OUR BRILLIANT VICTORY!

FURTHER PARTICULARS.

THE SCENE OF THE EXPLOIT.

OFFICIAL LIST OF PRISONERS.

THE CAPTURED STORES.

ARRIVAL OF GEN. BUTLER IN WASHINGTON.

HIS SERENADE AND SPEECH.

We present below a detailed account of the brilliant victory off the coast of North Carolina, achieved by the naval expedition which left Fortress Monroe on Monday last, under the command of Commodore Stringham and Major General Butler:

HATTERAS INLET,

Situated about twelve miles from Cape Hatteras lighthouse, is the inlet in question. It is known to the mariner by a low sand island, which was formerly a round hammock, covered with trees on the eastern side of the entrance. The breakers seldom extend entirely across the entrance to the cove or harbor, but at nearly all times make on each side, and between them lies the channel. The bar should be approached from the northward and eastward, and vessels should keep in four or five fathoms of water along the breakers until up with the opening. The least water on the bar is fourteen feet mean low water, and the rise and fall of the tide but two feet. Once inside the inlet, the mariner finds good anchorage in a hard sand bottom, except a few sticky spots at the head of the channel. The anchorage affords protection from all winds except those from the southward and westward.

As an entrance to Pamlico, Albemarle, and Currituck Sounds, the possession of Hatteras Inlet is of vast importance to the cause of the Union. With Ocracoke and Hatteras Inlets closed, North Carolina may be said to be completely shut in from the ocean. Privateers can no longer be sent to sea through the Dismal Swamp Canal and Albemarle Sound to annoy our commerce, and all communication between Virginia and Europe is effectually cut off. Newbern, on the Neuse river; Washington, on the Pamlico river; Elizabeth City, on the Pasquatank, and a number of other ports on the Roanoke and Chowan rivers, will also be included in the blockade. Pamlico Sound (an inland sea, eighty miles long, and from ten to twenty-five miles wide, connecting with the Albemarle Sound on the north, and the Pamlico and Neuse rivers on the west) can no longer be of any service to the rebels of North Carolina, now that its principal inlet has been closed. Albemarle and Currituck Sounds will also be effectually closed, and the light-draught vessels which have been continually annoying the Government, by bringing in supplies to the rebels, will no longer be permitted to carry on their nefarious traffic.

OCRACOKE INLET,

which is about twelve miles southwest of Hatteras Inlet, is defended by a battery of 32-pounders, six in number. It is probably ere this in the possession of the Federal Government, as it was well understood that Commodore Stringham would pay it a visit immediately after the reduction of Forts Hatteras and Clark. In a military point of view its possession is equally as important as that of Hatteras Inlet, as it affords an easy entrance to Pamlico Sound and its numerous tributaries. Through this inlet vessels from Tarborough, Greenville, and Washington, on the Pamlico river, and Waynesborough, Goldsborough, and Newbern, on the Neuse river, have been in the habit of proceeding to sea and carrying aid and comfort to the enemy at will. But, thanks to our intrepid navy and the volunteers acting in concert, this game has been stopped, and North Carolina suffers from something more than a mere paper blockade.

REPORT OF THE REBEL ENGINEER OF THE COAST DEFENCE DEPARTMENT.

FORT HATTERAS, July 25, 1861.

COL. WARREN WINSLOW, Military Secretary:

COLONEL: The day before yesterday we hoisted our glorious flag over Fort Clark, a strong battery, nearly finished, of five heavy thirty-two pounders, about half a mile from Fort Hatteras, which secures to us a cross fire upon the bar and the entrance to this inlet. I now consider this inlet secure against any attempt of the enemy to enter it. Our force of men I think rather weak to resist a land attack, in case the enemy should effect a landing in the bite of Hatteras. If we had three or four additional companies here I should feel quite safe, even in that event. As I have before remarked, this inlet is the key to Albemarle Sound, and it cannot be too strictly guarded. We certainly are under the espionage of the steamers, as they are seen every day or two in the offing, although they keep without the range of our guns. If I had received the ten-inch columbiads we could have damaged them some on their last visit, three days since. We now have two privateers in this harbor, besides the war steamers *Winslow*, and the *Gordon*, of Charleston, Captain Lockwood, armed with three guns—a fine, large steamer. She returned this morning with a prize brig, laden with three hundred and sixty hogsheads of molasses. We have, also, a saucy little pilot schooner, the *Florida*, mounting one six-pound rifled cannon. She captured a prize two days since, took her crew out, and sent her in with her own men. A United States Government steamer gave chase to the prize, and they were obliged to beach her at Nag's Head. She, of course, is a total loss.

Yours, respectfully,
MAJOR W. BEVERSHOW THOMPSON,
Chief of Engineer Department Coast Defence.

The following is the report made to General WOOL by General BUTLER:

U. S. FLAG SHIP MINNESOTA, August 30, 1861.

GENERAL: Agreeably to your orders, I embarked on the transport steamers *Adelaide* and *George Peabody*, 500 of the Twentieth Regiment New York Volunteers, Col. Webber commanding, 220 of the Ninth Regiment New York Volunteers, Col. Hawkins, 100 of the Union Coast Guard, Capt. Nixon commanding, 60 of the 2d U. S. Artillery, Lieut. Larned commanding, as a force to operate in conjunction with the fleet under command of Flag Officer Stringham against the rebel forts at Hatteras Inlet.

We left Fortress Monroe on Monday, at 1 o'clock P. M., and the last ship of our fleet arrived off Hatteras Inlet about 4 o'clock, on Tuesday afternoon. Such preparations as were possible for the landing were made in the evening, and at daylight next morning dispositions were made for an attack on the forts by the fleet, and for the landing of the troops. Owing to the prevalence of southwesterly gales, a heavy surf was breaking on the beach. Every effort was made to land the troops, and after about 315 were landed, including 55 marines from the fleet, and the regulars, both the iron boats upon which we depended were swamped in the surf, and both flat-boats stove, and a brave attempt being made by Lieut. Crosby of the U. S. A., serving as a post captain at Fortress Monroe, who had volunteered to come down with the steamer-tug *Fanny*, belonging to the army, to land in a boat from the war steamer *Pawnee*, resulted in the beaching of the boat, so that she could not be got off.

It was impracticable to land more troops because of the rising wind and sea. Fortunately, a 12-pound rifled boat gun, loaned us by the flag-ship, and a 12-pound howitzer, were landed, the last slightly damaged. Our landing was completely covered by the shells of the *Monticello* and *Harriet Lane*. I was on board the latter, directing the disembarkation of the troops by means of signals, and was about landing with them at the time the boats were stove.

We were induced to desist from further attempts at landing troops by the rising of the wind, and because, in the meantime, the fleet had opened fire upon the nearest fort, which was finally silenced and its flag struck.

No firing had opened upon our troops from the other fort, and its flag was also struck. Supposing this to be a signal of surrender, Colonel Weber advanced his troops already landed upon the beach. The *Harriet Lane*, by my direction, tried to cross the bar to get into the smooth water of the inlet, when a fire was opened upon the *Monticello* (which had proceeded in advance of us) from the other fort. Several shots struck her, but without causing any casualty, as I am informed. So well convinced were the officers of the navy and army that the forts had surrendered at this time, that the *Susquehanna* had towed the frigate *Cumberland* to an offing.

The fire was then reopened (as there was no signal from either) upon both forts. In the meantime, a few men from the Coast Guard had advanced up the beach with Mr. Wiegel, who was acting as volunteer aid, and whose gallantry and services I wish to commend, and took possession of the smaller fort, which was found to have been abandoned by the enemy, and raised the American flag thereon. It had become necessary, in consequence of the threatening appearance of the weather, that all the ships should make an offing, which was done with reluctance from necessity, thus leaving the troops upon the shore, a part in possession of the small forts (about 700 yards from the larger one) and the rest bivouacked upon the beach, near the place of landing, about two mile north of the forts.

Early the next morning the *Harriet Lane* ran in shore, for the purpose of covering any attack upon the troops. At the same time, a large steamer was observed coming down the sound, inside the land, with reinforcements for the enemy, but she was prevented from landing by Capt. Johnson, of the coast Guard, who had placed the guns from the ship, and a six-pounder from the enemy, in a small land battery, and opened fire upon the rebel steamer.

At 8 o'clock the fleet opened fire again, the flag-ship being anchored as near as the water allowed, and the other ships coming gallantly into action. It was evident, after a few experiments, that our shot fell short. An increased length of fuse was signalled, and the firing commenced with shell of fifteen seconds fuse. I had sent Mr. Fiske, acting aid-de-camp, on shore for the purpose of gaining intelligence of the movement of the troops, and of the enemy.

I then went with the *Fanny* for the purpose of effecting a landing of the remainder of the troops, when a white flag was run up from the fort. I then went with the *Fanny* over the bar into the inlet. At the same time the troops under Col. Weber marched up the beach, and signal was made for the flag-ship to cease firing. As the *Fanny* rounded in over the bar the rebel steamer *Winslow* went up the channel, having a large number of Secession troops on board, which she had not landed. We threw a shell at her from the *Fanny*, but she proved to be out of range. I then sent Lieut. Crosby on shore to demand the meaning of the white flag. The boat soon returned with the memorandum from Commander Barron, (already given,) and a verbal communication stating that he had in the Fort 615 men, and 1,000 more within a few hours' call, but that he was anxious to spare the effusion of blood. To both the written and verbal communications I made the reply inserted in other despatches.

After waiting three-quarters of an hour, Lieut. Crosby returned, bringing with him Capt. Barron, Major Andrews, and Col. Martin, of the rebel force, who, on being received on board the tug *Fanny*, informed me that they had accepted the terms proposed in my memorandum. I informed them that, as the expedition was a combined one, the surrender must be made on board the flag ship, to Flag Officer Stringham, as well as to myself. We went on board the *Minnesota* for that purpose, when the articles of capitulation were agreed on. (Already given.)

I then landed and took a formal surrender of the forts, with all the men and munitions of war, inspected the troops, to see that the arms had been properly surrendered, marched them out, embarked them on board the *Adelaide*, and marched my own men into the fort, and raised our own flag upon it, amid the cheers of our men and a salute of thirteen guns, which had been shotted by the enemy.

The embarkation of the wounded, which was conducted with great care from a temporary wharf erected for the purpose, took so long that night that it was impossible for the pilots to take the *Adelaide* over the bar, thereby causing delay.

