FOREIGN NEWS. ENGLAND. Foreign Office, August 22.—The Queen has been pleased to approve of Mr. Henry W. Lord as consul at Manchester, Mr. John E. Newport as consul at Turk's Island, and of Mr. Patrick Devine as consul at Cork, for the United States of America. In the Queen's recent journey to Ireland, the total distance from Gosport to Holyhead (310 miles) was accomplished (exclusive of stoppages) in eight and a quarter hours, at an uniform speed of thirty-nine miles an hour. LORD PALMERSTON has left town for Walmer Castle, Kent, where he will remain some time. The other members of the Cabinet have quitted the M. Dr. CHAILLU, the distinguished African tra-veller, is (says the Glasgow Herald) now enjoying the hospitalities of Lord Belhaven at Wishaw THE "Essays and Reviews" have been reprinted at length in some Australian newspapers.

We learn of the death, on the 15th instant, at Lower Walmer, Kent. of Thomas Witlan Atkinson, Esq., F. R. G. S., F G. S., for many years travel-ling in Central Asia, and author of "Travels in Siberia and on the Amoor. JUDGES SALARIES.—The "Finance accounts" show that there was paid last year from the Consolidated Fund £323,000 for salaries of judges, and £65,000 for pensions to retired judges.

A PROJECT—in which Mr. Roebuck and Mr. Lever seem to take a lively interest—is on foot for establishing a line of steamships between Trieste and Southampton. The prospectus has been issued of the General Telegraphic Works Company, an undertaking with a capital of £50,000, formed to carry out the inventions of Mr. J. Rogers in the preparation and manufacture of submarine telegraphic cables. MR. DORNING, of Liverpool, has purchased the three screw steamships Leopold, Princess Charlotte, and Southampton, known as the sister ships of the screw steamship Prince Albert, of the Galway line. A few years ago these ships, built for the Religing Payed Mill Caroline 200 Belgian Royal Mail Company, cost about £220,000, and it is stated that they have been secured at the low price of about £50,000. It is believed that thee vessels are intended to ply from either Liverpool or Southampton, via Galway, to New York.

A BISHOP FOR THE SANDWICH ISLANDS.—The Archbishop of Canterbury has at the request of the King of the Sandwich Islands, consented to consecrate a bishop for the superintendence of the Church of England missions in his dominions. The Rev. Thomas Nettleship Staley has been nominated to the bishopric, the sent of which will be at Honoto the bishopric, the seat of which will be at Hono-lulu, and the Society for the Propagation of the Gospel in Foreign Parts has resolved to grant £300 a year in aid of the mission, to be applied to the maintenance of three elergymen, who will be re-quired to minister especially to the British subjects on the islands and to British sailors frequenting the ports. THE LATE DUKE OF BUCKINGHAM, -His will was THE LATE DUKE OF BUCKINGHAM.—His will was proved in the Court of Probate on the 13th August by the executor undermentioned. The contents of the will are comprised within one clause, and are as follows: "I devise and bequeath all my real and personal estates to my friend Henry Smith, of Maid's Morton, in the county of Bucks, gentleman, to hold the same to the said Henry Smith, his executors, administrators, and assigns, but as to the estates vested in me upon trust, subject to the equities affecting the same. And I appoint the said Henry Smith sole executor." Dated July 28, 1856. Signed, Buckingham and Chandos. Attested by Robert Southee and N. R. Southee, solicitors, Ely Signed, Buckingham and Unangos. Attested by Robert Southee and N. R. Southee, solicitors, Ely

I LORD BROUGHAM AND DOCTOR CULLEN.—Lord Brougham, who has doubtless gained many new friends and admirers amongst the warm-hearted sons of Ireland during his presidency at the Social Science Congress in Dublin, has nevertheless made one enemy in the person of the Catholic Archbishop of that city. In his inaugural address, the venerable peer advocated a policy of non-intervention of one foreign state with another, even though a country resembled the condition of Rome, "so a country resembled the condition of Rome. "so governed as justly to merit the reprobation of its own people and the sympathy of all others." Dr. Cullen has taken up the cudgels on behalf of the Pope, in the shape of a letter to the Catholic churches of Dublin. The archbishop of course defends the Papal Government and its "beneficent designs," and in no very measured terms denounces designs," and in no very measured terms denounces the conduct of Lord Brougham in joining in a "re-EXTRAORDINARY Dog .-- At Aldershott camp there

EXTRABBINARY Dog.—At Aldershott campthere is a large spanniel, belonging to a sergeant in the Royal Artillery, who has been taught by his master, during tedious days of camp life, to perform tricks that are almost marvellous. The dog is perfect in his drill, marching slow, quick, and at the double, in obedience to the word of command. After he had been put through his paces, his master called him up and asked his opinion of the various regiments on the ground. Were the Plungers the best corps?—no signs of approval. Were the 42d Foot?—Silence on the part of the dog. After going over half a dozen names, the master asked, exactly in the same tone as that in which he had put his previous questions, the dog's opinion of the Royal previous questions, the dog's opinion of the Royal Artillery. He instantly burst out into joyous barkring, jumping about, and rolling. The sergeant then called for three cheers for the King of Prussia—no sounds: three cheers for the King of Naples—a low growl; three cheers for the Emperor of Austria—silence again; three cheers for the Queen of England—such a volley of resounding barks that echoed again.

FRANCE FRANCE.

A LETTER from Eaux Bonnes states that the Empress is living there in the strictest incognito.

Madame de Lourmel and Madame Lagrange compose her entire suite. She was happy to find at Eaux Bonnes the children of her deceased sister, the Duchess of Alba. They pass the greater part of the day with her. The appearance of Eaux Bonnes is greatly changed since last year. The withered grass and the stunted trees of the pulbic garden have been replaced by choice shruke and garden have been replaced by choice shrubs and green turf. A monumental column has been placed there, with an inscription, stating that the garden has been thus decorated by command of the Em-

La Patrie announces the arrival at Paris, from Rome, of Monsignor Nardi, on a special mission to the Emperor from the Pope. A KEW kind of serial railway (says Galignani) A NEW kind of serial railway (says Galignani) has been invented for accelerating the operations of the workmen in the demolitions at the Tuileries. Four large iron wires are affixed to the windows of the Pavilion de Flore, and strongly attached to stakes in the court-yard of the palace, thus forming an inclined plane. On this runs a truck with pullies, and by means of this apparatus, the doors, window-frames, flooring, and other work and materials, as soon as they are taken from their places, are sent rapidly and safely into the court below, by which much time and trouble are saved.

