hill.

WOOLENS.
BROAD CLOTHS.—Bottomley's, Pomeroy's, Glenham Company.
CASSIMERES AND DOESKINS.—Greenfield, Gay's, Stearns'.
SATINETS.—Bass River, Crystal Springs, Conversville, Hope, Staffordville, Converse and Hyde, Converse Brothers, Bridgewater.
ALSO,
Flannels, Linseys, Kentucky Jeans, Nankeens, Tickings, Colored Cambrics, Printed Cloakings, &c. au9mw3m

WILLIAMS' FLANNELS
ANGOLA, MERINO, SAXONY, Etc.
VARIOUS WIDTHS AND QUALITIES.
For sale by
WELLING, COFFIN, & Co.
au9-fmw3m

SHIPLEY, HAZARD, & HUTCHINSON,
No. 112 CHESTNUT STREET,
COMMISSION MERCHANTS
FOR THE SALE OF
PHILADELPHIA MADE GOODS.
mh22-6m

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 of 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 is now offered to make purchases in this line For Cash, at remarkably Low Prices
EARLE'S GALLERIES,
jy9-tf 816 CHESTNUT Street.

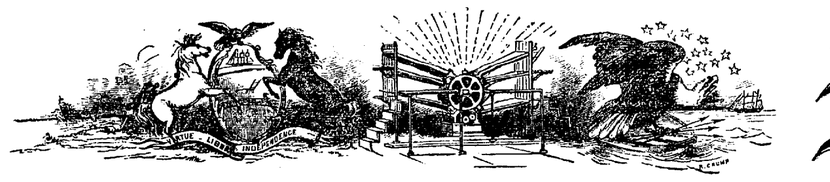
PRESERVING JARS.
GLASS ABOVE,
GLASS BELOW,
GLASS ON ALL SIDES.
No danger of being poisoned with Metal in using the HARTELL JAR.
HARTELL & LETCHWORTH,
au10-2m Glass Warehouse, 13 N. FIFTH Street.

ALL PERSONS PUTTING UP FRUIT, &c., are especially invited to call and examine the HARTELL JAR, recommended by Dr. Attee, Prof. Booth, and others, and see Silver Medals and First Premium Diplomas, which have never failed being awarded when placed in competition with other Jars.
HARTELL & LETCHWORTH,
au10-2m Glass Warehouse, 13 N. FIFTH Street.

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*

POINT PLEASANT FOUNDRY,
No. 951 BEACH Street, Kensington, Philada.—WILLIAM H. TIERS informs his friends that, having purchased the entire stock of Patterns at the above Foundry, he is now prepared to receive orders for Rolling, Grist, and Saw-Mill Castings, Soap, Chemical, and House Work, Gearing. Castings made from Reverberatory or Cupola Furnaces, in dry or green sand, or loam. my9-tf



PROPOSALS.