I may mention in this connection that the *Adelaide*, in carrying in the troops at the moment that my terms of capitulation were under consideration by the enemy, had grounded upon the bar, but by the active and judicious exertions of Commander Stellwagen, after some delay, was got off. At this same time the *Harriet Lane*, in an attempt to enter the bar, had grounded and remained fast. Both were under the guns of the fort. This to me was a moment of the greatest anxiety. By these accidents a valuable ship of war and a transport steamer with a large portion of my troops on board were within the power of the enemy.

I had demanded the strongest terms, which he was considering. He might refuse, and, seeing our disadvantage, renew the action. But I determined to abate not a tittle of what I believed to be due to the dignity of the Government, not even to give an official title to the officer in command of the rebels. Besides, my tug was in the inlet, and at least I could carry on the engagement with my two rifled six-pounders, well supplied with Sawyer's shell.

Upon taking possession of Fort Hatteras, I found that it mounted ten guns, with four yet unmounted, and one large ten-inch columbiad, all ready for mounting. I append the official muster-roll of Colonel Martin, furnished by him, of the officers and men captured by us.

The position of the fort is an exceedingly strong one, nearly surrounded on all sides by water, and only to be approached by a march of 500 yards circuitously over a long neck of sand within half musket range, and over a causeway a few feet only in width, and which was commanded by two 32-pound guns loaded with grape and canister, which we expended in our salute.

It had a well-protected magazine and bomb-proof capable of sheltering some three or four hundred men. The parapet was nearly of an octagon form, enclosing about two-thirds of an acre of ground, covered with sufficient traverses and ramparts, upon which our shells had made but little impression. The larger work, nearer this inlet, was known as Fort Hatteras. Fort Clark, which was about seven hundred yards northerly, is a square redoubt, mounting five guns and two six-pounders. The enemy had spiked these guns, but in a very inefficient manner, upon abandoning the work the day before.

I had all the troops on shore at the time of the surrender of the forts, but re-embarked the regulars and marines. I disembarked the provisions, making, with the stores captured, five days' rations for the use of the troops.

On consultation with Flag-officer Stringham and Commander Stellwagen, I determined to leave the troops and hold the forts, because of the strength of the fortification, its importance, and because of the difficulty of its recapture, if again in the possession of the enemy with a sufficient armament, until I could get further instructions from the Government. Commodore Stringham directed the steamers *Monticello* and *Pawnee* to remain inside, and these, with the men in the forts, are sufficient to hold the position against any force which is likely to be sent against it.

The importance of the point cannot be overrated. When the channel is buoyed out, any vessel may carry fifteen feet of water over it with ease. Once inside, there is safe harbor and anchorage in all weather.

From there the whole coast of Virginia and North Carolina, from Norfolk to Cape Lookout, is within our reach by light draft vessels, which cannot possibly live at sea during the winter months. From it offensive operations may be made upon the whole coast of North Carolina to Boque Inlet, extending many miles inland to Wilmington, Newbern, and Beaufort.

In the language of the Chief Engineer of the rebels, Col. Thompson, in an official report, "It is the key of the Albemarle." In my judgment, it is a station second in importance only to Fortress Monroe, on this coast. As a depot for coaling and supplies for the blockading squadron, it is invaluable. As a harbor for our coasting trade, or inlet from the winter storm, or from pirates, it is of the first importance.

By holding it, Hatteras light may again send forth its cheering ray to the storm-beaten mariner, of which the worse than vandalism of the rebels deprives him. It has but one drawback, a want of good water. But that a condenser, like the one now in operation at Fortress Monroe, at a cost of a few hundred dollars, will relieve. I append to this report a tabular statement of the prizes which have been taken into that inlet within a few days, compiled from the official documents captured with the forts. I add hereto an official report of the Chief Engineer of the Coast Defences of the rebels.

Please find also appended a statement of the arms and ammunition of war captured with the fort, as nearly as they can be ascertained. While all have done well, I desire to speak in terms of especial commendation, in addition to those before mentioned, of the steadiness and cool courage of Colonel Max Webber, whom we were obliged to leave in command of a detachment of three hundred men on a strange coast, without camp equipage, or possibility of aid, in the face of an enemy 600 strong, on a dark and stormy night; of Lieut. Col. Weiss, who conducted a reconnoissance of twenty men; of the daring and prompt efficiency of Capt. Nixon, of the Coast Guards, who, with his men, occupied Fort Clark during the first night, although dismantled, in the face of an enemy of unknown numbers. I desire to commend to your attention Capt. Jardine, of the New York Ninth, who was left in command of the detachment of his regiment, when the unfortunate casualty to the *Harriet Lane* prevented Col. Hawkins from landing.

Permit me to speak of the efficiency of the regulars under Lieutenant Larned, who worked zealously in aiding to land their comrades of the volunteers, overwhelmed with the rolling surf. I wish specially to make acknowledgments to Messrs. Weigel and Durviage, volunteer aids, who planted the American flag upon Fort Clark on the second morning, to indicate to the fleets its surrender, and to prevent the further wasting of shells upon it—a service of great danger from the fire of their own friends. I made honorable mention of young Fiske, who risked his life among the breakers; being thrown on shore to carry my orders to the troops landed, and to apprise them of the movements and intentions of the fleet. Also, my thanks for the valuable aid of Captain Hagerty, who was employed in visiting the prizes in the harbor while we were agreeing upon the terms of capitulation. Of the services to the country of the gentlemen of the navy proper I may not speak, for no one should praise when he has no right to censure, and they will be appropriately mentioned, I doubt not, by the commander, who is capable of appreciating their good conduct, but I am emboldened to ask permission, if the Department shall determine to occupy the point as a permanent post, that its name may be changed by general order from Fort Hatteras to Fort Stringham. But of those gentlemen who served under my immediate command I make honorable mention, as I have done before, of the zealous, intrepid, and untiring action of Lieut. Crosby, who took an armed canal boat, the steam-tug *Fanny*, from Fort Monroe to Hatteras Inlet, in order that the expedition might have the aid of a steamer of the lightest draught.

Captain Shuttleworth, of the marine corps, deserves well for his loyalty and efficiency, in his active detachment of marines.

Much of the success of the expedition is due to the preparation of the transport service, by Commander Stellwagen, and the prompt presence of mind with which he took the troops from their peril when the *Adelaide* touched on the bar, is a rare quality in an officer in danger. Although Captain Faunce, of the *Pawnee* service, now in command of the *Harriet Lane*, was unfortunate enough to get his vessel on one of the numerous sand bars about the inlet, it happened, I believe, in consequence of a determination creditable in him to aid me, by being near to cover the troops in landing. Captain Lorrey, who had the *George Peabody* in charge, brought in his vessel with safety, with the troops, who were pleased with his care and conduct. He still remains at the Inlet. In fine, General, I may congratulate you and the country upon a glorious victory in your department, in which was captured more than seven hundred men, twenty-five pieces of artillery, a thousand stand of arms—a large quantity of ordnance stores, provisions, three valuable prizes, two light boats, and four stand of colors, one of which had been presented within a week, by the ladies of Newbern, N. C., to the North Carolina Defenders. By the goodness of that Providence which watches over our nation, no one of the fleet or army was in the least degree injured.

The enemy's loss was not officially reported to us, but was ascertained to be twelve or fifteen killed and died of wounds, and thirty-five wounded.

I also enclose herewith the official report of the rebel wounded, by Dr. Wm. M. King, of the United States storeship *Supply*.

I have the honor to be, very respectfully, your obedient servant,
BENJ. F. BUTLER,
Maj. Gen. U. S. Army, Comm'g Volunteers.
Major General JOHN E. WOOL.

OFFICIAL LIST OF OFFICERS AND MEN TAKEN PRISONERS.

Commodore Samuel Barron, Confederate States navy flag officer.

Colonel William F. Martin, Seventh Regiment North Carolina Volunteers.

Lieutenant Colonel G. W. Johnson, Seventh Regiment North Carolina Volunteers.

Major Henry H. Gilliam, Seventh Regiment North Carolina Volunteers.

Major W. S. G. Andrews, of artillery, North Carolina Volunteers.

Adjutant J. M. Poole, Seventh Regiment North Carolina Volunteers.

Captain L. J. Johnson, company H, Seventh Regiment North Carolina Volunteers.

Lieutenant William Sharp, Confederate States navy.

Lieutenant Thomas H. Allen, engineers and ordnance.

Surgeon W. M. Brown.

Assistant Surgeon William E. Poole.

Colonel Bradford and Lieutenant Lassell, Seventh Regiment North Carolina Volunteers.

J. G. Carraway, ordnance officer.

Roanoke Guard, Seventh Regiment—Captain John C. Lamb, Second Lieutenant W. Biggs, non-commissioned officers and privates, 98. Total 100.

Washington Grays—Captain Sparrow; Lieutenants Shaw, Whitaker, and Thomas, non-commissioned officers and privates, 54. Total 58.

Tar River Boys—Lieutenants M. T. Moze, G. M. Danier, non-commissioned officers and privates, 68. Total 70.

Morris Guards—First Lieutenant G. W. Grimes, Lieutenants T. Morris, Johnson, non-commissioned officers and privates, 63. Total 66.

Lenori Braves—Captain Sutton, Lieutenants Kincey, Eizell, non-commissioned officers and privates, 65. Total 68.

Independent Grays—Captain Cohoon, Lieutenants Hoz. Talherz, non-commissioned officers and privates, 54. Total 57.

Hertford Light Infantry—Captain Sharp, Lieutenants Wise, Moore, non-commissioned officers and privates, 64. Total 67.

Jonesboro' Guards—Captain Duke, Lieutenants Bell, Lamb, and Taylor, non-commissioned officers and privates, 65. Total 69.

Hamilton Guards—Captain L. L. Clements, Lieutenants Augustus Whiteley, and Griffin, non-commissioned officers and privates, 60. Total 63.

North Carolina Defenders—Captain G. Luke, Lieutenants Shannon and Noah, non-commissioned officers and privates, 56. Total 59. Grand total, 691.

COMMODORE BARRON.

Commodore Samuel Barron, late captain in the United States navy, was born in Virginia, and appointed from that State. He entered the navy January 1, 1812, was nineteen years at sea, eight years on shore, and twenty years unemployed. His total term of service in the navy up to the time of his resignation was forty-eight years. He was last at sea in 1859. Commodore Barron holds the position of Assistant Secretary of the Navy under Jeff. Davis.