The NEW experiments with rided cappage at the THE NEW experiments with rifled cannon at the camp of Chalons have been very successful, in both in force and precision.

year 1862 are estimated at 375,053,218ft. being 30,000,000f. more than for the present year. The effective force of the army is set down at 400,000 THE Moniteur publishes customs' returns, from

which it appears that the duties received for merchandise imported into France during the first seven months of the present year amounts to 65.832, 000f., being a diminution of 13,555,000f. as compared with the year 1860, and of 46,930,000f. as compared with the year 1859. SWITZERLAND. A PORTION of the bodies and numerous articles of

clothing of the Alpine guides who were lost in 1820, whilst ascending with Dr. Hammel, have been discovered in the lower part of a glacier. An arm was in the most perfect state of preservation. Pro-fessor Forbes had often told the present guides that they might look for a discovery of these remains in bout forty to forty-five years after the date of the

THE Kreuz Zeitung, the organ of the Feudal party in Prussia, has an article intended to influence the approaching elections, in which it predicts the most frightful calamities for the world. It shows storms approaching from all parts of the compass from Venice, from Dalmatia, from the Principali-ties, from Hungary, from Poland, and Germany attacked at once on all her frontiers. The voyage of the King of Sweden to France it regards as the evidence of a Franco-Seandinavian alliance. A TREATY of commerce between England and the A TREATY of commerce between England and the Zollverein has been drawn up, and only awaits ratification. This treaty will place British com-merce on the same footing as that lately concluded between France and the Prussian Commercial

THERE is announced for publication an important pamphlet, in German, entitled "Priority of Prus-sian Right to Brunswick Wolfenbuttel," of course at the demise of the present sovereign.

DENMARK.

THE Schleswig-Holstein question is well treated by a writer in the Daily News, who points out that the King of Denmark's new proposal to make the King of Sweden his heir, and thus proximately to unite the Scandinavian nations, would, probably, not solidly unite them, while it would grossly irritate the German Powers, and at the same time, by physicaling the treaty of London denvire Den by abrogating the treaty of London, deprive Den-mark of the protection of France and England.

AUSTRIA.

THE EMPRESS OF AUSTRIA.—The Frankfort Gazette says: "A letter from Corfu confirms the last bulletins which have been issued with regard to the health of the Empress. The extraordinary climate of this island produced an instantaneous effect. The appetite of the Empress has returned, her respiration is easy and regular, and her cough has completely disappeared. In a word, none of the disquieting symptoms which occasioned her Majesty's departure remain."

The Nord says: "We shall soon see, as the first consequence of the dissolution of the Hungarian Diet, the meetings of the comitats suppressed. Then will come the turn of the communal assemblies and the tribunals. The press will be put down, and the prosecution of liberal politicians will not fail to follow soon after. What is the use, then, in convoking the Diet six months hence? The situation will be worse, and reconciliation more impossible than before. Hungary, from being royalist and loyal, will become for Austria what Lombardy was a short time since—what Venetia is now. The and loyal, will become for Austria what Lombardy was a short time since—what Venetia is now. The policy of Austria gives one the vertigo. A Vienna paper, which has official relations, speaks of an approaching interview between the Emperor of Austria and the King of Prussia, and sees in that circumstance the pledge of the re-establishement between constitutional sovereigns of the same cordial understanding which formerly existed between the absolute monarche of the two countries. Vi-

PORTUGAL. The Government has authorized the admission of foreign grain into Portugal.

SPAIN. Letters from Spain say that the heat was increasing everywhere; at Madrid it had attained 110 deg. (75 Fahrenheit) in the shade!

Among the late Count Cavour's papers an important diary of a journey has been found, in which he speaks frequently of England, where he staid come time and not unprofitably. The executors intend publishing it.

The obituary column of the Temps, a Paris evening paper contains the following: "Died at Paris, the Princess of Montleart, grandmother of King Victor Emmanuel, widow of Charles Emmanuel Ferdinand, Duke of Savoy Carignan, born in 1800." The Temps has been greatly misinformed. The Princess of Montleart, who died a few days ago in Paris, was not the "grandmother of Victor Emmanuel," nor in any way connected with his family. The deceased Princess was an Englishwoman, daughter of the late General Keir Grant, and the wife of Prince Montleart. She was well ITALY. woman, daughter of the late General Keir Grant, and the wife of Prince Montleart. She was well known in Parisian society, and was greatly regretted by all who had the pleasure of her acquaint-

Leghorn. The likeness is said to be excellent. All the Italian papers repeat the last sentence of a letter in which Colonel Peard, after returning thanks for the present, writes: "Italy must certainly be for the present, writes: "Italy must certainly be prepared to repel any aggression; but those who fancy that she should always be at war, be they Codini or Mazzinsts, are greater enemies to her than is the two-headed eagle that has its nest be-yond the Mincio." yond the Mincio."

Tone of the London Press. THE QUESTION OF COTTON.

The Messrs. Neill Bros., Liverpool, brokers, say in their circular: We now beg our friends to understand that the only means of even slightly mitigating the fearful evils incident to a cotton famine are a great and timely advance in price, which will prove to mer-chants and growers in India and other distant countries, that the scarcity is a real one, and in-duce them to gather up and ship cotton hither, rather than leave it to be manufactured by the natives of those countries. A national benefit would also be conferred by all spinners who, by running their mills at half time, should reduce by so much their consumption of cotton. If this were universally adopted, the present stock, instead of being exhausted in December, would last till May, and before then it is possible that peace may be restored.

THE IMMEDIATE PROSPECT. [From the Liverpool Post.]
Two years hence we shall have abundance.
There is a fair crop—not so large as that of last
year—in the Southern States, if we could get at it.
It is certain that the high price will bring some of it
hither. The Southerners will "run" the blockade, hither. The Southerners will "run" the blockade, or send cargoes overland to Texas. (?) The safety of one cargo will pay for the loss of two: still, the price must be high, and that will lessen consumption. We fear that Mr. Beazley did not over-estimate the peril and trial threatening us when we remember that the cotton in our stores at the present moment, and the little known to be on its reay, will marely supply our manufacturers until February next, and that only on the condition that then do not work above, four dans in the that they do not work above four days in the It is well, at last, that the cotton manufacturers have got a good fright. They have been warned, year after year, of the folly of trusting to any one nation for a supply. All remedies in their power now were at their command ten years since, yet they neglected them. Even still there is a lurking hope that, either by compromise or conquest, the civil war in America will be ended so as to give us civil war in America will be ended so as to give us Southern cotton yet at a cheap rate. But, as day after day closes in, the difficulties of adjustment increase. These are building houses on the sand while the floods are threatening. That Fobruary next will see the end of our American cotton, and that we are nearly ignorant of the quantity we may expect to reach us from other countries, are announcements sufficiently alarming.

PROPOSALS.

NAVY DEPARTMENT,

Burreau of Fards and Docks, Sep. 4, 1861.

EALED PROPOSALS FOR EACH

class separately, endorsed "Profosals 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 will be received at this omec until noon on the 2d dily of October next, for furnishing and delivering at the several navy yards named the materials and articles embraced in printed schedules, which will be furnished on application, and sent by mail, 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 sealing the offers, no hid will be received which contains classes 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 the mail.

To guard 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 envelope above the address. October next, for furnishing and delivering at the several ppointed, bidders are requested to endorse on the en-elope 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. Form of Offer.
(Here date the offer.) I, (here insert the name or names composing the firm,) of (name the town,) in the State of, (name the State,) hereby offer to furnish, under your advertisement dated (date of advertisement,) and subject to all the requirements of the same, and of the printed schedule to which it refers, all the articles embraced in Class No. (name the class) for the navy vard at (name the yard,) according to said schedule, viz: (here paste on the printed class from the schedule, and opposite each article set the price and carry out the amount in the columns for dollars and cents, and foot up the aggregate amount of the bid for the class,) amounting to (here write the amount in words.)

