Mr. Russell's Letter to the London Times. The last letter of Mr. Russell to the London Times is dated August 10. It is mostly devoted to an enumeration of the acts of Congress and the current news. The following extracts are of general interest. "I am inclined to think that General Butler's recent visit to Washington was connected with his desire to enforce on the minds of the military authorities his plan of operations from Fortress Monroe, in which, I must confess, there seems to me a great deal of soundness. There is, of course, difficulty in the way of concentrating there is not confess. great deal of soundness. There is, of course, diffi-culty in the way of concentrating troops, baggage, and material by sea; but the Federalists, after all, are only twelve hours from Baltimore by the Chesa-peake, and a few hours more from Washington They command the sea, and they ought to be able to collect in force more rapidly by means of a naval flotilla than the Confederates could assemble to oppose them. oppose them.

With all the efforts that a man can make to keep

down his expenses, the mighty, spasmodic efforts of the North to create and maintain a great military establishment are attended by great waste; but peculations, which have been of late extensive and peculations, which have been of late extensive and active, putting devil's dust and shoddy into cloth, brown paper into shoe soles, and indulging in similar practices, whereby patriotic citizens make fortunes by their country's losses, have not so much to do with the extravagance as the ignorance of those charged with the distribution of the public money. I have seen it stated in an American paper that a volunteer costs five times as much as a regu-lar soldier, and I have been assured, by an officer of the regular army, that a volunteer costs certainly three times as much as an enlisted private. It is generally declared that every soldier maintained by the United States costs £200 per annum. The last act of Congress was to raise the pay of the soldier to thirteen dollars a month, or about two pounds seventeen shillings and six pages and this raid to seventeen shillings and six pence, and this paid to him with little or no deduction, such as our soldiers

suffer from.

In the matter of ordnance alone the waste must be extraordinary. Guns of all calibres, six pounders, tens, twenties, thirties, and special rifled ordnance for each description; all kinds of experimental guns on trial, some probably not more efficacious than the famous proposal which has been suggested in many Northern papers, of driving the enemy from Manassas, and of destroying those eternal masked batteries, how do you think? By the plan of our old ffiend Pelussier, in Algeria, when he smoked the Arabs out of their caves! To be sure, there are no caves here, but still it is proposed to rout the Confederates by setting the brushwood in their front on fire. Southern ingenuity, not to be outdone, has discovered an equally effecnot to be outdone, has discovered an equally effec-tive mode of gaining on the enemy at Fort Pickens, and a Mobile paper proposes that tin vessels should and a Mobile paper proposes that tin vessels should be filled with snakes, scorpions, and other agreeable insects and reptiles, to be discharged by mortars and guns into the interior of the fort, so as to de-liver their pleasant consignments on arriving among

The New Grand Opera at Paris. (From the New York Musical Review.] The plan of the New Grand Opera-house is now definitely settled. The design adopted is that of M. Garnier. The form of the edifice, says the Siècle, is a parallelogram, with rounded angles, flanked at the sides by two projecting pavilions, at right angles to the streets abutting on them. The western pavilion—that is to say, the pavilion fronting the Rue de Rouen—is intended for the private entrance of the Emperor: the eastern pavilion. entrance of the Emperor; the eastern pavilion, looking upon the Rue de Lafayette, will be the entrance for carriages. The principal façade, reserved for pedestrians, is an imposing mass. It offers some analogy with that of the Garde-Meuble, but its colonnade is composed of coupled columns, like those of the Louvre. Persons are the the castern pavilion will elicht arriving by the eastern pavilion will alight under a covered gallery, leading to a circu-lar waiting-room, situated immediately under the under a covered gallery, leading to a circular waiting-room, situated immediately under the audience part of the theatre. This waiting-room resembles, to a certain degree, the vestibule of the Théatre Français. Round it is a circular gallery communicating with the entrance gallery. The grand staircase bears some analogy to that of the Doria Palace at Genoa. It will lead only to the grand tier of boxes and the other first-class places. From the extremities of the vestibule will spring two secondary staircases—worthy, however, of the edifice—for all the stories. These staircases, the plan of which is a semicitele, open in its diameter, consists of a succession of winding flights, sustained by superposed arcades. The visitor reaches the grand staircase by a central vestibule, while he gains access to the other two by lateral galleries opening into the broad peristyle which takes up the whole façade next the Boulevard. This peristyle, a sort of Salle-des-Pas-Perdus, communicates with galleries which enable the public to circulate under cover round the entire edifice. M. Garnier's plan is kept within the lines laid down by the Municipal Board of Works; for these lines, despite the sharp criticism to which they have been subjected, have been but very slightly modified, or rather not modified at all. The new edifice will cover a superficial area of 11,226 square meters—that is to sav. double the The new edifice will cover a superficial area of 11,226 square meters—that is to say, double the area occupied by the present Opera-house and its outbuildings. Now, 14,000 meters having been granted by the bill framed for the purpose, there

granted by the bill framed for the purpose, there will remain 2,774 meters for the squares and plantations. The works will be commenced on the 1st August. They will be completed in three years, at a cost of about twelve million frames.

The 965th number of the Builder contained a The 965th number of the Builder contained a full account of the works in prospect for the new Opera House in Paris, and of the new method of lighting the present one, lately devised by M. Lissejous, and put into operation. The following extract will interest all who are occupied in the construction of theatres: "The gas-burners in a row are placed eighty centimetres below the stage, where they are completely enclosed. The luminous rays are gathered by opposed reflectors of curved form in section, and projected to the scene in that part or the contrivance wince meyer sarily above the stage, extending the length of in that part or the Contrivance which is neview sarily above the stage, extending the length of the 'ramp,' as of the row of lights below, and which opening is glazed with ground glass. The eyes of the actors are not dazzled; and, sitting in the pit, we can say there is a very decided gain for the spectators. Some of the principal singers were at first not pleased with the change; but such objections, we believe, may disappear when it is discovered that sound will now more readily than before reach the audience. It remains to be explained that the products of combastion being passed by the several chimneys of the burners into the long horizontally-placed light-reflecting recipient, pass from that by transverse ducts (of terra cotta) into a pipe or channel placed parallel to the into a pipe or channel placed parallel to the former, and connected at each end, that is, each side of the house, with a pipe placed perpendicularly and ending above the roof. There may be a question as to the quantity of light as at present arranged; but in the diffusion of the light, as well as there reported which we have a constant which arranged; but in the timiteron of the right, as went as those respects which are obvious, the system is a great improvement on the old one. There is so little danger to persons on the stage that we are told a cambrie handkerchief can be dropped on the

GENERAL NEWS.