COLONEL MARTIN.

Colonel William F. Martin, of the Seventh North Carolina volunteers. Colonel Martin is a native of Elizabeth City, N. C., and is about thirty-eight years of age. He is a lawyer by profession, having studied under the late Hon. Wm. B. Shepard, and until the present rebellion, we believe, has paid but little attention to the science of war. Colonel M. has always been an admirer and follower of John C. Calhoun, and a strong advocate of the nullification doctrine. He is possessed of superior natural ability, firm and determined in his opinions, but in private life has undeviatingly maintained the character of an amiable and accomplished gentleman.

LIEUTENANT WM. SHARP.

Lieutenant William Sharp, late United States navy. He was appointed from Virginia, and is a native of that State. He entered the service in September, 1841, and at the time of his resignation he had been nineteen years in the service.

MUNITIONS AND ORDNANCE CAPTURED.

In the large battery, known as Fort Hatteras, the following ordnance was captured:

No.	Description.	Calibre.	Weight of Metal.
24	Barbette	32-pounder.	4,701
64	Pivot	32 "	6,211
68	Barbette	32 "	6,211
261	Barbette	32 "	6,202
76	Barbette	32 "	6,220
86	Barbette	32 "	6,220
225	Ship	32 "	5,721
614	Pivot	32 "	
395	Ship	32 "	5,721
614	Pivot	32 "	6,711
2	Barbette	— "	
264	Barbette, not m'nted	32 "	6,121
87	Barbette	32 "	6,230
322	Barbette	32 "	6,212
251	Barbette	32 "	6,212
232	Barbette	32 "	6,201
48	Barbette	32 "	6,210
158	Pivot	32 "	5,731
623	Pivot	32 "	7,721
26	Pivot	32 "	4,721

One ten-inch columbiad on the beach, not mounted, with a pivot carriage for the same.

In the smaller battery, known as Fort Clark, five thirty-two pounders, weight fifty-seven hundred pounds each, made in 1848, all spiked.

Three six-pounder field pieces on the beach, two spiked.

MUNITIONS OF WAR IN FORT HATTERAS.

One thousand stand of arms; four stands regimental colors; five hundred knapsacks; ten strong tents; ten drums.

In the inlet, under cover of the guns at Fort Hatteras, were found as follows: One sloop laden with provisions and coffee; one brig laden with cotton and assorted cargo; two United States light boats, in good order; one hundred and fifty bags of coffee, about fifty bags in good condition.

MAGAZINE STORES.

Fifteen hundred and seven cartridges, fifty-eight cartridges, ten loaded thirty-two-pounder shells, four thousand musket caps, eight barrels cannon powder, twenty-four kegs F, eighteen kegs FF, thirty-three kegs FFF; fifty kegs F on board Neuse river lightboat. The cannon powder in magazine and in lightboat, with the fixed ammunition, will make twenty-eight rounds for thirteen guns, exclusive of fifty kegs FFF of starks.

N. B.—The fixed ammunition at this post now are seventy eight cartridge, seven seven cartridge. At Fort Clark are fourteen eight cartridge. The grape and canister has not been taken in account, nor ammunition for six-pounder field-pieces.

SERENADE TO GEN. BUTLER.

On arriving in Washington, General Butler, accompanied by Commander Stellwagen, of the navy, and Captain Hagerty, of the General's staff, visited the President, and were received by the full Cabinet, and were congratulated upon the glorious success attending the expedition to Hatteras Inlet.

The General and Commander afterwards visited General Scott, the Secretary of the Navy, and General McClellan.

On Sunday evening a serenade was given to General Butler, at Willards' Hotel, when he responded as follows:

FELLOW CITIZENS: I am, by far, too much complimented by this expression of your kind regards, and I take it to be a compliment to the cause which we all love, and for which any of us are ready at this hour to lay down our lives. It can be no mere personal congratulation, no more regard for one whom accident made a participator in an event which I hope will have some effect on the future of our country's history; but it is the result of the love you feel to the Union we cherish and the Constitution we defend. [Cheers.] Were it any degree personal it would not belong to me, it would belong to the gallant navy, under the command of Commodore Stringham, whose hands were mainly successful in achieving the result which you seem so much to welcome. Oh, it was glorious to see that arm of the Union stretched out against its rebellious children! Would that you could have stood, as I did, on the deck of one of the smaller vessels and seen the *Wabash*, the *Minnesota*, and the *Cumberland* go into action; and then, looking afar off on the deep blue sea and observe the *Susquehannah*, which, by accident, hearing the firing, came up to have her share in what resulted in a glorious victory, [cheers,] and as the cannon roared out, one after another, a rebuke to treason, it was music such as would lengthen a man's life long years to hear. [Cheers.] It came out that on the first day's cannonade the forts, which seemed from the distance, in the cloud of smoke, to be but one, was silenced, and the rag of Secession came down. We had supposed there had been a surrender, and measures were taken to ascertain that fact. The *Monticello* stood in, with the *Harriet Lane*, for the purpose of making it certain, when, treacherously, the larger fort opened upon her, and succeeded in inflicting some injury upon the navy, striking the vessel in eight places. The threatening aspect of the weather made it necessary for us to draw off, leaving upon the land, under the command of Colonel Weber, of the New York Twentieth, who fought for the land of his adoption as he would fight for the old fatherland of Germany—leaving, I say, three hundred and fifteen of the United States troops upon the rebel shore, with seven hundred and over of the enemy entrenched within five hundred yards of them, there to bivouac under a cloudy sky, without tents, without provisions, and without any of the appliances necessary for safety or comfort, save strong hands and brave hearts, [cheers;] and, my friends, it was an anxious night for those who had to remain on board in the efforts made to get into the offing, against the treacherous gales of Hatteras, in order to make themselves safe for the morrow's contest. In the morning the fleet came into action, and, at the moment of the landing of the remainder of the troops, a white flag appeared upon the ramparts of the largest fort, and it was my fortune to go forward and receive the first preliminaries of the surrender of one who was once looked upon as an ornament to the navy which he had attempted to disgrace, and to which he was obliged to surrender. And I think I do no more than right when I here publicly speak his name, so that it may be forever remembered, not as a disgrace to the navy, but as a monument of its triumph—Commodore Barron—late of the United States navy. He surrendered his sword drawn against the Union to Commodore Stringham, now flag officer of the Atlantic blockading squadron. With him surrendered seven hundred and fifteen men, his associates, and they are now on the flag-ship *Minnesota* on their way to Fort Lafayette, in New York, having surrendered unconditionally as prisoners of war. With them were taken thirty pieces of cannon, and one thousand stand of arms, camp equipage, such as the rebels had, and it was scanty enough at that. [Laughter.] Provisions reasonable sufficient, munitions of war enough to have made a stouter defence if the position had been to them at all tenable. We retook a brig loaded with that which they wished should reign over us—cotton. [Cheers and laughter.] Another prize brig, which had been taken from our merchants, two lightboats, stolen from the shoals where they had been placed by the Government to warn the mariner of the danger, and a schooner loaded with the only product of North Carolina, besides rebellion, pitch-pine wood. [Laughter.] Such were the results of the gallant navy, assisted as well as might be by the army of the United States. Such I trust is but the beginning of a series of triumphs for that navy which has rendered the names of Decatur, Bainbridge, Perry, and Macdonough among the brightest lights of our country's history. [Cheers.] It would not be unbecoming in me, I trust, now and here, as an humble volunteer officer in the United States army, to say that the aspersions upon the navy have been to my knowledge in a great degree unjust. Remembering in what condition the Secessionists are, without a navy, and now long it takes to organize one, and that our navy was substantially disorganized at the time this rebellion broke out, when you ask why have we not organized the navy sooner, I answer by saying why have not the Southern States organized some portion of the navy other than by stealing steamers from those who know how to build them? [Laughter.] They have nothing of the sort. Why, then, expect impossibilities from the Government in any of its departments? I only wonder that such a progress has been made in organizing a navy. It is a progress that has no equal in the history of the world. Here we make our beginning. We have had our reverses. Upon one occasion a panic overtook our troops; but I do not hesitate to say that until some man shall show me troops who have never been overtaken by a panic, I shall not believe that the fact is evident of a want of courage; and hereafter, with our troops, backed by the navy and our faithful old ally of the North, Jack Frost—[laughter]—who shall come and clear away the malaria of the South, we shall march Southward, as I said here not many weeks ago, from this place, and there shall be no footsteps backward until this rebellion is crushed out of this Union, and every man at the South shall have that which the Declaration of Independence says, and which the Secessionists quote, "The right to life, liberty, and the pursuit of happiness." [Cheers.] And now, my friends, I do not know how I may more properly take leave of you than by calling for three cheers for the gallant navy of the United States. [Loud cheers.]

General Butler retired amidst the most enthusiastic cheering, mingled with the music of the band.

WHAT THE KENTUCKY TRAITORS ARE DOING.—A Lexington correspondent of the Louisville *Journal* of the 29th, says: It is understood amongst some of the active Secessionists here, that 5,000 stand of arms have been obtained by H. C. Burnett, in the First District, from the Southern Confederacy, through George N. Sanders; that he is speedily to obtain in the same manner 3,500 more; and that they are to be forwarded to Camp Vallandigham to arm a force destined to attack the Union camp in Garrard county.

BOOK AND JOB PRINTING.

"THE PRESS"

BOOK AND JOB PRINTING

ESTABLISHMENT.

No. 417 CHESTNUT STREET,

PHILADELPHIA.

Gold, Bronze, and Colored Printing executed in a Superior Manner.

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Will be supplied with any description of Printing required, at Short Notice and on the most Reasonable Terms. je30-tf

INSURANCE COMPANIES.

INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA—OFFICE Nos. 4 and 5 EXCHANGE BUILDINGS, North side of WALNUT Street, between DOCK and THIRD Streets, Philadelphia.

INCORPORATED in 1794—CHARTER PERPETUAL. CAPITAL, $200,000.
PROPERTIES OF THE COMPANY, FEBRUARY 1, 1861, $507,094.61.
MARINE, FIRE, AND INLAND TRANSPORTATION INSURANCE.