I propose as my agent (here name the agent, if one is required by the schedule) for the supply under the classes miscellaneous, by a non-resident of the place of delivery; miscellaneous, by a non-resident of the place of delivery; and should my offer be accepted. I request the contract may be prepared and sent to the navy agent at (name the agency) for signatures and certificate.
(Here the bidder and each member of the firm to sign.)

Form of Guarantee.

The undersigned (name of guarantor) of (name the town,) and State of (name the State,) and (name of second guarantor, &c.,) hereby undertake that the above named (name the bidder or bidders) will, if his for their] offer as above be accepted, enter into contract with the United States within fifteen days after the date of notice through the post office of the acceptance of his for their long loss. the post office of the acceptance of ms for mentioned.

Wines:

I certify that the above named (here name the guarantors) are known to me to be good and responsible guarantors in this case.

To be signed by the district judge, district attorner, collector, navy agent, or some purson known to the bureau to be responsible.

PORTSMOUTH, N. H. the post office of the acceptance of his [or their] offer be-

reau to be responsible.

PORTSMOUTH, N. H.

Class No. 6. White pine, spruce, juniper, and cypress; class No. 9. Gravel and sand; class No. 11. Iron, iron nails, and spikes; class No. 12. Steel; class No. 14. Files; class No. 16. Ship chandlery; class No. 23. Belting, packing, and hose; class No. 26. Augers.

BOSTON.

Class No. 1. Bricks; class No. 2. Stone; class No. 3. Yellow pine timber; class No. 5. Oak and hard wood timber and lumber; class No. 6. White pine, spruce, juniper, and cypress; class No. 7. Lime, hair, and plaster; class No. 11. Iron, iron spikes, and nails; class No. 12. Steel; class No. 13. Pig-iron; class No. 15. Paints, oils, and glass; class No. 17. Hardware.

Class No. 1. Bricks; class No. 3. Yellow pine timber; class No. 4. Yellow pine lumber; class No. 5. Oak and hard wood; class No. 6. White pine, spruce, cypress, and juniper; class No. 7. Lime, hair, and plaster; class No. 8. Cement; class No. 9. Gravel and sand; class No. 10. Slate; class No. 10. Slate; class No. 11. Iron, iron spikes, and nails; class No. 13. Pig-iron; class No. 15. Paints, oils, and glass; class No. 16. Ship chandlery; class No. 17. Iradware; class No. 23. Belting, packing, and laise; class No. 25. Iron work, &c.

PHILADELPHIA.

Class No. 3. Yellow pine timber; class No. 6. Oak and hard wood; class No. 28. Belting, packing, and lose; class No. 3. Yellow pine timber; class No. 5. Oak and plass yellow pine timber; class No. 5. Oak and plass yellow pine timber; class No. 5. Oak and plass yellow pine timber; class No. 5. Oak and plass yellow pine timber; class No. 5. Oak and plass yellow pine timber; class No. 5. Oak and plass yellow pine timber; class No. 5. Oak and plass yellow pine timber; class yellow pine, spruce, cypress, class No. 5. No. 5. Oak and plass yellow pine timber; class yellow pine, spruce, cypress, class No. 5. Oak and plass yellow pine timber; class yellow pine, spruce, cypress, class yellow pine timber; class yellow pine, spruce, cypress, class yellow pine timber; class yellow pine, spruce, cypress, c

PHILADELPHIA.

Class No. 3. Yellow pine timber; class No. 5. Oak and hard wood; class No. 6. White pine, spruce, juniper, and cypress; class No. 11. Iron, iron spikes, and nails; class No. 14. Files; class No. 17. Hardware; class No. 23. Belting, packing, and hose; class No. 26. Augers.

WASHINGTON.

and syntax class No. 14. Files; class No. 17. Hardware; class No. 23. Belting, packing, and hose; class No. 26. Augers.

WASHINGTON.

Class No. 1. Bricks; class No. 5. Oak and hard wood; class No. 6. White pine, spruce, juniper, and cypress; class No. 6. White pine, spruce, juniper, and cypress; class No. 11. Iron, iron spikes, at d nails; class No. 15. Paints, oils, and glass; class No. 16. Ship chandlery; class No. 17. Hardware; class No. 24. Sperm and lubricating oils; class No. 24. Sperm and lubricating oils; class No. 27. Anthracite coal; class No. 29. Bituminous Cumberland coal.

The schedule will state the times within which articles will be required to be delivered; and where the printed schedule is not used, the periods stated in it for deliveries must be copied in the bids. All the articles which may be contracted for must be delivered at such place or places, including drayage and cartage to the place where used within the navy yards, respectively, for which the offer is made, as may be directed by the commanding officer thereof; and, all other things being equal, preference will be given to American manufacture. No article will be received after the expiration of the period specified in the schedules for the completion of deliveries, unless specially authorized by the Department. In computing the classes, the price stated in the column of prices will be the standard, and the aggregate of the class will be carried out according to the prices stated. It is to be provided in the contract, and to be distinctly understood by the bidders, that the amount and number of articles enumerated in classes headed "Miscellaneous" are specified as the probable quantity which may be required, as well as to fix data for determining the lowest bid; but the contractor is to furnish more or less of the said enumerated articles, and in such quantities, and at such times, as the bureau or commandant may require; such increase, however, not to exceed one half of the quantities stated (and requisitions sent through the post

doubt, which information the sail officer will give in writing. Contractors for classes headed "Miscellancous," who do not reside near the place where the articles are to be delivered, will be required to name, in their proposals, an agent at the city or principal place near the yard of delivery, who may be called upon to deliver articles, without delay, when they shall be required. Approved sureties in the full amount of the contract, will be required, and twenty per centum as additional security deducted from each payment until the contract shall have been completed or cancelled, unless otherwise authorized by the Department. On classes of articles headed "Miscellancous," to be delivered as required during the fiscal year, the twenty per centum retained may, at the discretion of the commandant, be paid quarterly on the first of January, April, July, and October, when the deliveries have been satisfactory, and the balance (eighty per cent.) will be paid by the respective navy agents within thirty days after the presentation of bills, in triplicate, duly vouched and approved.

No part of the per centum reserved is to be paid until all the rejected articles offered under the contract shall have been removed from the yard, unless specially authorized by the Department.

It will be stipulated in the contract that if default shall be made by the articles of the first part in delivering all or any of the articles of the first part in delivering all or any of the articles of the first part in delivering all or any of the articles of the first part in delivering all or any of the articles of the first part in deliver-It will be stipulated in the contract that if default shall be made by the parties of the first part in delivering all or any of the articles mentioned in any class bid for, of the quality and at the times and places above provided, then, and in that case, the said parties will forfeit and pay to the United States a sum of money not to 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, 1813.