FLORA TEMPLE VS. ETHAN ALLEN .- A Wellcontested trot took place on Thursday between the above celebrated horses, over the Fashion Course, L. I.; mile heats, best three in five, and was won by the team in three straight heats. Mr. J. W. Hocklomb, part owner of Ethan, drove the team on this occasion, and managed them exceedingly well. He brought out the extraordinary time of 2.19\(^3_4\), which is the best time Flora ever made. The second

Additional Brigade Surgeons Appointed. ADDITIONAL BRIGADE SURGEONS APPOINTED.

The following brigade surgeons were assigned to duty on Thursday: S. W. Gross to Brig. Gen. Robert Anderson; J. D. Robinson to Major Gen. Rosecranz; W. Clendennin to Major Gen. Rosecranz; C. G. Shumard to Major Gen. Rosecranz; J. E. Quidor to Major Gen. D. Hunter; A. B. Campbell to Major Gen. D. Hunter; J. V. Z. Blaney to Major Gen. D. Hunter; G. Martin to Major Gen. D. Hunter; C. McMillan to Major Gen. J. C. Frémont; C. McMillan to Major Gen. J. C. Frémont; P. W. Ellsworth to Major Gen. J. C. Frémont; P. W. Ellsworth to Major Gen. Frémont; S. V. Bell to Major Gen. J. C. Frémont; C. Frémont; P. W. Ellsworth to Major Gen. J. C. Frémont; P. W. Ellsworth to Major Gen. J. C. Frémont; S. V. Bell to Major Gen. J. C. Frémont.

A SAN AFFAR.—The Washington corress.

A SAD AFFAIR.—The Washington correspondent of the New York Times relates the following: "A loyal Virginian, who was near our outposts in the woods near Gen. Porter's division, fancied he heard some persons moving through the woods near him. He crawled through a clump of trees, where he concealed himself; but hearing nothing further, he arose, and while walking towards our lines was shot with two bullets. He succeeded in reaching our pickets and often wards our lines was not with two builets. He succeeded in reaching our pickets, and after making the above statement died. He was dressed in citizen's clothes, had never been attached to our army, and there was no circumstance to be stated in mitigation of the assassin's act."

SAILING UNDER THE BRITISH FLAG.—A number of vessels belonging to Americans, and which have left the port of Boston for a week or two past for foreign voyages, have sailed under the British flag, by having their papers transferred over to a British subject, under a late act of Congress relative to the sale of American vessels to foreigners. Major General Fremont has issued a spe-

cial order, strictly prohibiting all vexatious pro-ceedings calculated unnecessarily to harass the citizens, and all unauthorized searches, seizures, and destruction of property—except in cases of military necessity, of and for which the officer authorizing or permitting it will be held strictly and personally responsible. ESCAPE OF PRISONERS FROM THE TRENTON KSCAPE OF PRISONERS FROM THE TRENTON (New Jensey) JAIL.—On Thursday morning, as the keeper of the county jail, Trenton, was unlocking a door, one of the prisoners throw a handful of saufi in his eyes, and six of them managed to escape. Four of them were subsequently receptified.

SUPERIORITY OF RIFLED LAMON—General Butter has procured from Government an order for eighteen cannon, rifled on the Sawyer pattern, with 200 shells for each. He expressed the opinion that the Sawyer guns are superior to all

nion that the Sawyer guns are superior to all

THE Providence Journal is informed that there is a George B. McClellan, who is an officer in a Mississippi regiment, and who bears a marked resemblance, in appearance, to General George B. GEN. BRAGG has not the powder to bombard Fort Pickens. The Boston Post asks: "Why don't Fort Pickens bombard him, and make him burn what powder be has on hand, at any rate!"

THE Governor of Vermont has appointed the 26th of September as a day of fasting, humilia-tion and prayer. This is the day appointed by the President for the same object. HON. JOSHUA R. GIDDINGS, of Ohio, has written a long letter in opposition to the proposition of abandoning the Republican party and establishing a new constitution of the control ing a new organization. MISS LOUISA LANDER, the distinguished sculptor, sister to Brigadier General Lander, has arrived in Washington, with the intention of opening a studio. Col. Butler, who arrived in Washington on Thursday morning from Fort Montroe, says the rebels at Norfolk deny the death of Jeff Davis, but admit that they have lost a man of distinction. THE GUNBOATS BUILDING AT EAST BOSTON. —The three gunboats building at East Boston are being pushed forward with all possible despatch. BROWN UNIVERSITY has just conferred the honorary degree of A. M. on Governor Sprague and General Burnside, and on no others. Since the 4th of May last, ten hundred and eighty-five men have enlisted at New Bedford,

DAN RICE'S rhinoceros, which escaped while being brought to Lacrosse, (Wis.,) a few weeks since, has been recaptured by means of a chain-trap GEORGE FRANCIS TRAIN, the introducer of bassenger railways into London, arrived in Boston day or two since. PENNSYLVANIA PAYMASTERS APPOINTED .-John A. L. Morrell and Maris Hooper, of Pennsylvania, have been appointed additional paymasters. MR. FAULKNER still remains in custody. He s allowed no personal communication with his THE Charleston Courier says that they have not yet suspended the habeas corpus act in the South. No: They suspend the offender.