DIRECTORS.
Henry D. Sherrerd, Samuel Grant, Jr., Charles Macalester, Tobias Wagner, William S. Smith, Thomas B. Wattson, John B. Budd, Henry G. Freeman, William R. White, Charles S. Lewis, George H. Stuart, George C. Carson, Edward C. Knight.
HENRY D. SHERRERD, President.
WILLIAM HARPER, Secretary. jy29-tf

ANTHRACITE INSURANCE COMPANY.—Authorized Capital $400,000—CHARTER PERPETUAL.
Office No. 311 WALNUT Street, between Third and Fourth Streets, Philadelphia.
This Company will insure against loss or damage by Fire, on Buildings, Furniture, and Merchandise generally.
Also, Marine Insurances on Vessels, Cargoes, and Freights. Inland Insurance to all parts of the Union.
DIRECTORS.
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JACOB ESHER, President.
WM. F. DEAN, Vice President.
W. M. SMITH, Secretary. ap3-tf

THE RELIANCE MUTUAL INSURANCE COMPANY, OF PHILADELPHIA, OFFICE No. 305 WALNUT STREET.
Insures against LOSS OR DAMAGE BY FIRE, on Houses, Stores, and other buildings, limited or perpetual, and on Furniture, Goods, Wares, and Merchandise, in town or country.
CASH CAPITAL, $231,110.00—ASSETS $317,142.04,
Which is invested as follows, viz:

In first mortgage on city property, worth double the amount	$162,900 00
Pennsylvania Railroad Co.'s 6 per cent. first mortgage loan, at par	5,000 00
Pennsylvania Railroad Co.'s 6 per cent. second mortgage loan, ($30,000)	27,900 00
Huntingdon and Broad Top Railroad and Canal Co.'s mortgage loan	4,000 00
Ground rent, first-class	2,462 50
Collateral loans, well secured	2,500 00
City of Philadelphia 6 per cent loan	30,000 00
Allegheny County 6 per cent. Pa. RR. loan	10,000 00
Commercial Bank stock	5,135 01
Mechanics' Bank stock	2,812 50
Pennsylvania Railroad Co.'s stock	4,000 00
The Reliance Mutual Insurance Co.'s stock	25,350 00
The County Fire Insurance Co.'s stock	1,050 00
The Delaware M. S. Insurance Co.'s stock	700 00
Union Mutual Insurance Co.'s scrip	380 00
Bills receivable	14,302 74
Book accounts, accrued interest, &c	7,104 65
Cash on hand	11,544 64
	$317,142 04

The Mutual principle, combined with the security of a Stock Capital, entitles the insured to participate in the PROFITS of the Company, without liability for LOSSES.
Leases promptly adjusted and paid.
DIRECTORS.
Clem Tingley, Samuel Bispham, William R. Thompson, Robert Steen, Frederick Brown, William Musser, William Stevenson, Benj. W. Tingley, John R. Worrell, Marshall Hill, E. L. Carson, J. Johnson Brown, Robert Toland, Charles Leland, G. D. Rosengarten, Jacob T. Bunting, Charles S. Wood, Smith Bowen, James S. Woodward, John Bissell, Pittsburg.
CLEM TINGLEY, President.
B. M. HINCHMAN, Secretary.
February 16, 1861. fe22

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA. (FIRE INSURANCE EXCLUSIVELY.)
COMPANY'S BUILDING, S. W. CORNER FOURTH AND WALNUT STREETS.
DIRECTORS.
F. Ratchford Starr, Mordecai L. Dawson, William McKee, Geo. H. Stuart, Halbro Frazier, John H. Brown, John M. Atwood, B. A. Fahnestock, Benj T. Tredick, Andrew D. Cash, Henry Wharton, J. L. Erringer.
F. RATCHFORD STARR, President.
CHARLES W. COXE, Secretary. fe16

PENN MUTUAL LIFE INSURANCE COMPANY, No. 921 CHESTNUT Street, Philadelphia.
CHARTER PERPETUAL.
ALL THE PROFITS DIVIDED AMONG THE INSURED.
Insure Lives for short terms or for the whole term of life; grant Annuities and Endowments; purchase Life Interests in Real Estate, and make all contracts depending on the contingencies of life.
They act as Executors, Administrators, Assignees, Trustees, and Guardians.
ASSETS OF THE COMPANY, January 1, 1861.

Mortgages, ground rents, real estate	$322,981 97
United States stocks, Treasury notes, loans of State of Pennsylvania, city of Philadelphia, &c	288,795 34
Premium notes, loans or collaterals, &c	237,694 53
Pennsylvania, North Pennsylvania Railroads, and County 6 per cent. bonds	105,802 50
Bank, insurance, railroad, canal stocks, &c	97,647 49
Cash on hand, agents' balances, &c., &c	38,206 14
	$1,071,138 02

DANIEL L. MILLER, President.
SAMUEL E. STOKES, Vice President.
JOHN W. HORNOR, Secretary.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, PHILADELPHIA.
Incorporated by the Legislature of Pennsylvania, 1835.
Office, S. E. corner of THIRD and WALNUT Streets, PHILADELPHIA.
MARINE INSURANCE.
On Vessels, Cargo, Freight, To all Parts of the World.
INLAND INSURANCES
On Goods by Rivers, Canals, Lakes, and Land Carriages, to all parts of the Union.
FIRE INSURANCES
On Merchandise generally. On Stores, Dwelling Houses, &c., &c.
ASSETS OF THE COMPANY, November 1, 1860.

$100,000 United States five per cent. Loan	$100,000 00
117,000 United States six per cent. Treasury Notes, (with accrued interest,)	110,463 34
100,000 Pennsylvania State five per cent. Loan	25,970 00
21,000 do. do. six do. do.	21,945 00
123,050 Philadelphia City six per cent. Loan	123,203 37
30,000 Tennessee State five per cent. Loan	34,000 00
50,000 Pennsylvania Railroad 2d mortgage six per cent. bonds	45,000 00
15,000 300 shares stock Germantown Gas Company, interest and principal guarantied by the City of Philadelphia	15,300 00
5,000 100 shares Pennsylvania Railroad Company	3,900 00
5,000 100 shares North Pennsylvania Railroad Company	900 00
1,200 80 shares Philadelphia Ice Boat and Steam Tug Company	1,200 00
250 5 shares Philadelphia and Havre-de-Grace Steam Towboat Company	300 00
250 2 shares Philadelphia Exchange Company	125 00
1,000 2 shares Continental Hotel Co	500 00
$566,700 par. Cost $547,335 34. Market val.	$554,556 71
Bills Receivable, for Insurances made	171,386 42
Bonds and Mortgages	34,000 00
Real Estate	61,363 85
Balances due at Agencies, Premiums on Marine Policies, Interest, and other Debts due the Company	51,566 02
Scrip and Stock of sundry Insurance and other Companies	2,626 50
Cash on hand: In Banks $26,673 16; In Drawer 435 35	29,108 51
	$904,907 51

DIRECTORS.
William Martin, Samuel E. Stokes, Edmund A. Souder, J. F. Peniston, Theophilus Paulding, Henry Sloan, John R. Penrose, Edward Darlington, John C. Davis, H. Jones Brooke, James Traquair, Spencer McIlvaine, William Eyre, Jr., Thomas C. Hand, James C. Hand, Robert Burton, William C. Ludwig, Jacob P. Jones, Joseph H. Seal, James B. McFarland, Dr. R. M. Huston, Joshua P. Eyre, George C. Lieper, John B. Semple, Pittsburg, Hugh Craig, D. T. Morgan, " Charles Kelly, A. B. Berger, "
WILLIAM MARTIN, President.
THOS. C. HAND, Vice President.
HENRY LYLBURN, Secretary. no17-tf

FIRE INSURANCE EXCLUSIVELY.—The PENNSYLVANIA FIRE INSURANCE COMPANY. Incorporated 1825. CHARTER PERPETUAL. No. 510 WALNUT Street, opposite Independence Square.
This Company, favorably known to the community for thirty-six years, continues to insure against Loss or Damage by Fire, on public or private Buildings, either permanently or for a limited time. Also, on Furniture, stocks of Goods, or Merchandise generally, on liberal terms.
Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.
DIRECTORS.
Jonathan Patterson, Thomas Robins, Quintin Campbell, Daniel Smith, Jr., Alexander Benson, John Devereux, William Montelius, Thomas Smith, Isaac Hazlehurst.
JONATHAN PATTERSON, President.
WILLIAM G. CROWELL, Secretary. ap4

FIRE INSURANCE.—MECHANICS' INSURANCE COMPANY OF PHILADELPHIA, No. 133 North SIXTH Street, below Race, Insure Buildings, Goods, and Merchandise generally, from Loss or Damage by Fire. The Company guaranty to adjust all Losses promptly, and thereby hope to merit the patronage of the public.
DIRECTORS.
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FRANCIS COOPER, President.
BERNARD RAFFERTY, Secretary. oc23

AMERICAN FIRE INSURANCE COMPANY. Incorporated 1810. CHARTER PERPETUAL. No. 310 WALNUT Street, above Third, Philadelphia.
Having a large paid-up Capital Stock and Surplus, invested in sound and available Securities, continues to insure on Dwellings, Stores, Furniture, Merchandise, Vessels in port and their Cargoes, and other Personal Property. All Losses liberally and promptly adjusted.
DIRECTORS.
Thomas R. Maris, James R. Campbell, John Welsh, Edmund G. Dutilh, Samuel C. Morton, Charles W. Poultney, Patrick Brady, Israel Morris, John T. Lewis.
THOMAS R. MARIS, President.
ALBERT S. CRAWFORD, Secretary. fe22-tf

EXCHANGE INSURANCE COMPANY—Office, No. 409 WALNUT Street.
Fire Insurance on Houses, and Merchandise generally, on favorable terms, either Limited or Perpetual.
DIRECTORS.
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JEREMIAH BONSALL, President.
JOHN Q. GINNODO, Vice President.
RICHARD COE, Secretary. ja31

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

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

MEDICINAL.

"THEY GO RIGHT TO THE SPOT."

INSTANT RELIEF! STOP YOUR COUGH!
PURIFY YOUR BREATH! STRENGTHEN YOUR VOICE

SPALDING'S THROAT CONFECTIONS ARE

GOOD FOR CLERGYMEN,
GOOD FOR LECTURERS,
GOOD FOR PUBLIC SPEAKERS,
GOOD FOR SINGERS,
GOOD FOR CONSUMPTIVES.