The survices must sign the contract, and their responsibility be certified to by a navy agent, collector, district attorney, or some other person satisfactorlly 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 demage to the Government, in case Congress shall not have made sufficient appropriations for the articles 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 headel a Miscallaneaus? in the schedule.

the power to increase or diminish the quantities named in the classes not headed. "Miscellaneous" in the schedule,

TUST RECEIVED, per "Annie Kim-

ball," from Liverpool, Alander, Weaver, & Mander's preparations:

25 lbs. Extract Acousti, in 1 lb. jars.

25 lbs. Extract Belladonna, in 1 lb. jars.

50 lbs. Extract Belladonna, in 1 lb. jars.

100 lbs. Extract Taraxaci, in 1 lb. jars.

50 lbs. Vin Ral Colchici, in 1 lb. bottles.

100 lbs. Ol. Succini Rect., in 1 lb. bottles.

500 lbs. Calomel, in 1 lb. bottles.

500 lbs. Pil Hedgare in 1 lb.

500 lbs. Calomel, in 1 lb. bottles.
500 lbs. Pil Hydrarg., in 1 lb. jars.
WETHERILL & BROTHER,
nh8 49 North SECOND Street. MOTTON SAIL DUCK and CAN-VAS, of all numbers and brands.

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

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

JOHN W. EVERMAN & CO., 1985. THE FLORENTINES, who are one and all great admirers of Colonel Peard, have just presented him with a magnificent bust of himself by Pagnucci of mysts

PROPOSALS. INSURANCE COMPANIES. DROPOSALS for ARMY BAGGAGE STATE OF PENNSYLVANIA—OFFICE Nos. 4 and 5 EXCHANGE BUILDINGS, North side of WAL-NUT Street, between DOGK and THIRD Streets, Phila-A WAGONS. QUARTERMASTER GENERAL'S OFFICE, WASHINGTON, June 21, 1861. Speaks are invited for the furnishing of Army Bag-INCORPORATED in 1794—CHARTER PERPETUAL.
CAPITAL, 9290,000.
PROPERTIES OF THE COMPANY, FEBRUARY
1, 1861, 8507,094,61.
MARINE, FIRE, AND INLAND TRANSPORTATION INSURANCE.

Proposals are invited for the furnishing of Army Baggage Wagons.

Proposals should state the prices at which they can be furnished at the place of manufacture, or at New York. Philadelphia, Baltimore, Washington, or Cincinnati, as preferred by the bidders.

The number which can be made by any bidder within one mouth after receipt of the order, also the number which he can deliver within one week.

The Wagons must exactly conform to the following specifications, and to the established patterns.

Six-mule (covered) wagons, of the size and description as follows, to wit:

The front wheels to be three feet ten inches high, hubs ten inches in diameter, and fourtern and a quarter inches ten inches in diameter, and fourtern and a quarter inches The front wheels to be three feet ten inches high, hubs ten inches in diameter, and fourteen and a quarter inches long; hind wheels four feet ten inches high, hubs ten and a quarter inches in diameter, and fourteen and a quarter inches long; fellies two and a half inches wide and two and three-quarter inches deep; east fron pipe boxes twelve inches long, two and a half inches at the large end and one and seven-eighths inch at small end; fire two and a half inches wide by five-eighths of an inch thick, fastened with another both and true to each eight in the strength of an inch thick, fastened with another both and true to each eight. the two and a hulf inches whe by two-clearly a smear care, the two and a hulf inches whe in five-clearly and inches which, fastened with one street bull and not the care felley, huls made of gun, the spokes and fellie of the best white oak, free from defects; each wheel to have a sand band and inchpin 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 best quality refined American iron, two and a half inches aguare at the shoulder, tapering down to one and a half inche in the middle, with a seven-eighths inches square at the shoulder, tapering down to one and a half inch in the middle, with a seven-eighths inches for an inch hick, with a hole in each end; a wooden stock four and three-quarter inches wide and four inches deep fastened substantially to the axletree with clips on the ends and with two bolts, six inches from the middle, and fastened to the hounds and bolster, (the bolnter to be four feet five inches long, five inches wide, and three and a half deep,) with four half-inch bolts.

The tongue to be ten feet eight inches long, four inches four half-inch bolts.

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

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

The front hounds to be six feet two inches long, three, inches thick, and four inches wide over axletree, and to retain that width to the back end of the tongue; jaws of the hounds one foot eight inches long and three inches acquare at the front end, with a plate of iron two and a half inches wide by three eighths of an inch thick, fastened on top of the hounds over the back end of the tongue with one half-inch screw bolt in each end, and a plate of iron of the same size turned up at each end, and a plate of iron of the same size turned up at front end one and a half inches to clamp the front hounds together, and fastened on the under side, and at front end of hounds, with half inch screw bolt through each hound, a seven-eighth inch bolt through tongue and hounds in the centre of jaws, to secure the tongue in the hounds; a plate of iron three inches wide, one quarter inch thick, and one foot eight inches long, secured on the inside of jaws of hounds with two rivets, and a plate of the same dimensions on each side of the tongue, where the tongue and hounds run together, secured in like manner; a brace of seven-eighths of an inch round iron to extend from under the front axletree, and take two bolts in front part of the hounds, same brace three-quarters of an inch round to continue to the back part of the hounds, and to be fastened with two bolts, one near the back end of the hounds, and one through the silier and hounds; a brace over front bolster one and a half inches at the back part of the hounds, the opening between the jaws of the hounds, to receive the tongue, and four and three-quarter inches in front, and four and a half inches and the end to fasten it to the hounds; the opening between the jaws of the hounds, to receive the conditions, and four inches wide, jaws one foot lon

and middle pairs with open rings to attach them to the doubletree and lead bar

The fifth chain to be ten feet long to the fork; the fork one foot ten inches long, with the stretcher attached to spread the forks apart; the links of the doubletree, stay, and tongue chains, three-eighths of an inch in diameter; the forked chain seven-sixteenth inch in diameter; the fifth chain to be seven-sixteenth inch diameter to the fork; the fork to be five-sixteenth inch diameter; the links of these and of the lock chains to be not more than two and a quarter inches long.

the body not be stright, three feet six his heavy to feet deep, ten feet long at the bottom, and ten feet as inches at the top, sloping equally at and ten feet as clear or inside; the bed pieces to be two and at all inches wide, and three inches deep; from pieces two inches deep by two and a half inches wide; and from inches deep in the middle to rest on the coupling pole; top rail one and a half inches wide; and four inches deep in the middle to rest on the coupling pole; top rail one and a half inches had no re rail in front, with a seat on strap hinges to close it up as high as the sides; a box three feet four inches long, the bottom five inches wide; three studs and one rail in front, with a seat on strap hinges to close it up as high as the sides; a box three feet four inches long, the bottom five inches wide front side, nine and a half inches deep, and eight and a half inches at the top in parallel line to the body all in the body, to have an iron strap assains the front seat and the body. The half and a half inches at the top in parallel line to the body all in the body, to have an iron strap assains and the road and a half inches at the top in parallel line to the body all in the body, to have an iron strap assains size on the line and the body is have an iron strap assains size on the line and the body is to have a join thap fastened to the line front edge, to prevent the mules from eating the boxes; to have a join thap fastened to the middle of the lid, with a good wooden cleat on the inside, a strap of iron on the centre of the box with a staple passing through it, to fasten the lid to; eight strais and two rail half and the passing through a strap size and the lid, with a fasten the lid to; eight strais and two rail half and the lid, with a fasten and an antion of infront and centre, with a staple passing through a strap and a strap a

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. MRHGS, je25-tf 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; 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 specifical within fifteen days from the date 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 delinemencies.