Lond Adolphus V. Tempest is among the distinguished visitors in Washington. He comes to study our science of war.

John Kane was killed near Chicago, Ill., by Mike Rains recently, in a quarrel about a

An Irishman, whose name is unknown, was murdered at Attica, Indiana, on Friday, by a man named Conklin. REV. HENRY BUDGE, who has been on trial, Rome, N. Y., for the murder of his wife, has been acquitted. MR. HENRY Ports, a prominent citizen of Pottstown, Pa., died in that borough on Saturday CAPTAIN GARNETT, cousin to Major Garnett from California, has reached Richmond, and offered his services to the Confederate army. GENERAL MAGRUDER, from the Peninsula, was in Richmond on the 27th ult.

PROPOSALS. NAVY DEPARTMENT,
Bureas of Yards and Docks, Sep. 4, 1861.
CEALED PROPOSALS FOR EACH Class separately, endorsed "Proposals for Class No. (name the class), for the navy yard at (name the yard)," will be received at this office until noon on the 2d day of October next, for furnishing and delivering at the several navy yards named the materials and articles embraned in printed schedules, which will be furnished on application, and sent by mall, if so requested, to persons desiring to offer to contract for any or all of the classes named therein, by the commandants of the several navy yards, for the classes for the yards under their command, or by the navy agent nearest thereto, or by the bureau for any or all the yards.

To prevent confusion and mistakes in scaling the affers, no bid will be received which contains clusses for more than one yard in one envelope; and each individual of a firm must sign the bid and contract.

Bidders are hereby cautioned and particularly notified that their offers must be in the form hereinafter prescribed, and be mailed in time to reach their destination before the time expires for receiving them; no bid will be considered which shall be received after the period stated, and no allowance will be made for failures of stated, and no allowance will be made for failures of the mail.

To gnard against offers being opened before the time appointed, bidders are requested to endorse on the envelope above the address, and draw a line under the endorsement, thus:

"Proposals for Class No. (name the class) for the Navy Yard at (name the yard.)"

To the Chief of the Bureau of Yards and Docks, Washington, D. C.

special proposals, indices any required to endow on the enconversation from the contract of the contract of

in citizen's clothes, had never been attached to our army, and there was no circumstance to be stated in mitigation of the assassin's act."

The Cincinnati Enquirer relates a tale of infatuation, misery, and death. A son of a prominent judge of Buffalo, N. Y., became acquainted with a notorious fenale of that town, and the pair came on to Cincinnati. Time passed, and the youth became sick and died. His father came on to get the remains, but found it necessary to procure the assistance of the police, as the woman refused to deliver them up. Such was her infatuation, in fact, that it is said she followed them all the way to Buffalo, in the same train, after vainly endeavoring to retain them by a writ of replevin. Such devotion in one of her class was certainly singular.

A POLICEMAN ASSAULTED BY BURGLARS.—About four o'clock on Thursday morning, while a New York policeman was patroling his beat, he discovered four men endeavoring to break into a gun-store on Broadway. He at once sounded the alarm, and rushed upon the men for the purpose of arresting them, but they drew knives and stabbed him in the wrist, hand, and arm, besides knocking bim down senseless, after which they fled and escaped.

Winter Coothing.—The Richmond papers contain a notice signed by Governor Letcher, calling upon the people of the State to adopt measures at once for providing winter clothing for Virginia troops. He invokes all citizens of the Commonwealth to furnish articles of clothing for Virginia fabric, ready-made, as it may be in their power to a child in Goderich. Canada, recently. The little fellow, who was not two years of age, had, it appears, been playing about the gate of his father's premises and had climbed on the lower cross'rail. His foot must have slipped, and his head catching the premises and had climbed on the lower cross'rail. His foot must have slipped, and his head catching the premises and had climbed in the lower cross'rail. His foot must have slipped, and his head catching a premise of the premise of the premise of th

exceed twice the amount of such class; which may be recovered, from time to time, according to the act of Congress in that case provided, approved March 3, 1843.

The sureties must sign the contract, and their responsibility be certified to by a navy agent, collector, district attorney, or some other person satisfactorily known to the bureau.

It is to be provided in the contract that the bureau shall have the power of annulling the contract, without loss or damage to the Government, in case Congress shall not have made sufficient appropriations for the article named, or for the completion of works estimated for, and on which this advertisement is based, and shall also have the power to increase or diminish the quantities named in the classes not headed "Miscellaneous" in the schedule, twenty-five per centum.

Persons whose offers shall be accepted will be notified by letter through the post office, which notice shall be considered sufficient; and if they do not enter into contract for the supplies specified within fifteen days from the dato of notice from the bureau of the acceptance of their bid, a contract will be made with some other person or persons, and the guarantors of such defaulting bidders will be held responsible for all delinquencies.

All offers not made in strict conformity with this advertisement will, at the option of the bureau, be rejected.

Those only whose offers may be accepted will be notified, and contracts will be ready for execution as soon thereafter as may be practicable.

COTTON SAIL DUCK

COTTON SAIL DUCK and CAN-VAS, of all numbers and brands.

Raven's Duck Awning Twills, of all descriptions, for Tents, Awnings, Tranks, and Wagon Covers.

Also, Paper Manufacturers' Drier Felts, from 1 to 8 feet wide. Tarpauling, Belting, Sail Twine. &c..

JOHN W. EVERMAN & CO.,

my4-tf 103 JONES Alley my4-tf 106 JONES Augy.

PROPOSALS. PROPOSALS for ARMY BAGGAGE WAGONS.

QUARTERMASTER GENERAL'S OFFICE, \
WASHINGTON, June 21, 1861. \
Proposals are invited for the furnishing of Army Baggage Wegons.