GENTLEMEN CARRY SPALDING'S THROAT CONFECTIONS.
LADIES ARE DELIGHTED WITH SPALDING'S THROAT CONFECTIONS.
CHILDREN CRY FOR SPALDING'S THROAT CONFECTIONS.

They relieve a Cough instantly.
They clear the Throat.
They give strength and volume to the Voice.
They impart a delicious aroma to the Breath.
They are delightful to the Taste.
They are made of simple herbs, and cannot harm any one.

I advise every one who has a Cough, or a Husky Voice, or Bad Breath, or any difficulty of the Throat, to get a package of my Throat Confections. They will relieve you instantly, and you will agree with me that "they go right to the spot." You will find them very useful and pleasant while travelling or attending public meetings, for stilling your cough or allaying your thirst. If you try one package I am safe in saying that you will ever afterwards consider them indispensable. You will find them at the Druggists and Dealers in Medicines.

PRICE TWENTY-FIVE CENTS.

My Signature is on each package. All others are counterfeit.

A package will be sent by mail, prepaid, on receipt of Thirty Cents.

Address HENRY C. SPALDING, No. 48 CEDAR STREET, NEW YORK.

CEPHALIC PILLS CURE SICK HEADACHE. CURE NERVOUS HEADACHE. CURES ALL KINDS OF HEADACHE!

By the use of these Pills the Periodical attacks of *Nervous* or *Sick Headache* may be prevented; and if taken at the commencement of an attack immediate relief from pain and sickness will be obtained.

They seldom fail in removing the *Nausea and Headache* to which females are so subject.

They act gently on the bowels, removing *Costiveness*.

For *Literary Men*, *Students*, Delicate Females, and all persons of *sedentary habits*, they are valuable as a *Laxitive*, improving the *appetite*, giving *tone* and *vigor* to the digestive organs, and restoring the natural elasticity and strength of the whole system.

The CEPHALIC PILLS are the result of long investigation and carefully conducted experiments, having been in use many years, during which time they have prevented and relieved a vast amount of pain and suffering from Headache, whether originating in the *nervous* system or from a deranged state of the *stomach*.

They are entirely vegetable in their composition, and may be taken at all times with perfect safety without making any change of diet, *and the absence of any disagreeable taste renders it easy to administer them to children.*

BEWARE OF COUNTERFEITS!

The genuine have five signatures of Henry C. Spalding on each Box.

Sold by Druggists and all other Dealers in Medicines.

A Box will be sent by mail prepaid on receipt of the PRICE, 25 CENTS.

All orders should be addressed HENRY C. SPALDING, 48 CEDAR STREET, NEW YORK.

From the Examiner, Norfolk, Va.
Cephalic Pills accomplish the object for which they were made, viz: Cure of headache in all its forms.

From the Examiner, Norfolk, Va.
They have been tested in more than a thousand cases, with entire success.

From the Democrat, St. Cloud, Minn.
If you are, or have been troubled with the headache, send for a box, [Cephalic Pills,] so that you may have them in case of an attack.

From the Advertiser, Providence, R. I.
The Cephalic Pills are said to be a remarkably effective remedy for the headache, and one of the very best for that very frequent complaint which has ever been discovered.

From the Western R. R. Gazette, Chicago, Ill.
We heartily endorse Mr. Spalding, and his unrivalled Cephalic Pills.

From the Kanawha Valley Star, Kanawha, Va.
We are sure that persons suffering with the headache, who try them, will stick to them.

From the Southern Path Finder, New Orleans, La.
Try them! you that are afflicted, and we are sure that your testimony can be added to the already numerous list that has received benefits that no other medicine can produce.

From the St. Louis Democrat.
The immense demand for the article (Cephalic Pills) is rapidly increasing.

From the Gazette, Davenport, Iowa.
Mr. Spalding would not connect his name with an article he did not *know* to possess real merit.

From the Advertiser, Providence, R. I.
The testimony in their favor is strong, from the most respectable quarters.

From the Daily News, Newport, R. I.
Cephalic Pills are taking the place of all kinds.

From the Commercial Bulletin, Boston, Mass.
Said to be very efficacious for the headache.

From the Commercial Cincinnati.
Suffering humanity can now be relieved.

A Single bottle of SPALDING'S PREPARED GLUE will save ten times their cost annually.

SPALDING'S PREPARED GLUE!
SPALDING'S PREPARED GLUE!
SPALDING'S PREPARED GLUE!

SAVE THE PIECES!
ECONOMY! DISPATCH
"A STITCH IN TIME SAVES NINE."

As accidents will happen, even in well-regulated families, it is very desirable to have some cheap and convenient way for repairing Furniture, Toys, Crockery, &c.

SPALDING'S PREPARED GLUE meets all such emergencies, and no household can afford to do without it. It is always ready, and up to the sticking point.

"USEFUL IN EVERY HOUSE."

N. B.—A Brush accompanies each bottle. Price, 25 cents. Address, HENRY C. SPALDING, No. 48 CEDAR STREET, NEW YORK.

CAUTION.

As certain unprincipled persons are attempting to palm off on the unsuspecting public, imitations of my PREPARED GLUE, I would caution all persons to examine before purchasing, and see that the full name,

SPALDING'S PREPARED GLUE

is on the outside Wrapper; all others are swindling Counterfeits. fe15-tf

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD. PASSENGER TRAINS FOR POTTSVILLE, READING, and HARRISBURG, on and after May 20, 1861.
MORNING LINES, DAILY, (Sundays excepted.)
Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowhill streets,) at 8 A. M., connecting at Harrisburg with the PENNSYLVANIA RAILROAD 1 P. M. train, running to Pittsburg; the CUMBERLAND VALLEY 1.05 P. M. train running to Chambersburg, Carlisle, &c.; and the NORTHERN CENTRAL RAILROAD 1 P. M. train running to Sunbury, &c.
AFTERNOON LINES.
Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowhill sts,) for POTTSVILLE and HARRISBURG, at 3.15 P. M., DAILY, connecting at Harrisburg with the Northern Central Railroad, for Sunbury, Williamsport, Elmira, &c.; for READING only, at 5 P. M., DAILY, (Sundays excepted.)
DISTANCES VIA PHILADELPHIA AND READING RAILROAD.

From Philadelphia,	Miles.	
To Phoenixville	28	Philadelphia and Reading and Lebanon Valley R. R.
Reading	58	
Lebanon	86	
Harrisburg	112	
Dauphin	124	Northern Central Railroad.
Millersburg	142	
Treverton Junction	158	
Sunbury	169	
Northumberland	171	Sunbury and Erie R. R.
Lewisburg	178	
Milton	183	
Muncy	197	
Williamsport	209	
Jersey Shore	223	
Lock Haven	235	
Ralston	238	Williamsport and Elmira Railroad.
Troy	261	
Elmira	287	

The 8 A. M. and 3.15 P. M. trains connect daily at Port Clinton, (Sundays excepted,) with the CATAWISSA, WILLIAMSPORT, and ERIE RAILROAD, making close connections with lines to Niagara Falls, Canada, the West and Southwest.
DEPOT IN PHILADELPHIA: Corner of BROAD and CALLOWHILL Streets.
W. H. McILHENNEY, Secretary.
May 20, 1861. my-20tf

SUMMER ARRANGEMENT.—PHILADELPHIA, GERMANTOWN, and NORRISTOWN RAILROAD.
On and after Monday, May 13, 1861.
FOR GERMANTOWN.
Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 3.35, 4, 5, 6, 6½, 7, 8, 9, 10½, and 11½ P. M.
Leave Germantown, 6, 7, 7½, 8, 8.20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 6½, 7½, 8, 9, 10½ P. M.
The 8.20 A. M. and 3.35 P. M. Trains stop at Germantown only.
ON SUNDAYS.
Leave Philadelphia, 9.05 A. M., 2½, 3, 5½, 7, 7½, and 10½ P. M.
Leave Germantown, 8.10 A. M., 1, 4, 6½, and 9½ P. M.
CHESTNUT HILL RAILROAD.
Leave Philadelphia, 6, 8, 10, 12 A. M., 2, 3.35, 4, 6, 8, 9, and 10½ P. M.
Leave Chestnut Hill, 7.10, 8, 8.40, 9.40, 11.40 A. M., 1.40, 3.35, 5.40, 7.10, 8.40, and 10.10 P. M.
The 8 A. M. and 3.35 P. M. will make no stops on the Germantown road.
ON SUNDAYS.
Leave Philadelphia, 9.05 A. M., 2½, 5, and 7½ P. M.
Leave Chestnut Hill, 7.50 A. M., 12.40, 5.10, and 9.10, P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia, 5.50, 7½, 9.05, 11.05 A. M., 1.05, 3.05, 4½, 6½, 8, and 11½ P. M.
Leave Norristown, 6, 7, 8.05, 9, 11, A. M., 1½, 4½, 6½, and 9½ P. M.
ON SUNDAYS.
Leave Philadelphia, 9 A. M., 3 and 5 P. M.
Leave Norristown, 7½ A. M., 1 and 6 P. M.
FOR MANAYUNK.
Leave Philadelphia, 5.50, 7½, 9.05, 11.05 A. M., 1.05, 2.05, 3.05, 4½, 6½, 8, and 11½ P. M.
Leave Manayunk, 6½, 7½, 8.35, 9½, 11½ A. M., 2, 3½, 5, 7, and 10 P. M.
ON SUNDAYS.
Leave Philadelphia, 9 A. M., 3, 5, and 7½ P. M.
Leave Manayunk, 7½ A. M., 1½, 6½, and 9 P. M.
H. K. SMITH, General Superintendent,
my11-tf Depot NINTH and GREEN Streets.