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 place 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; fellies 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 follies 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 in thickness; 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 deep and four inches deep forward, 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 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 axle-arms, and to retain that width to the back end of the tongue; jaws of the hounds to be 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 and a half inches to clamp the front hounds together, and fastened on the under side, and at front end of hounds, with half inch screw bolt through each hound, a seven-eighth inch bolt through tongue and hounds in the centre of jaws, to secure the tongue in the hounds; a plate of iron three inches wide, one quarter inch thick, and one foot eight inches long, secured on the inside of jaws of hounds with four rivets, and a plate of the 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 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, and 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 steady iron two and a half inches wide, by one-half inch thick, turned up two and a half inches, and bolted on each end with three rivets; the bolster stocks and hounds to be secured with four half-inch screw bolts, and one half-inch screw bolt through the coupling pole.
The coupling pole nine feet eight inches long, three inches deep, and four and a half inches wide at front end, and two and three-quarter inches wide at back end; distance from the centre of king bolt hole to the centre of the back axletree six feet one inch, and from the centre of king bolt hole to the centre of the mortice in the hind end of the pole eight feet nine inches; king bolt one and a quarter inches diameter, of best refined iron, drawn down to seven-eighths of an inch where it passes through the iron axletree; iron plate six inches long, three inches wide, and one-eighth of an inch thick on the doubletree and tongue where they rub together; iron plate one and a half by one-quarter of an inch on the 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 and two and a half inches wide, of No. 10 band iron; the rub plate on the coupling pole to be eight inches long, one and a half inches wide, and one quarter of an inch thick. Doubletree three feet ten inches long, singletree two feet eight inches long, all well made of hickory, with an iron ring and clip at each end, the centre clip to be well secured; lead bar and stretcher to be three feet two inches long, two and a quarter inches wide, and one and a quarter inch thick. Lead bars, stretchers, and singletrees for six-mule team; the two singletrees for the lead mules to have hooks in the middle to hook to the end of the fifth chain, the wheel and middle pairs with open rings to attach 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 tempe chains, three-eighths of an inch in diameter; the forked chain seven-sixteenths inch in diameter; the fifth chain to be seven-sixteenth inch diameter to the fork; the fork to be five-sixteenth inch diameter; the links of these and of the lock chains to be not more than two and a quarter inches long.
The body to be straight, three feet six inches wide, two feet deep, ten feet long at the bottom, and ten feet six inches at the top, sloping equally at each end all in the clear or inside; the bed pieces to be two and a half inches wide, and three inches deep; front pieces two inches deep by two and a half inches wide; tail piece two and a half inches wide and three inches deep; and four inches deep in the middle to rest on the coupling pole; top rail one and a half inch thick by one and seven-eighth inch wide; lower rails one inch thick by one and seven-eighth inch wide; three studs and one 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 bar fastened to the middle of the lid, with a good wooden cleat on the inside, a strap of iron on the centre of the box with a staple passing through it, to fasten the lid to; eight studs and two 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 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; four rivets through each side stud, and two rivets through each front stud, to secure the lining boards; be of the best quality iron, and beveled 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, tail board three-quarters of an inch thick, of white pine, to be well cleated with five oak cleats riveted at each end through the tail-board; an iron plate three feet eight inches long, two and a quarter inches wide, and three-eighths of an inch thick on the under side of the bed-piece, to extend from the hind end of the body to eight inches in front of the hind bolsters, to be fastened by the rod at the end of the body, by the lateral rod and two three-eighths of an inch screw bolts, one at the forward end of the plate, and the other about equidistant 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 at the top one foot six inches from inside of tail-board, and on the bottom ten inches from the hind rod. An iron clamp two inches wide, one-quarter of an inch thick around the bed-piece, the centre bolt to which the lock chain is attached passing through it, to extend seven inches on the inside of the body, the ends, 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 and 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 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 inches 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 hemp cords on each side, and one through each end to close it at both ends; two rings on each end of the body, to close and secure the ends of the cover; a staple in the lower rail, near the second stud from each end, to fasten the side cords. The outside of the body and feed trough to have two good coats of white lead, colored to a blue tint, the inside of them to have two coats of venetian red paint; the running gear and wheels to have two good coats of venetian red darkened of a chocolate color, the hub and fellies to be well pitched, instead of painted, if required.
A tar-pot, an extra king bolt, and two extra singletrees to be furnished with each wagon, the king bolt and singletree similar in all respects to those belonging to it.
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 agree and exactly fit those of any other, so as to require no numbering or arranging for putting together, and all the material 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 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,
je25-tf Quartermaster General U. S.

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 800, 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 RENTSCHLER'S LAGER-BEER SALOON AND OFFICE, No. 409 CHESTNUT Street.
BREWERY, No. 982 North SEVENTH Street, Philadelphia. jy26-1m

OLIVE OIL.—Pure Olive Oil in white glass bottles, just received per bark Juliet. For sale by JAURETCHE & CARSTAIRS,
je20 No. 208 South FRONT Street.

SKINS:—A small invoice of Hides, Sheep and Goat Skins, just received from the West Indies, for sale by JAURETCHE & CARSTAIRS, 202 South FRONT Street. je5

EDUCATIONAL.

REV. J. I. HELM WILL REOPEN his School for GIRLS, at 1525 WALNUT Street, September 12th. au22-1m

THE COLLEGE OF ST. JAMES, WASHINGTON COUNTY, MARYLAND.
The next Annual Session of the College, and of the Grammar School, will open regularly on the last WEDNESDAY (the 25th) of September. Address the Rev. Dr. KERFOOT, Rector, &c., College of St. James P. O., Maryland. au19-mw12t

GEORGETOWN COLLEGE, D. C., August, 1861.
The exercises of this Institution will be resumed on the first MONDAY in September. Terms per annum, for Board and Tuition, $200, payable half yearly, in advance.
For further particulars apply to the President.
au14-wf&mlm JOHN EARLY, S. J.