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 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-nule (covered) wagons, of the size and description as follows, to wit: specifications, and to the established patterns.
Six-nule (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 ligh, 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 fron pipe boxes twelve inches long, two and a half inches wide and two and three-quarter inches deep; cast fron pipe boxes twelve inches long, two and a half inches wide 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 fellie 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-bot hole in each axletree; washers and linchpins for each axletree; isize of linchpins one inch wide, three-eighths of an inch thick, with a lole in each end; a wooden stock four and three-quarter inches wide and four inches deep fastened sphenomentally 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 bolst the ground when the wagon is standing at rest on a level

quarter inches deep at the front end, and so arranged as to lift up, the front end of it to hung within two feet of the ground when the wagon is standing at rest on a level surface.

The front hounds to be six feet two inches long, three inches thick, and four inches wide over axletree, and to retain that width to the back cend of the tongue; jaws of the hounds one foot eight inches long and three inches square at the front end, with a plate of iron two and a half inches wide by, three eighths of an inch thick, fastened on top of the hounds over the back end of the tongue with one half-inch screw bolt in each end, and a plate of iron of the same size turned ap 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 serve bolt through each hound, a seven-eighth inch bolt through tongue and hounds in the centre of jaws, to secure the tongue in the hounds; a plate of iron three inches wide, one quarter inch thick, and one foot eight inches long, secured on the inside of jaws of hounds with two rivets, and a plate of the same dimensions on each side of the tongue, where the tongue and hounds run togather, 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, it house, and four and three-quarter inches in front, and four and a half inches and fasten it to the hounds, a half inches and fastened on each end with three rives; the bolster four feet five inches long, and five inches wide; jaws.

The hind hounds four feet two inches long, two and a half inches wide, of where inches deep, with steady iron

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.

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, ie25-tf Quartermaster General U. S. Quartermaster General U.S. MEDICINAL.

ELIXIR PROPYLAMINE, The New Remedy for RHEUMATISM. During the past year we have introduced to the notice of the medical profession of this country the Pure Crystalized Chloride of Propylamine, as a REMEDY FOR RHEUMATISM; and having received from many sources, both from physicians of the highest standing and from patients, the MOST FLATTERING TESTIMONIALS of its real value in the treatment of this painful and obstinate disease, we are induced to present it to the public in a form READY FOR IMMEDIATE USE, which we hope will commend itself to those who are suffering with this safficting complaint, and to the medical practitioner who may feel disposed to test the powers of this valuable remedy. remedy,
ELIXIB PROPYLAMINE, in the form above spoken of, has recently been extensively experimented with in PENNSYLVANIA HOSPITAL, PENNSYLVANIA HOSPITAL, and with MARKED SUCCESS, (as will appear from the published accounts in the medical journals).

Fit is carefully put up ready for immediate use, with full directions, and can be obtained from all the druggists at 75 cents per bottle, and at wholesale of BULLOCK & CRENSHAW, BULLUOLA & One Chemists,
Druggists and Manufacturing Chemists,
Philadelphia. ma 24-1y MRS. JAMES BETTS' CELEBRAonly Supporters under eminent medical patronage. Ladies and physicians are respectfully requested to call only
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INCORPORATED in 1794.—CHARTEB PERPETUAL.
CAPITAL, \$200,000.
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Office No. 311 WALNUT Street, between Third and Fourth Streets, Philadelphia.

This Company will insure against loss or damage by
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OF PHILADELPHIA,
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Leases promptly adjusted and paid.

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B. M. HINCHMAN, Secretary. February 16, 1861. THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA. (FIRE INSURANCE EXCLUSIVELY.)

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ALL THE PROFITS DIVIDED AMONG THE INSURED.
Insure Lives for short terms or for the whole term of life; grant Annuties and Endowments; purchase Life Interests in Real Estate, and make all contracts depending on the contingencies of life.
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MARINE INSURANCE. On Vessels, Cargo, To all Parts of the World. 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. phia 15,300 00 5,000 100 shares Pennsylvania Bailroad 8,900 00

125 00 500 00 566,700 par. Cost \$547,335 34. Market val. \$554,556 71 Bills Receivable, for Insurances made. 171,393 42
Bonds and Mortgages. 34,500 00
Real Estate. 61,863 86
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 2,626 50 29,108 63

S904,907 51

DIRECTORS.

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J. F. Peniston,
diding,
Henry Sloan,
Edward Darlington,
H. Jones Brooke,
Spencer McIvaine,
Thomas C. Hand,
Robert Burton,
Jacob P. Jones,
James B. McFarland,
Joshua P. Eyre,
John B. Semple, Pittsburg
D. T. Morgan,
A. B. Berger,
WILLIAM MARTIN, President.
THOS. C. HAND, Vice President. \$904,907 53 William Martin,
Rdmund A. Souder,
Theophilus Paulding,
John R. Penrose,
John C. Davis,
James Traquair,
William Eyre, Jr.,
James C. Hand,
William C. Ludwig,
Joseph H. Scal,
Dr. R. M. Huston,
George C. Lieper,
Hugh Craig,
Charles Kellly, THOS. C. HAND, Vice Presiden
HENRY LYLBURN, Secretary. no17-

FIRE INSURANCE EXCLUSIVE-LY.—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 monner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS. Jonathan Patterson,
Quintin Campbell,
Alexander Benson,
William Montchus,
Isaac Hazlehurst,
JONATHAN PATTERSON, President.
WILLIAM G. CROWELL, Secretary.

PIRE INSURANCE. MECHANICS' INSURANCE COMPANY OF PHILADELPHIA, No. 138 North SIXTH Street, below Bace, 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.

William Morgan.

| Robert Flanigan, the public.

IBECTORS.

Robert Flanigan,
Michael McGeoy,
Figure McGovern,
Thomas B. McGormick,
John Bromley,
Francis Falls,
John Cassady,
ill, Bernard H. Hulsemann,
Charles Clare,
Michael Cabill.
FRANCIS COOPER, President
ETX, Secretary. William Morgan, Francis Cooper, George L. Dougherty, James Martin, James Duross, Matthew McAleer, Bernard Rafferty, Thomas J. Hemphill, Thomas Fisher.