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.

**ELIXIR PROPYLAMINE*, in the form above spoken of, has recently been extensively experimented with in the PENNSYLVANIA HOSPITAL, and with MARKED SUCCESS, (as will appear from the

the PENNSYLVANIA HOSPITAL,
and with MARKED SUCCESS, (as will appear from the
published accounts in the medical journals).

**To it 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,
Druggists and Manufacturing Chemists,
ma 24-1y

Philadolphia. MRS. JAMES BETTS' CELEBRAonly Supporters under eminent medical patronage. Ladies and physicians are respectfully requested to call only
on Mrs. Bettis at her residence, 1939 WALNUT Street,
Philodelphia, (to avoid counterfelts.), Thirty thousand
invalids have been advised by their physicians to use her
appliances. Those only are genuine beering the United
States copyright, labels on the box, and signatures, and
also on the Supporters, with testimonials. ocid-tuthet

WOAD—500 lbs. for sale by WETHERILL & BROTTON, 47 and 49 North SECOND Sect. BEACH Street, Kensington. T. THOMAS,

BYI-LY 217 WALNUT Street, Philadelphia Counterfeits.

MEDICINAL. TNSURANCE COMPANY OF THE "THEY GO RIGHT TO

STOP YOUR COUGH!

PURIFY YOUR BREATH!

HENRY D. SHERREBD, President.
WILLIAM HARPER, Secretary. jy29-ti A NTHRACITE INSURANCE A COMPANY.—Authorized Capital \$400,000—
HARTER PERPETVAL.

Ultime 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

rerd, Samuel Grant, Jr., ester, Tobias Wagner, Thomas B. Wattson, Henry G. Freeman, Charles S. Lewis, George G. Carson, Edward C. Knight.

Fire, on Buildings, Furniture, and meronance raily.

Also, Marine Insurances on Vessels, Cargoss, and Freights. Inland Insurance to all parts of the Union.

DIRECTORS.

Jacob Esher,
D. Luther,
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Davis Pearson,
Peter Sieger,
JACOB ESHER, President.

W. M. SMITH, Secretary.

BY THE SECRET STATES OF THE SECRET STA THE RELIANCE

DIRECTORS.

Charles Macalester, William S. Smith, John B. Budd, William R. White, George H. Stuart,

UTUAL INSURANCE COMPANY. OFFICE No. 305 WALNUT STREET, 8 against LOSS OR DAMAGE BY FIRE, on Houses, Stores, and other buildings, limited or perpetual, and on Furniture, Goods, Wares, and Mer-chandise, in town or country.

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. \$182,000 00
Pennsylvania Railroad Co.'s 6 per cent. first

Book accounts, accrued interest, &c....... 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.

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Clem Tingley,
William R. Thompson,
Frederick Brown,
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Robert Toland,
G. D. Rosengarten,
Charles S. Wood,
James S. Woodward,
James S. Woodward,
D. M. HINCHMAN, Secretary.

DIRECTORS.

Samuel Bispham,
William Musser,
William ETORS.

Samuel Bispham,
Robert Steen,
William Musser,
Benj. W. Tingley,
Marshall Hill,
J. Johnson Brown,
Charles Leland,
Jacob T. Bunting,
Smith Bowen,
John Bissell, Pittsburg,
TINGLEY. Erosident. B. M. HINCHMAN, Secretary. February 16, 1861.

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA. (FIRE INSURANCE EXCLUSIVELY.) COMPANY'S BUILDING, S. W. CORNER FOURTH AND WALNUT STREETS. DIRECTORS.

F. Batchford Starr, William McKee, Halbro Frazier, John M. Atwood, Mordecai L. Dawson, Geo, H. Stuart, John H. Brown, B. A. Fahnestock, Benj T. Tredick, Andrew D. Cash,
Henry Wharton, J. L. Erringer.
F. RATCHFORD STABR, President
OHARLES W. COXE, Secretary. DENN MUTUAL LIFE INSU-

RANCE 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 Annuties 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.
ASSES OF THE COMPANY Learner LIST. rustees, and Guardians.
ASSETS OF THE COMPANY, January 1, 1861.

DANIEL L. MILLER, President.
SAMUEL E. STOKES, Vice President.
RNOR, Secretary. 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, To all Parts of the World. INLAND INSURANCES
On Goods by Bivers, Canais, Lakes, and Land Carriages,
to all parts of the Union.
FIRE INSURANCES

5,000 100 shares Pennsylvania Railroad
Company
5,000 100 shares North Pennsylvania Bailroad Company
1,200 30 shares Philadelphia Ice Boat and
Steam Tug Company
250 5 shares Philadelphia and Havre-degrace Steam Towboat Company
260 2 shares Philadelphia Exchange
Company
260 0 100 shares Reinsylvania Railroad
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1 125 00 500 00 1,000 2 shares Continental Hotel Co.... 566,700 par. Cost \$547,335 34. Market val. \$554,556 71

Bills Receivable, for Insurances made. 171,386 42
Bonds and Mortgages. 34,500 00
Real Estate. 51,363 86
Balances due at Agencies, Premiums on Marine Policies, Interest, and other Debts due the Company. 61,566 02
Scrip and Stock of sundry Insurance and other Companies. 2,626 50 ₽,626 50 **29,103 51**

William Martin,
Edmund A. Sonder,
Theophilus Paulding,
John R. Penrose,
John C. Davis,
James Traquair,
William Eyre, Jr.,
James C. Hand,
William C. Ludwig,
Joseph H. Seal,
Dr. R. M. Huston,
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DIRE INSURANCE EXCLUSIVE-LY.—The PENNSYLVANIA FIRE INSURANCE COMPANY. Incorporated 1825. CHARTER PER-PETUAL. No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for thirty-six years, continues to insure against Loss or Danage 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 DIRECTORS.
son,
II,
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ius,
Thomas Robins,
Daniel Smith, Jr.,
John Devereux,
Thomas Smith. Jonathan Patterson, Quintin Campbell, Alexander Benson, William Montelius, William Montana,
Isaac Hazlehurst,
JONATHAN PATTERSON, President.

PIRE INSURANCE. MECHANICS: INSURANCE COMPANY OF PHILADELPHIA, No. 138 North SIXTH Street, below Race, Insure Buildings, Goods, and Merchandise gene-rally, from Loss or Dumege by Fire. The Company gua-ranty to adjust all Losses promptly, and thereby hope to merit the patronage of the public.

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Matthew McAleer,
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Robert Fianigan,
Michael McGeoy,
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Thomas B. McCormick,
John Bromley,
Francis Falls,
John Cassady,
Bernard H. Hulsemann,
Charles Clare,
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CIS COOPER. President. Thomas Fisher,
Francis McManus,
FRANCIS COOPER, President
oct

BERNARD RAFFERTY, Secretary. A MERICAN FIRE INSURANCE COMPANY. Incorporated 1910, CHARTER PERPETUAL. No. 310 WALNUT Street, above Third, PERPETUAL. No. 310 WALNUT Street, above Third, Philadelphia.
Having a large paid-up Capital Stock and Surpius, 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.