ACADEMY OF THE PROTESTANT EPISCOPAL CHURCH, Locust and Juniper streets.
The Autumnal Session will open on MONDAY, September 2d, at 9 o'clock A. M.
Applications for admission may be made at the Academy on and after August 28th, between the hours of 10 and 12 o'clock in the morning.
JOHN W. ROBINS, A. M., au19-mwf 1m Head Master.

PENN INSTITUTE—Southeast corner THIRTEENTH and FILBERT Sts., reopens MONDAY, Sept. 9. For catalogues, address au22-1m* R. STEWART, Principal.

YOUNG LADIES' SCHOOL—No. 903 CLINTON Street—Established by Prof. C. D. CLEVELAND in 1834. The duties of the school will be resumed by the subscriber, on MONDAY, September 9. [au22-1m] PLINY E. CHASE.

SCHOOL OF DESIGN FOR WOMEN, 1334 CHESTNUT Street, reopens on the first MONDAY of September. au21-12t*

ENGLISH AND CLASSICAL SCHOOL,—The school of the subscriber, in Simes' Building, at TWELFTH and CHESTNUT Streets, will be removed to the larger Hall, directly over Mr. Hassard's store, in the same building, and will be reopened on MONDAY, 9th of September.
au21-tf CHARLES SHORT.

BORDENTOWN FEMALE COLLEGE, Bordentown, N. J., situated on the Camden and Amboy Railroad, thirty miles north of Philadelphia. Special attention paid to the common and higher English branches, and music for boarders. Charges furnished upon receipt of a circular. Vocal and instrumental Music, German and French. Session commences September 16. Address
au21 1m* Rev. JOHN W. BRAKELEY, A. M., President.

ST. MARK'S EPISCOPAL ACADEMY, LOCUST Street, west of Sixteenth, reopens on MONDAY, September 2, at 9 A. M.
an21-2w* J. ANDREWS HARRIS, A. M., Principal.

THE MISSES CASEY and MRS. BEEBE will re-open their English and French Boarding and Day School, No. 1703 WALNUT Street, on WEDNESDAY, the 11th of SEPTEMBER. au20-1m

MARY L. STACKHOUSE will reopen her BOARDING and DAY SCHOOL, for Girls, at No. 1030 SPRING GARDEN Street, on the 2d of SEPTEMBER next. au20-24t*

WESLEYAN FEMALE COLLEGE, WILMINGTON, DELAWARE.
The next session of this Institution will begin on MONDAY, the 2d of September.
It possesses the best facilities for thorough instruction in a complete course of solid and ornamental studies.
Superior accommodations for boarders.
For full information, address
au19-tsel JOHN WILSON, President.

MISS MARY E. THROPP will reopen her Boarding and Day School for Young Ladies, at 1924 SPRUCE Street, Philadelphia, on MONDAY, September 9th. Circulars, containing full information, to be had on application. au19 dtOct1*

MERCIE E. BROWN will REOPEN her School for Girls, in the Spring Garden Institute, on the Northeast corner of BROAD and SPRING GARDEN Streets, on Ninth month (SEPTEMBER) 2d. Charge for tuition, Ten Dollars for five months.
au19-1m*

CHESTNUT-STREET FEMALE SEMINARY.—Miss BONNEY and Miss DILLAYE will reopen their Boarding and Day School on WEDNESDAY, September 11, at No. 1615 CHESTNUT Street, Philadelphia. au16-1m

BOARDING SCHOOL, near Media, DELAWARE COUNTY, Pa., for Twelve Boys. Reopens September 9.
au19-1m* SAML. ARTHUR, A. M.

THE PRIVATE SCHOOL FOR BOYS, in the Philadelphia City Institute, Northeast corner of CHESTNUT and EIGHTEENTH Streets, will reopen MONDAY, September 2, 1861.
au15-2m* L. BURROWS, Principal.

SUMMER RESORTS.