BERNARD RAFFERTY, Secretary. A MERICAN FIRE INSURANCE COMPANY. Incorporated 1810. CHARTER PERPETUAL. No. 310 WALNUT Street, above Third, Having a large paid-up Capital Stock and Surplus, invested in sound and available Securities, commune to insure on Dwellings, Stores, Furniture, Merchandise, Vessels in port and their Cargoes, and other Personal Property. All Losses liberally and promptly adjusted.

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THOMAS R. MARIS, President.
Secretary.

EXCHANGE INSURANCE COM-PANY-Office, No. 409 WALNUT Street. Fire Insurance on Houses, and Merchandise generally, on favorable terms, either Limited or Perpetual: DIRECTORS.

QKINS .- A small invoice of Hides. Sheep and Goat Skins, just received from the West Indies, for sale by JAURETCHE & CARSTAIRS, 202 South FRONT Street. BEST QUALITY ROOFING SLATE always on hand and for sale at Union Wharf, 1451
BEACH Street, Kensington. T. THOMAS,
any7-ly 217 WALMUT Street, Philadelphis.

MEDICINAL. THE SPOT."

SPALDING'S

THROAT CONFECTIONS

GOOD FOR PUBLIC SPEAKERS.

GOOD FOR CONSUMPTIVES.

GOOD FOR SINGERS,

GENTLEMEN CARRY

SPALDING'S THROAT CONFECTIONS.

LADIES ARE DELIGHTED WITH

SPALDING'S THROAT CONFECTIONS.

CHILDREN CRY FOR

STOP YOUR COUGH!

STRENGTHEN YOUR VOICE

INSTANT RELIEF!

PURIFY YOUR BREATH!

GOOD FOR CLERGYMEN,

any one.

GOOD FOR LECTURERS,

RAILROAD LINES.

AFTERNOON LINES. AFTERNOON LINES.

Leave New Depot, corner of BROAD and CALLOW-HILL 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 READ-ING only, at 5 P. M., DAILY, (Sundays excepted.)

DISTANCES VIA PHILADER BUILD AND PRANCES. DISTANCES VIA PHILADELPHIA AND BEADING RAILROAD.

Harrisburg......112
Dauphin......124 Millersburg.... Treverton Junction . 158 Sunbury and Eric R. B.

Troy......261 May 20, 1861.

S U M M E R ARRANGEMENT.—PHILADELPHIA, GEBMANTOWN, and NORRISTOWN RAILLOAD.
On and after Monday, May 13, 1861.
FOR GERMANTOWN.
Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3,
8.35, 4, 5, 6, 6½, 7, 8, 9, 10½, and 11½ P. M.
Leave Germantown, 6, 7, 1½, 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 step at Germantown only.

ON CUNDANCE

CONSTABLE'S SALE—FIRE-PROOF, COUNTERS, &c.
On Wethosday Morning.

SALE OF STAPLE AND FANCY DRY GOODS,
MILLINERY GOODS, HOSIERY, FANCY GOODS,
On Wethosday Morning.

September 11, commencing at 10 o'clock precisely.

September 12, commencing at 10 o'clock precisely. 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

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 elieve you instantly, and you will agree with me that "they go right to the spot." You will find them very use. ful and pleasant while travelling or attending public neetings, 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 Thirty Cents.

Address HENRY C. SPALDING,

No. 48 CEDAR STREET, NEW YORK.

CEPHALIC PILLS

SICK HEADACHE.

NERVOUS HEADACHE.

CURE

CURES ALL KINDS OF HEADACHE

By the use of these Pills the Periodical attacks of Ner-

your or Seck Headache may be prevented; and if take at the commencement of an attack immediate relief from They seldom fail in removing the Nausca and Headsche to which females are so subject.

They act gently on the bowels, removeing Costiveness
For Literary Men, Students, Delicate Females, and
all persons of sedentary habits, they are valuable as a Lazitive-improving the appetite, giving tone and viger to the digestive organs, and restoring the natural elasticity and strength of the whole system. The CEPHALE PILLS are the result of long investigation and carefully conducted experiments, having been

in use many years, during which time they have pre-vented 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 dis agreeable staste renders it easy to administer them to

BEWARE OF COUNTERFEITS! The genuine have five signatures of Henry C. Spaiding 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.

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 WALKUT-STREET WHARF AND KENSINGTON DEPOT.
WILL LEAVE AS FOLLOWS—VIZ: 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 the state of the s 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. 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. Accommodation 25
At 9% A. M., via Kensington and Jersey City, Morn-

From the Advertiser, Providence, R. 2.

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, Itl. 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.

Class Ticket. ... 2 25
At 6 P. M., via Camden and Jersey City, Evening
Mail. ... 300
At 10½ P. M., via Camden and Jersey City, Evening
Mail. ... 300
At 10½ P. M., via Camden and Jersey City, Southern Mail.
At 6 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger)—1st Class Ticket. . 2 25
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.
For Bristol, Trenton, &c., at 7.10 and 9½ A. M., 4½
and 6½ 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 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 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. 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 From the St. Louis Democrat.

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. Baid to be very efficacious for the headache. From the Commercial Cincinnati. Suffering humanity can now be relieved.

A Single bottle of SPALDING'S PREPARED SPALDING'S PREPARED GLUE!

> SPALDING'S PREPARED GLUE! SPALDING'S PREPARED GLUE! SAVE THE PIECES!

ECONOMY! DISPATOH A STITCH IN TIME SAVES NINE." TO As accidents will happen, even in well-regulated fami-lies, it is very desirable to have some cheap and conveni-ent 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

"USEFUL IN EVERY HOUSE." Offices, at WILLOW Street, or BERKS Street in order to secure the above rates of fare.

All Passenger Trains (except Sanday Trains) connect at Berks street with the Fifth and Sixth streets, and Socond and Third-streets Passenger Bailroads, twenty minutes after leaving Willow street.

my1

WEST CHESTER

RAILROAD TRAINS VIA PENNSYLVANIA RAILROAD, leave depot, corner RIEVENTH and MARKET Streets, at 8.15 A. M., 19 noon,
2.30 P. M., and 4 P. M.