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Samuel C. Morton,
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John T. Lewis,
THOMAS R. MARIS, President.

ALBERT S. CRAWFORD, Secretary.

PANY—Office, No. 409 WALNUT Street.

Fire Insurance on Houses, and Merchandise generally, on favorable terms, either Limited or Perpetual.

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John Q. Glinnodo;
Charles Thompson,
Johns T. Rale,
Samuel D. Smedley,
Johns T. Itale,
Samuel D. Smedley,
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JEREMIAH BONSALL, President.

JOHN Q. GINNODO, Vice President.

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RIGHARD COR. Secretary. CKINS!—A small invoice of Hides, D. Sheep and Goat Skins, just received from the West Indies, for sale by JAURETOHE & OARSTAIRS, 202 South FRONT Street. REST QUALITY ROOFING SLATE

THE SPOT."

INSTANT RELIEF!

STRENGTHEN YOUR VOICE

SPALDING'S

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

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

GOOD FOR CONSUMPTIVES.

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 use. ful 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 connterfeit. A package will be sent by mail, prepaid, on receipt Thirty Cents.

HENRY C. SPALDING,

CEPHALIC PILLS

No. 48 CEDAR STREET, NEW YORK.

CURE SICK HEADACHE.

NERVOUS HEADACHE.

CURES ALL KINDS OF

HEADACHE!

By the use of these Pills the Periodical attacks of Nervous or Seck Headache may be prevented; and if take mencement of an attack immediate relief from pain and sickness will be obtained. They seldom fail in removing the Nauses 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 Laxitive, improving the appetite, giving tone and vigor to the digestive organs, and restoring the natural elasticity and strength of the whole system. gation 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 servous 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 naking any change of diet, and the absence of any dis-

BEWARE OF COUNTERFEITS! The genuine have five signatures of Henry C. Spalding on each Box. Sold by Druggists and all other Dealers in Me A Box will be sent by mail prepaid on receipt of the PRICE, 25 CENTS.

sgreeable taste renders it easy to administer them to

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.

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 Pilis 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 heartly endorse Mr. Spalding, and his unrivalled
Cephalic Pills. From the Kanawha Valley Star, Kanawha, Va. We are sure that persons suffering with the headach 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 From the St. Louis Democrat. The immense demand for the article (Cephalic Pills) is rapidly increasing.

From the Gazette, Davenport, Iowa.

Spalding would not connect his name with an ared id 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.

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

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

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

SAVE THE PIECES!

SPALDING'S PREPARED GLUE!

ECONOMY! AFTU A STITOR IN TIME SAVES NINE." THE As accidents will happen, even in well-regulated families, it is very desirable to have some cheap and convenient way for repairing Furniture, Toys, Grockery, &c. 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." N. B.—A Brush accompanies each bottle. Price, 25 ents. Address, HENRY C. SPALDING, No. 48 CEDAR STREET, NEW YORK.

As certain unprincipled persons are attempting to paim off on the unsuspecting public, imitations of my PBE-PABED GLUE, I would caution all persons to examine ofore purchasing, and see that the full name, SPALDING'S PREPARED GLUE TO Is on the outside Wrapper; all others are swindling sale by felf-if jezo

CAUTION.

RAILROAD LINES.

on Thirteenth and on Callowhill streets,) at 8 A. M., connecting at Harrisburg with the PENNSYLVANIA RAILROAD I P. M. train, running to Pittsburg; the CUMBERLAND VALLEY 1.05 P. M. train running to Chambersburg, Carlisle, &c.; and the NORTHERN CENTRAL BAILROAD I P. M. train running to Suntry.

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 PHILADELPHIA AND BEADING RAILROAD.

FROM PHILADELPHIA, Mil | Robert | Revenue | Reven 188 and Levanog Valley B. B. iunbury169 Northumberland171 Northumberland 171 |
Lewisburg 178 |
Milton 183 |
Muncy 197 |
Williamsport 209 |
Jersey Shore 223 |
Lock Haven 235 |
Ralston 238 |
Troy 261 | Sunbury and Eric R. R. Williamsport and Elmira Railroad. Elmira 287 Railroad.

The 8 A. M. and 3.15 P. M. trains connect daily at Por

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. MOILHENNEY, Secretary.

May 20, 1861. May 20, 1861.

SUMMER ARRANGEMENT.—PHILADELPHIA, GERMANTOWN, 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, 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 step at Germantown only. town only. ON SUNDAYS.

Leave Philadelphia, 9.05 A. M., 2%, 3, 6%, 7%, and Leave Germantown, 8.10 A. M., 1, 4, 6%, and 9% P. M. P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia, 6, 8, 10, 12 A. M., 2, 3.35, 4, 6, 8, 9, and 10 ½ 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

Gormantown road.
ON SUNDAYS. UN SUNDAIS.

Leave Philadelphia, 9.05 A. M., 2%, 5, and 7% P. M.
Leave Chestnut Hill, 7.50 A. M., 12.40, 5.10, and 0.10,

THE PENNSYLVANIA CENTRAL RAHECAD.
250 MILES DOUBLE TRACK.
1001.
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 Pitisburg 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 Longhridge'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; Wooddays excepted.

Mail Train leaves Philadelphia at 7.38 A. M.
Fast Line " " 11.20 A. M.
Express train leaves " 10.15 P. M.
WAY TRAINS LEAVE AS FOLLOWS:
Harrislung Accompagation via Calembia 2.30

Harrisburg Accommodation, via Columbia, 2.30 P. M. Golumbia " 4.00 P. M. at 5.40 P. M. No. 1, at 8.15 A. M. No. 2, at 12.00 P. M. West Chester Passengers will take the West Che 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 Philadelphia at 7.30 A. M. and 2,30 F. 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 Bailroad offices in the West; also on board any of the regular line of Steamers on the Mississippi or Ohio rivers.

**Fere always as low, and time as quick, as by any other route.

For elways 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 LINKE BETWEEN THE KAST AND THE GREAT WEST.

The connection of tracks by the Railroad Bridge at Pittaburg, 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 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 Eastroad Companies.

By 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:

to, or address either of the following Agents of the Company:

D. A. Stewart, Pittaburg.:

H. S. Pierce & Co., Zanesville, O.; J. J. Johnson, Ripley, O.; R. McNeely, Maysville, Ky.; Ormsby & Cropper, Pertsmouth, O.; Paddock & Co., Jeffersonville, Indiana; H. W. Brown & Co., Cincinnati, O.; Athern & Hibbert, Cincinnati, O.; R. C. McGirm, Madison, Ind; Jos. 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.; or to Freight Agents of Railroads at different points in the West.

S. B. KINGSTON, Jr., Philadelphia.

MAGRAW & KOONS, 80 North street, Baltimore.

LÉECH & CO., 1 Astor House, or 1 S. William st., N. Y.

LEECH & CO., No. 77 State street, Boston.