THE PENNSYLVANIA CENTRAL RAILROAD, 250 MILES DOUBLE TRACK.
1861. 1861.
THE CAPACITY OF THE ROAD IS NOW EQUAL TO ANY IN THE COUNTRY.
THREE THROUGH PASSENGER TRAINS BETWEEN PHILADELPHIA AND PITTSBURG.
Connecting direct at Philadelphia with Through Trains from Boston, New York, and all points East, and in the Union. Depot at Pittsburg with Through Trains to and from all points in the West, Northwest, and Southwest—thus furnishing facilities for transportation of Passengers unsurpassed for speed and comfort by any other route.
Express and Fast Lines run through to Pittsburg, without change of Cars or Conductors. All Through Passenger Trains provided with Loughridge's Patent Brake—speed under perfect control of the engineer, thus adding much to the safety of travellers.
Smoking Cars are attached to each Train; Woodruff's Sleeping Cars to Express and Fast Trains. The EXPRESS RUNS DAILY: Mail and Fast Lines Sundays excepted.
Mail Train leaves Philadelphia at 7.30 A. M.
Fast Line " " 11.20 A. M.
Express train leaves " 10.15 P. M.
WAY TRAINS LEAVE AS FOLLOWS:
Harrisburg Accommodation, via Columbia, 2.30 P. M.
Columbia " 4.00 P. M.
Parkesburg " at 5.40 P. M.
West Chester " No. 1, at 8.15 A. M.
" " No. 2, at 12.00 P. M.
West Chester Passengers will take the West Chester Nos. 1 and 2 Harrisburg accommodation and Columbia Trains.
Passengers for Sunbury, Williamsport, Elmira, Buffalo, Niagara Falls, and intermediate points, leaving Philadelphia at 7.30 A. M. and 2.30 P. M., go directly through.
Tickets Westward may be obtained at the office of the Company in Philadelphia, New York, Boston, or Baltimore; and Tickets Eastward at any of the important Railroad offices in the West; also on board any of the regular line of Steamers on the Mississippi or Ohio rivers.
Fare always as low, and time as quick, as by any other route.
For further information apply at the Passenger Station, Southeast corner of Eleventh and Market streets.
The completion of the Western connections of the Pennsylvania Railroad to Chicago, make this the DIRECT LINE BETWEEN THE EAST AND THE GREAT WEST.
The connection of tracks by the Railroad Bridge at Pittsburg, avoiding all drayage or ferriage of Freight, together with the saving of time, are advantages readily appreciated by Shippers of Freight, and the Travelling Public.
Merchants and Shippers entrusting the transportation of their Freight to this Company, can rely with confidence on its speedy transit.
THE RATES OF FREIGHT to and from any point in the West by the Pennsylvania Railroad *are at all times as favorable as are charged by other Railroad Companies.*
Be particular to mark packages "via Pennsylvania Railroad."
For Freight Contracts or Shipping Directions, apply to, or address either of the following Agents of the Company:
D. A. Stewart, Pittsburg.; H. S. Pierce & Co., Zanesville, O.; J. J. Johnson, Ripley, O.; R. McNeely, Maysville, Ky.; Ormsby & Cropper, Portsmouth, O.; Paddock & Co., Jeffersonville, Indiana; H. W. Brown & Co., Cincinnati, O.; Athern & Hibbert, Cincinnati, O.; R. C. Meldrum, Madison, Ind.; Jos. E. Moore, Louisville, Ky.; P. G. O'Riley & Co., Evansville, Ind.; N. W. Graham & Co., Cairo, Ill.; R. F. Sass, Shaler & Glass, St. Louis, Mo.; John H. Harris, Nashville, Tenn.; Harris & Hunt, Memphis, Tenn.; Clarke & Co., Chicago, Ill.; W. H. H. Koonts, Alton, Ill.; or to Freight Agents of Railroads at different points in the West.
S. B. KINGSTON, Jr., Philadelphia.
MAGRAW & KOONS, 80 North street, Baltimore.
LEECH & CO., 1 Astor House, or 1 S. William st., N. Y.
LEECH & CO., No. 77 State street, Boston.
H. H. HOUSTON, Gen'l Freight Agent, Phila.
L. L. HOUPT, Gen'l Ticket Agent, Phila.
E. LEWIS, Gen'l Sup't, Altoona, Pa. ja3-1y

1861. 1861.
ARRANGEMENT OF NEW YORK LINES. THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD CO.'S LINES FROM PHILADELPHIA TO NEW YORK AND WAY PLACES.
FROM WALNUT-STREET WHARF AND KENSINGTON DEPOT.
WILL LEAVE AS FOLLOWS—VIZ:

	FARE.
At 6 A. M., via Camden and Amboy, C. and A. Accommodation	$2 25
At 6 A. M., via Camden and Jersey City, (N. J.,) Accommodation	2 25
At 9½ A. M., via Kensington and Jersey City, Morning Mail	3 00
At 12½ P. M., via Camden and Amboy, Accommodation	2 25
At 2 P. M., via Camden and Amboy, C. and A. Express	3 00
At 4½ P. M., via Kensington and Jersey City, Evening Express	3 00
At 4½ P. M., via Kensington and Jersey City, 2d Class Ticket	2 25
At 6 P. M., via Camden and Jersey City, Evening Mail	3 00
At 10½ P. M., via Camden and Jersey City, Southern Mail	3 00
At 5 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger)—1st Class Ticket	2 25
Do. do. 2d Class Ticket	1 50

The 6 P. M. Mail Line runs daily. The 10½ P. M. Southern Mail, Saturdays excepted.
For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, &c., 7.10 A. M. from Kensington, via Delaware, Lackawanna, and Western R. R.
For Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 7.10 A. M. and 4½ P. M., from Kensington Depot; (the 7.10 A. M. line connects with train leaving Easton for Mauch Chunk at 3.35 P. M.)
For Mount Holly at 6 A. M., 2 and 4½ P. M.
For Freehold at 6 A. M. and 2 P. M.
WAY LINES.
For Bristol, Trenton, &c., at 7.10 and 9½ A. M., 4½ and 5½ P. M., from Kensington, and 2½ P. M. from Walnut-street wharf.
For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 12½, 1, 3, 4½, and 5 P. M.
Steamboat Trenton, for Bordentown and intermediate places, at 2½ P. M., from Walnut-street wharf.
For New York and Way Lines leaving Kensington Depot, take the cars, on Fifth street, above Walnut, half an hour before departure. The cars run into the depot, and on arrival of each train run from the depot.
Fifty Pounds of Baggage, only, allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100, except by special contract.
WM. H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD. FOR BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, HAZLETON, EASTON, ECKLEY, WILKESBARRE, &c.
THREE THROUGH TRAINS.
On and after MONDAY, MAY 13, 1860, Passenger Trains will leave FRONT and WILLOW Streets, Philadelphia, daily, (Sundays excepted,) as follows:
At 6.40 A. M., (Express,) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Wilkesbarre, &c.
At 2.45 P. M., (Express,) for Bethlehem, Easton, &c. This train reaches Easton at 6 P. M., and makes a close connection with the New Jersey Central for New York.
At 5.15 P. M., for Bethlehem, Allentown, Mauch Chunk, &c.
At 9 A. M. and 4 P. M., for Doylestown.
At 10.30 A. M. and 6.45 P. M., for Fort Washington.
The 6.40 A. M. Express Train makes close connection with the Lehigh Valley Railroad at Bethlehem, being the shortest and most desirable route to Wilkesbarre, and to all points in the Lehigh coal region.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 5.40 A. M., 9.18 A. M., and 5.33 P. M.
Leave Doylestown at 7.25 A. M. and 4.15 P. M.
Leave Fort Washington at 6.30 A. M. and 2.30 P. M.
ON SUNDAYS—Philadelphia for Bethlehem at 8 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 6.40 A. M.
Bethlehem for Philadelphia at 5 P. M.
Fare to Bethlehem....$1.50 | Fare to Mauch Chunk.$2.60
Fare to Easton...... 1.50 | Fare to Wilkesbarre.. 4.50
Through Tickets must be procured at the Ticket Offices, at WILLOW Street, or BERKS Street, in order to secure the above rates of fare.
All Passenger Trains (except Sunday Trains) connect at Berks street with the Fifth and Sixth streets, and Second and Third-streets Passenger Railroads, twenty minutes after leaving Willow street.
my1 ELLIS CLARK, Agent.

WEST CHESTER RAILROAD TRAINS via PENNSYLVANIA RAILROAD, leave depot, corner ELEVENTH and MARKET Streets, at 8.15 A. M., 12 noon, 2.30 P. M., and 4 P. M.
On Sunday, leave Philadelphia at 7.30 A. M., and West Chester at 4 P. M. jy30-tf

SALES BY AUCTION.

FURNESS, BRINLEY, & CO., No. 429 MARKET STREET.
SALE THIS (TUESDAY) MORNING, SEPTEMBER 3, AT 10 O'CLOCK.
A CARD.—The attention of purchasers is requested to our sale of 400 lots of fancy and staple dry goods this (Tuesday) morning, September 3, at 10 o'clock, by catalogue, for cash, comprising a large assortment of fall goods.
NOTICE.—In sale this morning will be found—
— Paris and Vienna broche long and square shawls.
— Paris chenille and printed do. do.
— Paris and Berlin wool and Stella do.
— Paris chenille scarfs, Swiss muslins.
— Paris 7-4 black and colored merinos, bilks.
6-4 wool plaids, bonnet ribbons.
Merino shirts, drawers, cuffs, boots and gaiters.
Cotton hosiery, gloves, buck mitts, &c.
FIRST FALL SALE OF DRY GOODS. This Morning,
September 3, at 10 o'clock, by catalogue, for cash—400 packages and lots of fancy and staple imported and American dry goods.
Samples and catalogues on morning of sale.
PARIS AND VIENNA BROCHE SHAWLS. This Morning,
50 lots superior quality Paris and Vienna broche shawls.
CHENILLE SHAWLS AND SCARFS.
— lots of extra quality chenille shawls and scarfs.
FRENCH GINGHAMS, MERINOES, SILKS, &c., &c. This Morning.
300 pieces French Plaid Ginghams.
50 pieces 7-4 black and colored Merinoes.
French black and colored Stella Shawls.
Black Gros de Rhines.
Swiss Muslins, Lace Handkerchiefs.
Bonnet Ribbons, Sewing Silk.
6-4 Wool Plaid Prints, Alpacas.
Wool Linseys Wool Shawls, Checks, &c.
HOSIERY, SHIRTS AND DRAWERS, GLOVES AND GAITERS.
A large invoice of White, brown, and mixed Hosiery.
300 dozen white and grey Merino Shirts and Drawers.
Wool, Merino, and Berlin Gloves.
Children's Wool Boots, Women's Merino Cuffs, Sleeves and Armlets, Gaiters, &c.