On Sunday, leave Philadelphia at 7.34 A. M., and
West Chester at 4 P. M. N. B.—A Brush accompanies each bottle. Price, 25 cents. Address, HENRY C. SPALDING, No. 48 CEDAR STREET, NEW YORK.

As certain unprincipled persons are attempting to palm off on the unsuspecting public, imitations of my PRE-PARED GLUE, I would caution all persons to examine before purchasing; and see that the full name, SPALDING'S PREPARED GLUE TO is on the outside Wrapper; all others are swindling sale by ja20

CAUTION.

PHILADELPHIA

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, (Passonger entrances
on Thirteenth and on Callowhill streets, 1811, 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 BAILROAD 1 P. M. train running to Sunbury, &c. FURNESS, BRINLEY, & CO., SALE OF IMPORTED AND DOMESTIC DRY GOODS.
On Tuesday Morning,
September 10, at 10 o'clock, by cutalogue, for cash—460 packages and lots of lancy and staple imported and american dry goods.
Supplet and catalogues curly on morning of sale. pieces 6-4 all-wool plaids
PARIS AND VIENNA BROCHE SQUARE AND
LONG SHAWLS

SALES BY AUCTION.

FRENCH MERINOS AND WOOL PLAIDS

On Tuesday Morning,
— pieces 8-4 French black and cokered merinos.

DONG SHAWLS.

Paris and Vienna broche square shawls.
Heavy cheafile and Paris cashmere shawls.
All-wool reversible Cashmere shawls.
All-wool broche-bordered Stella shawls.
Chartilla scarf, out.

Jaconet, cambric, and Swiss muslins.
Linen cambric handkerchiefe, shirt fronts.
Merino thirts and drawers, wood gloves.

SHERIFF'S SALE OF FURNITURE.

the morning of sale.

Can be obtained at a. Bros., 639 Arch street.

SHIPPING.

No. 429 MARKET STREET.

Williamsport and Elmira Railroad.

ON SUNDAYS.

Leave Philadelphia, 9.05 A. M., 2%, 3, 5%, 7%, and 10% P. M. Leave Germantown, 8.10 A. M., 1, 4, 6%, and 2% CHESTNUT HILL RAILROAD.

CHESTROT HILL RATHROAD.

Leave Philadelphia, 6, 8, 10, 12 A. M., 2, 3.35, 4, 6, 8, 9, and 10½ P. M.

Leave Chestrut 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 Germantour road. Germantown road.

ON SUNDAYS. ON SUNDAYS.

Leave Philadelphia, 9.05 A. M., 24, 5, and 74 P. M.

Leave Chestnut Hill, 7.50 A. M., 12.40, 5.10, and 9.10, Leave Chestnut Hill, 7.50 A. H., 12.40, 0.10, 504 5.10, P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia, 5.50, 7%, 9.05, 11.05 A. M., 1.05, 8.05, 4½, 8, 40 and 11½ P. M.
Leave Norristown, 6, 7, 8.05, 9, 11, A. M., 1½, 4½, 6%, 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, 7%, 9.05, 11.05 A. M., 1.05, 2.05, 3.05, 4%, 6%, 8, and 11% P. M.
Leave Manayunk, 6%, 7%, 8.35, 9%, 11% A. M., 2,

Leave Manayunk, 5½, 7½, 8.35, 9½, 11½ A. M., 2, 8½, 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. SMIMH, General Superintendent, myll-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

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; Wood-St. Slice for the Parent and East Train; ruff's Siceping Cars to Express and Fast Trains. The EXPRESS RUNS DAILY: Mail and Fast Lines Sun-78 excepted.

Mail Train leaves Philadelphia at 7.39 A. M.
Fast Line " 11.20 A. M.
Express train leaves " 10.15 P. M.
WAY TRAINS LEAVE AS FOLLOWS: 2.30

111 Walnut street, Philadelphis In Liverpool, to WM. INMAN, In Glasgow, to WM. INMAN, 13 Dixon street THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS. FROM NEW YORK TO LIVERPOOL. 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 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 Har-Ranacepnia 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, Now York, Boston, or Baltimore; and Tickets Eastward at any of the important Bailroad offices in the West; also en board any of the regular line of Steamers on the Mississippi or Ohio givers. 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.

1861.

FARE.

dation. 2 25
At 2 P. M., via Camden and Amboy, C. and A. Ex-

At 4% P. M., via Kensington and Jersey City, 2d Class Ticket.

and will not be need cept by special contract.

WM. H. GATZMER, Agent.

WM. H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD.

FOR BETHLEHEM, DOYLESTOWN, MAUCH
OHUNK, 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.

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 0.4 M. and 6.45 P. M. for Fort Weshington

At 10.30 A. M. and 6.40 P. M., for Fort was migrounthe 6.40 A. M. Express Train makes chose 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 6.39 A. M. and 2.30 P. M. ON SUNDAYS — Philadelphia for Bethlehem at 8

OLIVE OIL.—Pure Olive Oil in white

glass bottles, just received per bark Juliet. For by JAURETCHE & CARSTAIRS, No. 208 South FRONT Street.

West Chester at 4 P. M.

The ships from Boston call at Halifax and Cork Harbor.

PERSIA, Capt. Judkins.
ARABIA, Capt. J. Stone.
ASIA, Capt. J. Stone.
ASIA, Capt. G. Lott.
AUSTRALASIAN, Cook. EUROPA, Capt. Moddie.
Capt. Cook. EUROPA, Capt. Moddie.
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, 44. Boston, Wednesday, Aug. 21.
PERSIA, Judkins, W. York, Wednesday, Aug. 22.
CANADA, Msodie, Boston, Wednesday, Sept. 18.
ASIA, Lott, N. York, Wednesday, Sept. 18.
AFRICA, Shannon, W. York, Wednesday, Sept. 18.
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

Malert A BOWLING GREEEN. New York. 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.