H. H. HOUSTON, Gen'l Treight Agent, Phila.

L. L. HOUPT, Gen'l Ticket Agent, Phila.

E. LEWIS, Gen'l Sup't, Altoona, Pa. ja3-1y

L. L. HOUPT, Gen'l Ticket Agent, Phila.
E. LEWIS, Gen'l Sup't, Altoona, Pa. ja3-ly

ARRANGEMENT OF NEW YORK LINES.
THE CAMDEN AND AMBOY AND PHILADELPHIA AND TEENTON RAILROAD CO.'S
LINES FROM PHILADELPHIA TO NEW
YORK AND WAY PLACES.
FROM WALNUT-STREET WHARF AND ENSINGTON DEPOT.
WILL LEAVE AS FOLLOWS—VIZ: At 6 A. M., via Camden and Amboy, C. and A. Ac Accommodation. 2 25
At 9% A. M., via Kensington and Jersey City, Mornat 12½ P. M., via Camden and Amboy, Accommodation..... At 4½ P. M., via Kensington and Jersey City, Eve-

At 6 P. M., via Camden and Jersey City, Evening Mail.

At 10½ P. M., via Camden and Jersey City, Southern Mail.

At 6 P. M., via Gamden and Amboy, Accommodation, (Freight and Passonger)—1st Class Ticket.

Do. 2d Class Ticket. 1 50

The 6 P. M. Mail Line runs daily. The 10½ P. M. Southern Mail. Saturdays excepted. 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 B. 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 Freshold at 6 A. M. and 2 P. M.

For Bristol, Trenton, &c., at 7.10 and 9½ A. M., 4½ and 5½ P. M., from Kensington, and 2½ P. M. from Walant-street wharf.

For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 12½, 1, 3, 4½, and 6

ton, Florence, Bordentown, &c., at 12½, 1, 3, 4½, and 6 P. M. Steamboat Trenton, for Bordentown and intermediate Steamboat Trenton, for Bordentown and intermediate places, at 2x 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 PENNSYL-NORTH PENNSYLVANIA RAILROAD.
FOR BETHLEHEM, DOYLESTOWN, MA U O H
ORUNK, 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, Wikesbarre, &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 6.16 P. M., for Bethlehem, Allentown, Manch 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 Railboad 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.

. 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 Bethlohem at 8 M.

MY WEST CHESTER

RAILROAD TRAINS VIA PENNRAY depot, corner ELE-SYLVANIA RAILEDAD, leave depot, corner ELE-VENTH and MARKET Streets, at 8.15 A. M., 12 noon, 2.50 P. M., and 4 P. M. glass bottles, just received per bark Juliet. For JAUBETCHE & CARSTAIRS, No. 208 South FRONT Street.

SALES BY AUCTION. PHILADELPHIA
PASSENGER TRAINS FOR POTTSVILLE, READING, and HARRISBURG, on and after May 20, 1881.
MORNING LINES, DAILY, (Sundays excepted.)
Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances
on Thirteenth and on Callowhill streets,) at 3 A. M., corn No. 429 MARKET STREET. SALE OF IMPORTED AND DOMESTIC DRY

GOODS.
On Tuesday Morning,
tember 10, at 10 o'clock, by catalogue, for cash-400 packages and lots of fancy and staple imported and American dry goods,

*** Samples and catalogues carry on morning of sale. FRENCH MERINOS AND WOOL PLAIDS On Tuesday Morning,

— pieces 8-4 French black and colored merinos.

— pieces 6-4 all-wed philis

PARIS AND VIENNA BROCHE SQUARE AND

LONG SHAWLS

Paris and Vienna broche square shawls,

(a) long shawls,

Heavy chrolife and Paris cashnoore shawls.

Heavy chenille and Paris cashinere shawfs. All-wood reversible Cusinnere shawls.
All-wood brotche-bordered Stella shawls.
Chentle searts and shawls, hordered.
WHITE GOODS, LINEN CAMBRIC HANDKER-CHIEFS AND SHIRT FRONTS. Jaconet, cambric, and Swiss nuclins.
Linen cambric bundle reliefs, shirt fronts.

Medico historichis mere contale SALE ON ACCOUNT OF UNDERWRITERS, FOR CASH.
On Tuesday Morning,
September 10, at 10 o'clock.
1 case London lawns.
1 case Manchester ginghams.
2 cases black and white prints.

1 case mohair mixtures. 1 case black alpaca serge. TOHILIP FORD & CO., AUCTION-EERS, Nos. 525 MARKET and 522 COMMERCE Strects. 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 brogans, Congress gaiters, Oxford ties, &c.; women's, misses', and children's kip, goat, and kid morocco and enametled heel boots and shoes, gaiters, slippers, buskins, &c. Also, a large and desirable assortment of first-class city-made goods.

N. F. PANCOAST, AUCTIONEER, Successor to B. Scott, Jr., 431 CHESTNUT St.

SHERIFF'S SALE OF FURNITURE.
This Morning,
September 9, at 10 o'clock, a quantity of furniture,
balance of stock from Jones' Hotel.
FINE ROSEWOOD PIANO. CONSTABLE'S SALE-FIRE-PROOF, COUNT.

PRS, &c.
On Wednesday Morning.
September 11, at 10 a clock precisely, one fire-proof safe, superior counters, desks, a lot of furnishing goods, &c., &c. SALE OF STAPLE AND FANCY DRY GOODS, MILLINERY GOODS, HOSIERY, FANCY GOODS, &c., by catalogue.

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

Samples and catalogues early on the morning of side.

SHIPPING.

OWING TO THE DISARRANGE. OWING TO THE DISARRANCEMENT OF OUR REGULAR WEEKLY SAILINGS, caused by the return to Liverpool of the Steamship
ETNA, this Company will not despatch a Steamship
New York on Saturday, the 14th September.
The NEXT STFAMER will therefore leave LEAVE
HERE on the 21th SEPTEMBY and will be followed
weekly in the regular course, the as harefolore. weekly in the regular course, same as heretofore.

JOHN G. DALE, Agent.

WEEKLY COMMUNICA-TION BY STEAM BETWEEN NEW ORK AND LIVERPOOL, calling at QUEENS-TOWN, (Ireland,) to land and embark passengers and desproteins. despatches.

The Liverpool, New York, and Philadelphia Steamship Company's splendid Clyde-built iron screw steamship Company's splendid Clyde-built iron screw steamships are intended to sail as follows:

FROM NEW YORK FOR LIVERPOOL.

CITY OF NEW YORK OF Saturday, Sept. 21.

CITY OF MANCHESTER. OF SATURDAY OF MANCHESTER. CITY OF MANCHESTER, or Saturday, Sept. 28.