N. F. PANCOAST, AUCTIONEER, Successor to B. Scott, Jr., 431 CHESTNUT St.
FIRST FALL SALE OF EMBROIDERIES, MILLINERY GOODS, HOSIERY GOODS, &c., by catalogue.
On Wednesday Morning, September 4, 1861, commencing at 10 o'clock precisely.
100 CASES OF STRAW GOODS.
Also, on Wednesday morning, 100 cases late and desirable styles colored and white straw bonnets, hats, &c., for fall sales.
ARTIFICIAL FLOWERS, JOINED BLONDS &c.
Also, On Wednesday Morning,
A line of Paris artificial flowers, roses, buds, &c.
Also, — cartons silk joined blonds.
EMBROIDERIES.
A line of late and choice styles cambric and jaconet embroidered sets and collars.
CHILDREN'S WOOL HOSE.
Also, 200 dozen children's fancy tuck, spot, and blue-mixed hose.
LARGE SALE OF STOCK OF PHOTOGRAPHIC MATERIALS, CAMERAS, LENSES, &c.
On Thursday Morning,
September 5, commencing at 10 o'clock precisely.
FIRST FALL SALE OF GERMANTOWN FANCY KNIT GOODS, WOOL HOSIERY, SHIRTS, AND DRAWERS, by catalogue,
On Friday next, Sept. 6.

PHILIP FORD & CO., AUCTIONEERS, Nos. 525 MARKET and 522 COMMERCE Streets.
LARGE SALE OF 1,500 CASES BOOTS, SHOES, BROGANS, &c.
On Thursday Morning,
Sept. 5, at 10 o'clock precisely, will be sold, by catalogue, 1,500 cases men's, boys', and youths' calf, kip, and grain boots; calf, and kip brogans, Congress gaiters, Oxford ties, &c.; women's, misses', and children's kip, goat, and kid morocco and enamelled heel boots and shoes, gaiters, slippers, buskins, &c. Also a large and desirable assortment of first-class city-made goods.
Open for examination, with catalogues, early on the morning of sale.

SHIPPING.

WEEKLY COMMUNICATION BY STEAM BETWEEN NEW YORK AND LIVERPOOL, calling at QUEENSTOWN, (Ireland,) to land and embark passengers and despatches.
The Liverpool, New York, and Philadelphia Steamship Company's splendid Clyde-built iron screw steamships are intended to sail as follows:
FROM NEW YORK FOR LIVERPOOL.
CITY OF WASHINGTON..........Saturday, August 31.
GLASGOW..........Saturday, Sept. 7.
CITY OF BALTIMORE..........Saturday, Sept. 14.
And every Saturday throughout the year, from PIER No. 44 N. R.
RATES OF PASSAGE THROUGH FROM PHILADELPHIA.

Cabin, to Queenstown, or Liverpool	$75
Do. to London, via Liverpool	$80
Steerage to Queenstown, or Liverpool	$30
Do. to London	$35
Do. Return tickets, available for six months, from Liverpool	$60

Passengers forwarded to Havre, Paris, Hamburg, Bremen, and Antwerp at through rates.
Certificates of passage issued from Liverpool to New York..........$40
Certificates of passage issued from Queenstown to New York..........$30
These steamers have superior accommodations for passengers, are constructed with watertight compartments, and carry experienced Surgeons.
For freight, or passage, apply at the office of the Company, JOHN G. DALE, Agent, 111 Walnut street, Philadelphia.
In Liverpool, to WM. INMAN, Tower Buildings.
In Glasgow, to WM. INMAN, 13 Dixon street.
ap3-tf

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.
FROM NEW YORK TO LIVERPOOL.
Chief Cabin Passage..........$130
Second Cabin Passage.......... 75
FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage..........$118
Second Cabin Passage.......... 60
The ships from New York call at Cork Harbor.
The ships from Boston call at Halifax and Cork Harbor.
PERSIA, Capt. Judkins. AFRICA, Capt. Shannon.
ARABIA, Capt. J. Stone. CANADA, Capt. J. Leitch.
ASIA, Capt. E. G. Lott. AMERICA, Capt. Hockley.
AUSTRALASIAN, NIAGARA, Capt. Moodie.
Capt. Cook. EUROPA, Capt. Anderson.
SCOTIA, (now building.)
These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow.
AFRICA, Shannon, leaves N. York, Wednesday, Aug. 14.
EUROPA, Anderson, " Boston, Wednesday, Aug. 21.
PERSIA, Judkins, " N. York, Wednesday, Aug. 28.
CANADA, Moodie, " Boston, Wednesday, Sept. 4.
ASIA, Lott, " N. York, Wednesday, Sept. 11.
ARABIA, Stone, " Boston, Wednesday, Sept. 18.
AFRICA, Shannon, " N. York, Wednesday, Sept. 25.
Berths not secured until paid for.
An experienced Surgeon on board.
The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Precious Stones, or Metals, unless bills of lading are signed therefor, and the value thereof therein expressed. For freight or passage, apply to E. CUNARD,
mh4-tf 4 BOWLING GREEN, New York.

RAILROAD LINES.

SPRING ARRANGEMENT.—PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.
On and after MONDAY, AUGUST 19, 1861,
PASSENGER TRAINS LEAVE PHILADELPHIA:
For Baltimore at 8.15 A. M., 11.35 A. M., (Express), and 10.50 P. M.
For Chester at 8.15 A. M., 11.35 A. M., 4.15 and 10.50 P. M.
For Wilmington at 8.15 A. M., 11.35 A. M., 4.15 and 10.50 P. M.
For New Castle at 8.15 A. M. and 4.15 P. M.
For Dover at 8.15 A. M. and 4.15 P. M.
For Milford at 8.15 A. M.
For Salisbury at 8.15 A. M.
TRAINS FOR PHILADELPHIA:
Leave Baltimore at 8.30 A. M. (Express), 10.15 A. M., and 4.45 P. M.
Leave Wilmington at 6.50 and 11.33 A. M., 1.50 and 8 P. M.
Leave Salisbury at 1.40 P. M.
Leave Milford at 4 P. M.
Leave Dover at 9.05 A. M. and 5.20 P. M.
Leave New Castle at 11 A. M. and 7.20 P. M.
Leave Chester at 7.40 A. M., 12.15, 2.25, and 8.40 P. M.
Leave Baltimore for Dover and intermediate stations at 10.15 A. M.
Leave Baltimore for Salisbury and intermediate stations at 4.45 A. M.
TRAINS FOR BALTIMORE:
Leave Chester at 8.45 A. M., 12.05 and 11.20 P. M.
Leave Wilmington at 9.35 A. M., 12.35 P. M., and 12 A. M.
FREIGHT TRAIN, with Passenger Car attached, will run as follows:
Leave Philadelphia for Perryville and intermediate places at 5.30 P. M.
Leave Wilmington for Perryville and intermediate places at 7.15 P. M.
Leave Wilmington for Philadelphia and intermediate places at 5 P. M.
Leave Havre-de-Grace for Baltimore and intermediate stations at 6.15 A. M.
Leave Baltimore for Havre-de-Grace and intermediate stations at 5 P. M.
ON SUNDAYS ONLY:
At 10.50 from Philadelphia to Baltimore.
At 4.45 from Baltimore to Philadelphia.
S. M. FELTON, President.

ELMIRA ROUTE.—PHILADELPHIA AND ELMIRA RAILROAD.
QUICKEST ROUTE to Tamaqua, Catawissa, Rupert, Wilkesbarre, Scranton, Danville, Milton, Williamsport, Troy, Ralston, Canton, Elmira, Buffalo, Niagara Falls, Rochester, Cleveland, Detroit, Toledo, Chicago, St. Louis, Milwaukee, and all points North and West.
Passenger trains will leave the new Depot of the Philadelphia and Reading Railroad, corner BROAD and CALLOWHILL Streets, (Passengers entrance on Callowhill street,) daily, (Sundays excepted), for above points, as follows:
DAY EXPRESS..........8.00 A. M.
NIGHT EXPRESS..........3.15 P. M.
The 8.00 A. M. train connects at Rupert, for Wilkesbarre, Pittson, Scranton, and all stations on the LACKAWANNA AND BLOOMSBURG RAILROAD.
The above trains make direct connections at Elmira with the trains of the New York and Erie, Canandaigua and Niagara Falls, and Buffalo, New York and Erie, and New York Central Railroads, from all points North and West, and the Canadas.
Baggage checked to Elmira, Buffalo, and Suspension Bridge, and all intermediate points.
Tickets can be procured at the Philadelphia and Elmira Railroad Line's Ticket Office, northwest corner of SIXTH and CHESTNUT Streets, and at the Passenger Depot, corner THIRTEENTH and CALLOWHILL.
THROUGH EXPRESS FREIGHT TRAIN.
Leave the Philadelphia and Reading Depot, Broad and Callowhill streets daily, (Sundays excepted), for all points West and North, at 6 P. M.
Freights must be delivered before 3 P. M. to insure their going the same day.
For further information apply at Freight Depot, THIRTEENTH and CALLOWHILL, or to G. T. LEONARD, Agent, Northwest corner SIXTH and CHESTNUT Streets, Philadelphia.
ap19-tf.

WEST CHESTER AND PHILADELPHIA RAILROAD.
VIA MEDIA.
FALL ARRANGEMENT.
On and after MONDAY, Sept. 2d, 1861, the trains will leave PHILADELPHIA, from the Depot, N. E. corner of EIGHTEENTH and MARKET Streets, at 8 and 10.30 A. M., and 2, 4.30, and 7 P. M., and will leave the corner of THIRTY-FIRST and MARKET Streets, (West Philadelphia,) at 17 minutes after the starting time from Eighteenth and Market streets.
ON SUNDAYS.
Leave PHILADELPHIA at 8 A. M. and 2 P. M.
Trains leaving Philadelphia at 8 A. M. and 4.30 P. M. connect at Pennelton with Trains on the Philadelphia and Baltimore Central Railroad for Concord, Kennett, Oxford, &c. HENRY WOOD,
se2-tf General Superintendent.

PHILADELPHIA AND READING RAILROAD CO., (Office 227 South Fourth street.)
PHILADELPHIA, April 27, 1861.
SEASON TICKETS.
On and after May 1, 1861, season tickets will be issued by this company for the periods of three, six, nine, and twelve months, not transferable.
Season school-tickets may also be had at 33 per cent. discount.
These tickets will be sold by the Treasurer at No. 227 South FOURTH Street, where any further information can be obtained. S. BRADFORD,
ap29-tf Treasurer.