EAGLE HOTEL, ATLANTIC CITY, is now open with a LARGE ADDITION OF ROOMS.
Board $7 per week: Bathing dresses included.
au13-1m

KENTUCKY HOUSE, ATLANTIC CITY, N. J.
This comfortable and convenient new house, located on Kentucky avenue, opposite the Surf House, has been fitted up for visitors this season.
F. & T. QUIGLEY, Proprietors.
N. B.—Horses and Carriages to Hire. je24-2m

CENTRAL HOUSE, ATLANTIC CITY, N. J.
M. LAWLOR, Proprietor.
The above new house is open for Boarders. Rooms equal to any on the beach, well ventilated, high ceilings, &c. Servants attentive and polite. Approximate to the Bathing grounds. je24-2m

FRANKLIN HOUSE, ATLANTIC CITY, N. J.
BY MARY MAGUIRE.
This House fronts the surf, and possesses the finest Bathing Grounds on the beach. Boarding $8.50 per week; $1.50 per day. Single meal 50 cents.
Bathing dresses included for weekly boarders only.
je24-2m

CONSTITUTION HOUSE, ATLANTIC CITY, N. J., (Opposite the National,)
JAMES J. BARR, (of the old Globe,) Proprietor.
☞ The choicest brands of liquors and Cigars to be found on the Island. je24-2m

COLUMBIA HOUSE, ATLANTIC CITY, N. J.
EDWARD DOYLE, Proprietor.
This House is in the immediate vicinity of the Surf House, and within half a square of the best Bathing Grounds on the beach. The proprietor will use every effort to make his guests comfortable. Terms reasonable.
je24-2m

STAR HOTEL, (Nearly opposite the United States Hotel,) ATLANTIC CITY, N. J.
SAMUEL ADAMS, Proprietor.
Dinner.....50 cents.
Also, Carriages to hire.
☞ Boarders accommodated on the most reasonable terms. je24-2m

SEA BATHING, BRIGANTINE HOUSE, BRIGANTINE BEACH, N. J.
Now open for the season. The Bathing, Fishing, Gunning, and Yachting very superior.
Boats will await guests at the inlet on arrival of trains. Board per week $8. P. O. Address, Atlantic City.
H. D. SMITH, jy3-2m Proprietor.

WHITE HOUSE, Lower end of MASSACHUSETTS Avenue, ATLANTIC CITY.
This house is located immediately on the Beach, and presents every accommodation for Visitors.
Terms moderate. WILLIAM WHITEHOUSE,
je26-2m Proprietor.

"THE ALHAMBRA," ATLANTIC CITY, N. J.
A SPLENDID NEW HOUSE.
S. E. Corner of Atlantic and Massachusetts Avenues, Now open for the reception of Boarders.
The Rooms and Table of "THE ALHAMBRA" are unsurpassed by any on the Island.
There is a spacious Ice Cream and Refreshment Saloon attached to the House. Terms Moderate.
C. DUBOIS & S. J. YOUNG, Proprietors.
je27-2m

CONGRESS HALL, ATLANTIC CITY, N. J.
This spacious House, situated at Atlantic City, will be opened on the 29th June, with every accommodation for visitors. The House fronts the beach 120 feet, giving a splendid view of the ocean, and is near the Fishing and Sailing point. No pains will be spared to secure the comfort and convenience of guests.
Boarding reduced to $10 per week.
je24-tsel THOMAS C. GARRETT.

LIGHT HOUSE COTTAGE, ATLANTIC CITY, the nearest House to the safest part of the beach, is now open for the Season.
TERMS MODERATE.
NO LIQUORS SOLD ON THE PREMISES.
JONAH WOOTTON, jc24-3m Proprietor.

SEASIDE HOUSE, ATLANTIC CITY, N. J.
BY DAVID SCATTERGOOD.
A NEW PRIVATE BOARDING-HOUSE, beautifully situated at the foot of Pennsylvania Avenue.
Now open for visitors for the season. je24-2m

TAMMANY HOUSE, NORTH CAROLINA AVENUE, near the Depot, ATLANTIC CITY.
The subscriber takes pleasure in informing his former patrons and the public that he has reopened the above House, where he will be happy to please all who may favor him with a call.
je23-3m ELIAS CLEAVER, Proprietor.

WASHINGTON HOUSE, ATLANTIC CITY, N. J.
This House fronts the Surf, and has the finest Bathing Ground on the Beach. Board per week, $8 50. Bathing Dresses included for weekly boarders only. Board per day, $1 50. Single meals 50c.
je24-2m JOHN ROTHERHAM, Proprietor.