37 Be particular to mark packages "via Pennsylvania Railroad." E. CUNARD, 4 BOWLING GREEN, New York.

nia Railroad."
For Freight Contracts or Shipping Directions, apply to, or address either of the following Agents of the Comnia Railroad."

For Freight Contracts or Snipping.

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, Ry.; Ormsby & Cropper, Pertsmouth, O.; Paddock & Co., Edirconville, Indiana; H. W. Brown & Co., Cincinnati, O.; Athern & Hibbert, Cincinnati, O.; R. C. Meldrum, Madison, Ind.; Ds. E. Moore, Louisville, Ky.; P. G. O'Riley & Co., Evansville, Ind.; N. W. Graham & Co., Cairo, Ill.; R. F. Saus, Shaler & Glass, St. Louis, Mo.; John H. Harris, Nashville, Tenn.; Harris & Hunt, Memphis, Tenn.; Clarke & Co., Chicago, Ill.; W. H. H. Koonts, Alton, Ill.; ot to Freight Agents of Railroads at different points in the West.

S. B. KINGSTON, Jr., Philadelphia.

MAGRAW & KOONS, 80 North street, Baltimore.

LÉECH & Co., No. 77 State street, Boston.

W. H. HOUSTON, Gen'l Freight Agent, Phila.

LEY W. H. HOUSTON, Gen'l Freight Agent, Phila.

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Instance of the following Agents of the company:

BANGEMENT.—Frail.

BOAD.

On and after MONDAY, AUGUST 19, 1861.

PASSENGER TRAINS LEAVE PHILADELPHIA:

Appars pinwal 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. and 4.15 P. M.

For New Castle at 8.15 A. M. and 4.15 P. M.

For Salisbury at 8.15 A. M.

TRAINS FOR PHILADELPHIA:

TRAINS FOR PHILADELPHIA:

TRAINS FOR PHILADELPHIA:

Leave Baltimore at 8.30 A. M. (Express), 10.15 A. M., 11.35 A. M., 4.15 and 10.50 P. M.

Leave Baltimore at 8.30 A. M. (Express), 10.15 A. M., 11.35 A. M., 4.15 and 10.50 P. M.

Leave Baltimore at 8.30 A. M. (Express), 10.15 A. M., 11.35 A. M., 4.15 p. M.

Leave Wilmington at 6.50 and 11.33 A. M., 4.15 and 8.

Leave Wilmington at 6.50 and 11.33 A. M., 4.15 and 8.

Leave Wilmington at 6.50 and 11.33 A. M., 4.

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.
Beave Baltimore for Salisbury and intermediate stations nt 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 7.15 P. M. Leave Wilmington for Philadelphia and intermediate places at 5 P. M. Leave Havre-de-Grace for Baltimore and intermediate nations at 6.15 A. M. Leave Baltimore fo Leave Baltimore 101 stations at 5 P. M.
ON SUNDAYS ONLY: e for Havre-de-Grace and intermediat At 10.50 from Philadelphia to Baltimore, At 4.45 from Baltimore to Philadelphia. S. M. FELTON, President.

ELMIRA ROUTE.—
PHILADELPHIA AND ELMI-

AWANNA AND BLOOMSBURG RAILROAD.

The above trains make direct connections at Elmirs with the trains of the New York and Eric, Canandaigus and Niagara Falls, and Buffalo, New York and Eric, 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, ap19-tf.

W E S T CHESTER AND PHILADELPHIA BAIL-ROAD. VIA MEDIA.

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 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 Concort, Kennett,
Oxford, &c.

HENRY WOOD,
Se2-tf General Superintendent.

General Superinte PHILADELPHIA
CO., (Office 227 South Fourth street.)
FILLABLIPHIA, April 27, 1861.
SEASON TICKETS.
On and aften May 1, 1861, season tickets will be issued by this company for the periods of three, six, nine, and twelve months, not transferable. twelve mon its, not transferable. Season school-tickets may also be had at 33 per cent. discount.

These takets will be sold by the Treasurer at No. 228
South FOURTH Street, where any farther information
can be obtained.

S. BRADFORD,
ap20-ff Treasurer.

JUST RECEIVED, per "Annie Kimball," from Liverpool, Mander, Weaver, & Mander's preparations:
25 lbs. Extract Aconiti, in 1 lb. jars. 26 lbs. Extract Acontit, in 1 lb. jars.
26 lbs. Extract Hyoseyami, in 1 lb. jars.
50 lbs. Extract Belladonns, in 1 lb. jars.
100 lbs. Extract Taraxaci, in 1 lb. jars.
50 lbs. Vin Ral Colchicl, in 1 lb. bottles.
100 lbs. Ol. Sucoini Rect., in 1 lb. bottles.
500 lbs. Calcasel, in 1 lb. bottles.
500 lbs. Pil Hydrarg, in 1 lb. jars.
WETHERILL & BROTHER,
unb8 47 and 49 North SECOND Street.

SALES BY AUCTION. M. THOMAS & SONS, Nos. 129 and 141 South FOURTH Stree (Formerly Nos. 67 and 69.) SALE OF REAL ESTATE 2478 SEPTEMBER, at

PUBLIC SALES REAL ESTATE AND STOCKS. AT THE EXCHANGE, EVERY TUESDAY, at 11 o'clock noon, during the business season. In July and August, only occasional sales.

REAL ESTATE AT PRIVATE SALE. MEAL 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. 301 Arch Street.

Sale No. 301 Arch Street.

SUPERIOR FURNYTHEE. FLEGANT VELVET CARPETS, &c.

On Wednesday Merning.

September 11, at 10 o'risch, by catalogue, at No. 932 Arch street, the superior fremiture, elegant tapestry velvet carpete, &c., of a gentleman derlining housekeeping.

Also, the kitchen furniture.