SALES BY AUCTION.

M. THOMAS & SONS, Nos. 139 and 141 South FOURTH Street (Formerly Nos. 67 and 69.)
SALE OF REAL ESTATE 24TH SEPTEMBER, at the Exchange. Descriptions preparing.
PUBLIC SALES REAL ESTATE AND STOCKS, AT THE EXCHANGE, EVERY TUESDAY, at 12 o'clock noon, during the business season. In July and August, only occasional sales.
REAL ESTATE AT PRIVATE SALE.
We have a large amount of real estate at private sale, including every description of city and country property. Printed lists may be had at the Auction Store.
Sale No. 1805 Pine Street.
HANDSOME FURNITURE, FRENCH-PLATE MIRRORS, TAPESTRY VELVET CARPETS, &c.
This Morning,
September 3, at 10 o'clock, by catalogue at No. 1805 Pine street, handsome parlor, dining-room, and chamber furniture, elegant French-plate mantel mirror, fine tapestry velvet carpets, kitchen furniture, &c.
May be examined at 8 o'clock on the morning of the sale.
The house is to rent.
Sale No. 1333 Franklin Street.
SUPERIOR FURNITURE, MANTEL MIRRORS BRUSSELS CARPETS, &c.
On Wednesday Morning,
September 4, at 10 o'clock, at No. 1333 Franklin street, above Thompson, the superior parlor, dining-room, and chamber furniture, fine French-plate mantel mirror, fine engravings, handsome Brussels and velvet carpets, &c. Also, the kitchen furniture.
May be examined at 8 o'clock on the morning of the sale, with catalogues.
FOURTH LARGE PEREMPTORY SALE.
On Wednesday,
Sept. 4th, at 12 o'clock, at the auction store.
FINE OLD WINES, BRANDIES, &c.
From the stock and importation of Messrs. Harris, Heyle & Co., relinquishing this branch of their business, comprising
Ysasi & Co., Randolph, Palmertino & Co.; Harmony, Nephew Bustamento, Gonzales and Bulboss Sierras, high grade Sherries; Hunt, Roop & Co., Burmesters, Sandemaie & Co., very rare old Port, in store many years; Hungarian White and Red Wines; J. & S. Martel, James Hennessy & Co., Pinet, Castillon & Co. fine old Cognac Brandies; very superior Virginia Peach and Apple Brandy; Overholtz & Co., Love & Co.'s and Ziegler's fine old Monongahela Whisky.
This sale will be especially worthy the attention of connoisseurs, as it will be composed exclusively of the very finest wine imported, some of which are exceedingly rare and of exquisite delicacy and flavor, all having been selected with great care by Messrs. Harris, Heyl & Co. during the last twelve years, and are now to be sold without any reserve or limitation, as they intend to relinquish this branch of their business.
Samples will be open for examination at the auction rooms two hours previous to sale.
Sale at Nos. 139 and 141 South Fourth Street.
SUPERIOR FURNITURE, FRENCH-PLATE MIRRORS, PIANO-FORTES, BEDS AND BEDDING, BRUSSELS AND OTHER CARPETS, &c.
On Thursday Morning.
At 9 o'clock, at the Auction Store, an assortment of excellent second-hand furniture, elegant piano-fortes, fine mirrors, carpets, beds and bedding, &c., from families declining housekeeping, removed to the store for convenience of sale.
Executors' Sale, S. E. cor. Eighteenth and Woods sts.
NEAT HOUSEHOLD FURNITURE, FRENCH-PLATE MIRROR, TAPESTRY CARPETS, WATCHES, JEWELRY, &c.
On Friday Morning,
September 6, at 10 o'clock, by catalogue, at the southeast corner of Eighteenth and Wood streets, by order of the executors of Stephen Toram, deceased, the neat household furniture, French plate pier mirror, tapestry carpets, watches, watch chains, jewelry, &c.
May be examined at 8 o'clock on the morning of the sale.

BY JAS. BURK & CO., AUCTIONEERS, No. 326 MARKET STREET, between Third and Fourth streets, south side.
CATALOGUE SALE—600 LOTS. This Morning,
September 3, at 10 o'clock, without reserve, the entire balance of stock of a wholesale dry goods and clothing house, as follows: All-wool blankets, cases of cloths, cassimeres, satinets, linens, shirting, &c.
Also, on account of manufacturers and importers, 250 lots fall and winter dry goods.
SHAWLS.
Gents' long shawls, ladies' broche square and long shawls, wool do., church do.
CLOTHING.
Gents' overcoats, pants, vests, shirts, drawers, men's cricket and woollen jackets, &c.
GERMANTOWN GOODS.
200 dozen men's woollen scarfs; 150 dozen ladies' nubias; 100 dozen children's and misses' hose; 125 dozen men's all-wool half hose, &c.
Also, patent thread, cotton, notions, &c.
For full particulars see North American and United States Gazette.

MOSES NATHANS, AUCTIONEER AND COMMISSION MERCHANT, southeast corner of SIXTH and RACE Streets.
AT PRIVATE SALE, AT PRICES TO SUIT THE TIMES.
The following articles will be sold for less than half the usual selling price:
Fine gold hunting-case, double-case, and double-bottom English patent lever watches, of the most approved and best makers; fine gold double-time English patent lever watches; independent seconds lever watches; fine gold hunting-case and open-face escapement lever and lepine watches; horizontal and duplex watches; silver hunting-case, double-case, and double-bottom English patent lever, escapement lever, and lepine watches, of the most approved and best makers; double-case and open-face silver watches; silver quartier and single-case watches; fine gold vest, neck, fob, and guard chains; diamond finger-rings and breast-pins; sets of fine gold jewelry; gold breast-pins, ear-rings, finger-rings, bracelets, pencil-cases, pens, and jewelry of every description; guns, pistols, musical instruments, piano-fortes, and articles generally.
MONEY TO LOAN.
Money advanced liberally, for any length of time agreed upon, on gold and silver plate, diamonds, watches, jewelry, fowling-pieces, musical instruments, dry goods, clothing, groceries, hardware, cutlery, furniture, bedding, fancy articles, and on all articles of value.
CONSIGNMENTS AND OUT-DOOR SALES SOLICITED.
Liberal cash advances made on all articles consigned for sale. Personal attention given to all out-door sales.

M. FITZPATRICK & BROS., AUCTIONEERS, 604 CHESTNUT Street, above Sixth.
SALES EVERY EVENING,
At 7 o'clock, of books, stationery, and fancy goods, watches, jewelry, clocks, silver-plated ware, cutlery, paintings, musical instruments, &c.
Also, hosiery, dry goods, boots and shoes, and merchandise of every description.
DAY SALES
Every Monday, Wednesday, and Friday, at 10 o'clock A. M.
PRIVATE SALES.
At private sale, several large consignments of watches and jewelry, books, stationery, silver-plated ware, cutlery, fancy goods, &c., to which is solicited the attention of city and country merchants and others.
Consignments solicited of all kinds of merchandise, for either public or private sales.
Liberal cash advances made on consignments.
Out-door sales promptly attended to.

MACHINERY AND IRON.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having, for many years, been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boats, Water Tanks, Propellers, &c., &c., respectfully offer their services to the public, as being fully prepared to contract for Engines of all sizes, Marine, River, and Stationary, having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of Pattern making made at the shortest notice. High and Low Pressure, Flue, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings, of all sizes and kinds; Iron and Brass Castings, of all descriptions; Roll Turning, Screw Cutting, and all other work connected with the above business.
Drawings and Specifications for all work done at their establishment, free of charge, and work guaranteed.
The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, &c., &c., for raising heavy or light weights.
JACOB C. NEAFIE,
JOHN P. LEVY,
je14-tf BEACH and PALMER Streets.

J. VAUGHAN MERRICK, JOHN E. COPE,
WILLIAM H. MERRICK, HARTLEY MERRICK,
SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON STREETS, PHILADELPHIA,
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
Manufacture High and Low Pressure Steam Engines, for land, river, and marine service.
Boilers, Gasometers, Tanks, Iron Boats, &c.; Castings of all kinds, either iron or brass.
Iron-Frame Roofs for Gas Works, Workshops, Railroad Stations, &c.
Retorts and Gas Machinery of the latest and most improved construction.
Every description of Plantation Machinery, such as Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, &c.
Sole Agents for N. Rillieux's Patent Sugar Boiling Apparatus; Nesmyth's Patent Steam Hammer, and Aspinwall & Wolsey's Patent Centrifugal Sugar Draining Machine. au5-tf

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

FINE SHIRT MANUFACTORY.—J. W. SCOTT, 814 CHESTNUT Street, a few doors below the "Continental." The attention of the Wholesale Dealers is invited to his IMPROVED CUT OF SHIRTS, of superior fit, make, and material, on hand and made to order at shortest notice. je8-tf

THE WEEKLY PRESS.

THE WEEKLY PRESS

Has been established on a secure and permanent foundation; but it is, in reality, a marvellous example of the degree of favor which a rightly-conducted

LITERARY, POLITICAL, AND NEWS JOURNAL

Can receive at the hands of a liberal and enlightened Public. Our most grateful thanks are tendered for the patronage already bestowed upon us, and we shall spare no efforts which may serve to render the paper even more attractive, useful, and popular in the future.

The general features of the Paper, in addition to its

POLITICAL AND NEWS DEPARTMENTS,

Will be POETRY, SKETCHES, BIOGRAPHY, and Original and Selected TALES, chosen for their lessons of Life, illustrations of History, depicture of Manners, and general merit, and adapted, in their variety, to the taste of both sexes and all ages.

OUR NEWS COLUMNS

Will continue to be subject to unremitting care and attention, and all diligence be employed to make this paper a compendium of all the principal events of interest which transpire, at home and abroad.

TERMS:

One Copy, one Year	$2 00
Three Copies, one Year	5 00
Five Copies, one Year	8 00
Ten Copies, one Year	12 00
Twenty Copies, to one address, at the rate of $1 per annum	20 00
Twenty Copies, to address of each subscriber	24 00

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Specimen Copies will be forwarded to those who request them.

Subscriptions may commence at any time. Terms ALWAYS CASH, in Advance.

All Letters to be addressed to

JOHN W. FORNEY,
No. 417 CHESTNUT STREET,
PHILADELPHIA.