SEA BATHING.—"The Clarendon," (formerly Virginia House,) VIRGINIA AVENUE, ATLANTIC CITY, is now open for the accommodation of Boarders. This House is situated immediately on the Beach, and from every room affords a fine view of the sea. [je24-2m] JAMES JENKINS, M. D.

SEA-BATHING.—THE UNITED STATES HOTEL, ATLANTIC, N. J., is now open for visitors. This is the largest and best-furnished Hotel on the Island, and being convenient to the beach, and surrounded by extensive and well-shaded grounds, is a desirable house for families. It is lighted with gas, and well supplied with pure water. The Germania Society will furnish the music for the season. The cars stop at the door of the Hotel for the convenience of guests.
JEREMIAH McKEON, je 20-tf Proprietor.

SUMMER BOARDING, ATLANTIC CITY, N. J. ASHLAND HOUSE,
Corner of Pennsylvania Avenue and the Railroad, Atlantic Avenue,
IS NOW OPEN
For the reception of permanent or transient boarders.
je24-2m JOHN S. STOKES.

The Press.

FRIDAY, AUGUST 23, 1861.

The Fall of a Great House.

The late Duke of Buckingham and Chandos, —who possessed a Dukedom, two Marquisates, two Earldoms, one Viscounty, and one Barony,—and died in an obscure lodging in London, on the 29th July, under the *alias* of "Mr. Johnson," succeeded to the titles and estates worth $1,000,000 a year on the death of his father, in 1839. He died almost a pauper, disgraced and degraded. Related to Queen Victoria in blood, (actually belonging to the elder Tudor branch, whereas she reigns through her descent from the Scottish Stuarts,) a Knight of the Garter and a Privy Councillor, his latter years were uncared for, his death unwept. Worse than all, his own misconduct caused the ruin of fortune and fame.

His father was a Duke, and his mother a Duke's sole daughter and heiress. He was born in 1797, married the Marquis of Breadalbane's daughter in 1819, (she obtained a divorce from him in 1850,) sat in Parliament for the county of Bucks from 1826 to 1839, when he went into the Upper House, and, though he spoke much as Demosthenes did, ere he took the pebbles out of his mouth, was such an earnest advocate of the agricultural interest that he was called "the Farmers' friend."

The Marquis of Chandos, as he was called by the courtesy which gives peers' eldest sons their fathers' second title, was a rank Tory, opposing Catholic Emancipation in 1827; exclaiming against Canning's liberal principles at the same time, and, in 1828, going out of his way to resist a Parliamentary vote providing for the dead statesman's family. Lord Chandos protested against the grant, to mark his disapprobation of that minister's principles. Sir Thomas Acland, one of the most honored of the Tory party, quietly expressed his regret at any such opposition, and Lord Palmerston quietly observed that "Mr. Canning's name would be venerated long after his detractors had been consigned to oblivion."

In 1829, when Wellington and Peel had determined to quiet Ireland by granting the Catholic Claims, they found a loud antagonist in the Marquis of Chandos, who, two years later, aided them in attacking the Reform Bill. In 1832, when that measure was in committee, he carried what since is known as the Chandos clause, giving to tenants-at-will at £50 a year, the right of voting in counties. It went far to nullify the measure, as it places these numerous tenants at the mercy of their landlords. His parliamentary career shows only the above *notabilia*.

Going into the House of Lords in January, 1797, before he had completed his forty-second year, and possessed of such Parliamentary influence that he could return five or six members for the boroughs and counties of Bucks, it is surprising that he did endeavor to become a political leader. In 1841, when Peel became Prime Minister, he was in a manner *compelled* to give office to the Duke of Buckingham, who was appointed Lord Privy Seal. Before Peel had been five months in office he proposed to insert a paragraph in the Queen's speech, relating to the state of the laws affecting the importation, and the Duke, shrewd enough to see Free Trade looming in the future, resigned office, but, when taunted by Earl Fitzwilliam in the House of Lords, boldly avowed that he would not and could not change his views on the corn laws, and, as an honest man, he had withdrawn from the Ministry, though he should afford them a cordial support on other points. In this year he received the honor of the Garter, and was created honorary LL.D. at Cambridge.