May be examined at 8 o'clock on the morning of the sale, with catalogues Chentile scarfs and shawls, bordered.
WHITE GOODS, LINEN CAMBRIC HANDKER-CHIEFS AND SHIRT FRONTS. Sale at Nos. 139 and 141 South Fourth Street.

BUPERIOR FURNITURE, FRENCH-PLATE MIERORS, PIANO-FORTES, BEDS AND BEDDING,
BRUSSELS AND OTHER CARPETS, &c.

At 9 o'clock, at the Auction Store, an assortment of
excellent second-hand furniture, elegant plano-fortes,
fine mirrors, carpets, beds and hedding, &c., from fandlies declining homsekeeping, removed to the store for convenience of sale. DHILIP FORD & CO., AUCTION-EERS, Nos. 525 MARKET and 522 COMMERCE

LARGE SALE OF 1,500 CASES BOOTS, SHOES,
BROGANS, &c.
On Thursday Morning.
Sept. 12, 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 krogans, Congress gaiters, Oxford ties, &c.; women's, misses', and children's kip, goat, and kid morocco and enamelled heet boots and shoes, gaiters, slippers, buskins, &c. Also, a large and desirable assortment of first-class city-made goods.

**Dopen for examination, with catalogues, early on the morning of sale. enlence of sale. MOSES NATHANS, AUCTIONEER
AND COMMISSION MERCHANT, Southeast
corner of SIXTH and RACE Streets. N. F. PANCOAST, AUCTIONEER, On Monday Morning, September 9, at 10 o'clock, a quantity of furniture, balance of stock from Jones' Hotel.

Corner of SIXTH and RACE Streets.

GREAT SALE OF FORFEITED COLLATHRALS.

OVER 200 LOTS.

Nathans' great sale of forfeited goods will take place
On Tuesday Morning.

September 10, at 10 o'clock, at Mosex Nathans' Auction
House, Nos. 155 and 157 North Sixth street, adjoining
the southeast corner of Sixth and Race streets.

Consisting of Watches, Jewelry, Dimmunds, &c., viz.:
First quality 18-carat gold English patent lever watches,
extra full inwhed and plain, in hunting cases and open
faces, of the most approved and best makers; fine gold
chronometers; duplex English, Swiss, and French
watches; fine silver English patent lever watches, full
jewelled and plain, of the most approved and best makers,
in hunting cases and double bottom; fine silver cylinder,
detached patent lever, and lepine watches, in-hunting
cases and open faces, of the best makers; fine silver duplex, quartier, English double case, double bottom, and
single case watches; fine gold-plated lever, leptuc, English, Swiss, and French watches: diamond breast-plas,
riugs, staids, &c.; fine gold ver, fob, neck, and chatelaine chains; heavy gold finger-rings, ear-rings, bracelets, nedallions, and lockets; fine gold sets, and, in
short, jewelry of every description.

Watchmakers, jewellers, dealers, and private purchasers are hivit do attend this sale \$\$\$every article
will positively be sold, without the least reserve, for cash. &c., by catalogue.

On Wednesday Morning,
September 11, commencing at 10 o'clock precisely.

Samples and catalogues early on the morning of will positively be sold, without the least reserve, for cash, BY THOS. BIRCH & SON, AUC-LARGE SALE OF ITALIAN MARBLE MONUMENTS, TOMBS, &c.
On Wednesday Morning,
11th September, at 10 o'clock, at the Marble Yard,
Fifth street, above South, will be sold, without reserve,
a collection of clegant
ITALIAN MARBLE MONUMENTS AND TOMBS,
of Greeian, Roman, and Gothic designs, recently in-

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 escapoment 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 breat-pine; sets of fine gold jewelry; gold breast-pins, ear-rings, finger-rings brace-lets, pencil-cases, pens, and jewelry of every description; guns, pistols, musical instruments, piano-fortes, and articles generally. ITALIAN MARBLE MONUMENTS AND TOMBS, of Grecian, Roman, and Gothic designs, recently imported from Italy, and being a balance of a special consignment to Messrs. Viti Bross, (late Vito Viti & Sons.) The collection comyrises some finely-executed monuments, and is well worthy of notice.

Purchasers from a distance can have the monuments packed on the premises.

Temms.—Under \$250, cash: over that amount, ninety days credit for approved endorsed paper.

Catalogues will be reay on Saturday, 7th inst., and can be obtained at the Auction Store, or at Messrs. Viti Bross., 639 Arch street.

MONEY TO LOAN.

Money advanced liberally, for any length of tine 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. WEEKLY COMMUNICATION BY STEAM BETWEEN NEW
YORK AND LIVERPOOL, calling at QUEENSTOWN, (Ireland,) to land and embark passengers and
despatches. CONSIGNMENTS AND OUT-DOOR SALES SOLL-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, cutiery,
paintings, musical instruments, &c.
Also, hosiery, dry goods, boots and shoes, and merchandise of every description.

BAY SALES
Every Monday, Wednesday, and Friday, at 10 o'clock
A. M.
PRIVATE SALES.

A. M.

PRIVATE SALES.

At private sale, several large consignments of watches and jewelry, books, stationery, silver-plated ware, cut-lery, 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.

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PENN STEAM ENGINE

AND BOILER WORKS.—NEAFIE &
LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLAOKSMITHS, and FOUNDERS, having, for many years,
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the public, as being fully prepared to contract for Engines of all sizes, Marine, River, and Stationary, having
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Pattern making made at the shortest notice. High and
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Boilers, Gasometers, Tanks, Iron Boats, &c.; Costings of all kinds, either iron or brass.

Iron-Frame Roofs for Gas Works, Wo shops, Ball-road Steines. &c. Iron-Frame Roofs for Gas Works, Wo shops, Rallroad Stations, &c.

Retorts and Gas Machinery of the la st and most
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Every description of Plantation Machinery, such as
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Machine. DOINT PLEASANT FOUNDRY, No. 951 BEACH Street, Kensington, PhHada.
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 Bolling, 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.

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