In 1845 occurred what he doubtless considered his greatest triumph, though it proved the precursor of his fall. This was the visit of Victoria and Albert to his palace of Stowe. At that place, as we mentioned yesterday, his father had sheltered and entertained the exiled Bourbons, with princely magnificence and hospitality. In 1805, Stowe was the scene of still greater festivities than those lavished on the Bourbons. The heir-apparent to the throne—the Prince of Wales—was there received in great state, as well as the Duke of Clarence, Mr. Fox, and all the members of the Grenville and Whig parties. Eight hundred persons were invited to these entertainments, which continued for several days; and the extensive gardens and immense grounds were illuminated with 15,000 lamps, at an unheard-of expense. As though this profusion were not sufficient, in 1808 the French princes were again received and entertained at Stowe with the most lavish hospitality. This system of profusion led to that immense increase of expenditure, exceeding income, which ultimately crippled the resources of the first Duke, and ruined the fortunes of the second.

The visit of Queen Victoria and her husband lasted three days. On the 15th of January, 1845, accompanied by a small suite, they left the Wolverton station under an escort of yeomanry, passing through triumphal arches and crowds of people in holiday dress. Grand dinners, shooting battues, balls, &c., followed in quick succession till Saturday morning, the 18th. The expense was enormous, and the Duke is well known to have prided himself in entertaining his sovereign at a cost to himself something fabulous in amount. The Queen planted an oak, and a cedar—*sebil arbores quorum fructus Ipse accipiet nunquam.*

As might have been expected, *Punch* made merry on some of the scenes and occurrences of this visit—especially on a corps of five hundred laborers, dressed up in clean smock-frocks, purporting to represent the Duke's happy tenantry, all washed and shaved for the occasion, who were drawn up at the garden entrance to receive the Queen and her party. Five shillings a man were paid to each, and a tableau-maker, from the Victoria theatre, was hired to groupe the pseudo-tenantry in a picturesque manner. Another occurrence, during this visit, excited much merriment throughout England, when described in the newspapers. It was determined to give Prince Albert some shooting, and on a large portion of the Stowe estate, of which Guernsey Hill is the centre, the game had been so scrupulously preserved that a person could scarcely walk there without finding a hare on its form, a pheasant strutting across his path, a partridge on a tree, or a woodcock lazily flitting overhead. So, the Prince had a *battue*—which, in British sportsmanship, means a day's firing among this swarming superfluity of game. He sat, at his ease, in arm-chair, during one period of the sport, popping away at the tame hares, his attendants loading the guns, and handing them to him as fast as he could discharge them. All around a certain range, the keepers had beat the covers where the hares lay, narrowing them into a circle for this Royal sport. As *Punch* said,

Once and again Prince Albert shot,
Once and again shot he;
The hare, the fact on four legs ran,
Now limped away on three
Each keeper raised his head, and struck
The hare upon the head;
The Prince he shot, the keepers knocked,
Until each hare was dead.

The cost of entertaining the Royal visitors at Stowe, for three days, was $1,500,000. It was the last straw that broke the camel's back.

In June, 1846, the marriage of Mr. Gore Langton, a wealthy Somersetshire squire, with Lady Anna Eliza Grenville, the Duke's only daughter, took place. The patrician father disapproved of the match. When his tardy consent was given, and her fortune came to be surrendered, and settlements discussed, the truth came out: *The Duke of Buckingham and Chandos was a beggar.* Then followed the crash—such a crash as England had not seen for many a long day, the final and total ruin of a once princely-house, the exposure and degradation of its head, the destitution of its members.

Here, as it tells the story much better than we can, we copy a graphic account from a London paper:

Can any one forget those memorable weeks of the Stowe sale in August and September, 1848? For a week previous to the sale (August 7-14) Stowe was free to the public. Those gates, which only three years ago were opened for a Queen and her suite, admitted a motley crew, aristocratic and plebeian, to gloat over the treasures of the palace, to pry into the private chambers of noble lords and ladies, and to discuss, with the eager inquisitiveness of genteel compassion, the fortunes of the ducal house, the follies and the destitution of the princely Grenvilles. Such an invasion of a palace never was seen since the irruption of the victorious Greeks into King Priam's gorgeous halls—

Apparet domus intus et atria longa patescunt,
Apparent Priami et veterum penetralia regum,
Armatosque videt stantes in limine primo.
At domus interior gemitu miseraque tumultu,
Miscetur, &c., &c., &c.—

or since that of the Parisians into the Tuileries after Louis Philippe's ignominious exit. And then, on the first day of the sale, the great historian of England sang a threnody over the fallen