And every Saturday throughout the year, from PIER

THE BRITISH AND NORTH
AMERICAN BOYAL MAIL STEAM-

FROM NEW YORK TO LIVERPOOL

The ships from Boston call at Halifax and Cork Harbor.
PERSIA, Capt. Judkins.
ARABIA, Capt. J. Stone.
ASIA, Capt. E. G. Lott.
AUSTRALASIAN,
Capt. Cook.
EUROPA, Capt. Hockley.
NIAGARA, Capt. Hockley.
NIAGARA, Capt. Moodie.
BUOTIA, (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. 21.
PERSIA, Judkins.
CANADA, Meodie,
M. York, Wednesday, Aug. 22.
PERSIA, Judkins.
CANADA, Meodie,
M. York, Wednesday, Sept. 14.
ASIA, Lott,
M. York, Wednesday, Sept. 14.
AFRICA, Shannon
Is a the light at mast-head; green on starboard bow; red on port bow.
AFRICA, Shannon, leaves N. York, Wednesday, Capt. 14.
ASIA, Judicins.
M. York, Wednesday, Sept. 14.
AFRICA, Stannon.
ABGERICA, Capt. Shannon.
ABGERIC

RAILROAD LINES.

SPRING AR-PHIA, WILMINGTON, AND BALTIMORE RAIL-BOAD. 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., 4.16 and 10.50 For Wilmington at 8.15 A. M., 11.35 A. M., 4.15 and

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 New Castle 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.

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 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 0.15 A. M. 10.15 A. M.

Beave Baltimore for Salisbury and intermediate static Leave Daimbore for Salisoury and informediace Scations at 4.45 A. M.

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 FREIGHT TRAIN, with Passenger Car attached, will run as follows:

Leave Philadelphia for Perryville and intermediate laces at 5.30 P. M.

Leave Wilmington for Perryville and intermediate places at 7.16 P. M. Leave Wilmington for Philadelphia and intermediate places at 5 P. M. Leave Havre-de-Grace for Baltimore and intermediate s at 6.15 A. M. stations at 5.15 A. M.

Leave Baltimore for Havre-de-Grace and intermediate stations at 5 P. M.

ON SUNDAYS ONLY: ON SUNDAIS CHAIL.
At 10.50 from Philadelphia to Baltimore.
At 4.45 from Baltimore to Philadelphia.
S. M. FELTON, President.

ELMIRA ROUTE.—
PHILADELPHIA AND ELMI-BA RAILROAD.
QUICKEST ROUTE to Tamaqua, Catawissa, Rupert,

barre, Pittson, Scranton, and all stations on the LACK-AWANNA AND BLOOMSBURG BALIROAD.

The above trains make direct connections at Elmira with the trains of the New York and Eric, Canandaigus and Niagara Falls, and Buifalo, 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.

WEST CHESTER

W E S T CHESTER BOAD. VIA MEDIA.

VIA MEDIA.

FALL ARRANGEMENT.

On and after MONDAY, Sept. 24, 1851, the trains will leave PHILADELPHIA, from the Depot, N. B. čeřněř 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. 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 Bultimore Central Bailroad for Concord, Konnett,
Oxford, &c.

HENRY WOOD,
Se2-tf General Superintendent.

PHILADELPHIA

AND READING BAILBOAD

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,
ap20-tf
Treasurer.

EXPRESS COMPANIES. VENTH and MARKET Streets, at 8.16 A. M., 12 110001,
2.36 P. M., and 4 P. M.

On Sunday, leave Philadelphia at 7.30 A. M., and 1730-tf
West Chester at 4 P. M.

OLIVE OIL.—Pure Olive Oil in white glass bottles, just received per bark Juliet. For and Cities of the United States

E. SANDEGED. E. S. SANDFORD,

SALES BY AUCTION. M. THOMAS & SOUND, Nos. 133 and 141 South FOURTH States (Formark Nos. 67 and 69) THOMAS & SONS, SALE OF REAL ESTATE 2400 SEPTEMBER, at the Exchange. Descriptions preparing. PUBLIC SALES REAL ESTATE AND STOORS, AT THE EXCHANGE, EVERY THESDAY, as 11 o'clock noon, during the Unsiness scason. In July and August, only occasion at sales.

REAL ESTATE AT PRIVATE SALE.

We have a large amount of real estate at pressure at large and the state at pressure. Printed lists may be had at the Auction Stort. perty. Printed lists may be had at the Auction Stort.

Sale at No. 722 Summer Stort.

ELEGANT FURNITURE, LARGE MIRROR, SULZ.

RIOR PIANO, VELVET CALPET, C. RTACKS,
CHANDELIFRS, c. O. Thesday Morning,

September 10, at 10 obclock, at No. 722 Space street,
by canalegue, the entire degant furniture of a gentleman

Raving the city, comprising rosewood drawing-room and
claimber furniture, elegant rosewood piano, made by
Muning & Clark, fine curpetts, curtains, &c.

35 Full particulars in catalogues.

35 May be examined at A acts. It on the morning of
fue, once.

Sale No. 981 Arch Street.

SUPERIOR FURNITURE, ELEGANT VELVET CARPETS, &c.

On Wednesday Morning.

September 11, at 10 o'clock, by catalogue, & No. 93t
Arch street, the superior furniture, elegant toperty year, yet carpets, &c., of a gentleman declining housekepoing.

Also, the kitchen furniture.

The May be examined at 8 o'clock on the morning of the sale, with catalogues. SALE OF STANDARD AND VALUABLE BOOK On STANDARH AND VALUABLE BOOK,
On Wednesday Evening,
September 11, at the Auction Store, commencing at 7%
o'clock, a collection of valuable miscellaneous books, on
various subjects.

AFF For particulars see catalogues and the books,
which will be ready on Wednesday rooming.

Sale at Nos. 139 and 141 South Fourth Street.

SUPERIOR FURNITURE, FRENCH-PLATE MIR.

BORS, PIANO-FORTES, BEDS AND BEDDING,

BRUSSELS AND O'THER CARPETS, &c.

On Thursday Morning,

At 9 o'clock, at the Auction Store, an assortment of excellent second-hand furniture, elegant piano-fortes, mentions, carpets, beds and bedding, &c., from families declining housekeeping, removed to the store for convenience of sale.

Sale No. 651 North Browl Street. SUPERIOR FURNITURE, CARPETS, &c. SUPERIOR FURNITURE, CARPETER, αc.
On Friday Morning,
At 10 o'clock, at No. 615 North Broad street, above
Wallace, the superior furniture, oval mirror, carpets,
άc., of a gentleman declining housekeeping.

May be examined at 8 o'clock on the morning of

Large peremptory Sale, for account of the United States. WOOL, COTTON, AND LEATHER CUTTINGS, CLOTHING, &c.

On Saturday Morning,

14th instant, at 10 o'clock, at the Auction Store, South Fourth street, will be sold, for account of the United States Government, a large quantity of woollen, cotton, and leather cuttings, clothing, &c.

83 Particulars in future advertisement. MOSES NATHANS, AUCTIONEER AND COMMISSION MERCHANT, southeast corner of SIXTH and RACE Streets.

corner of SIXTH and RACE Streets.

GREAT SALE OF FORFEITED COLLATERALS,
OVER 200 LOTS.

Nathans' great sale of forfoited goods will take place
On Tuesday Morning,
September 10, at 10 o'clock, at Moses Nathans' Auction
House, Nos. 155 and 157 North Sixth street, adjoining
the southeast corner of Sixth and Race streets.
Consisting of Watches, Jewelry, Diathands, &c., viz:
First quality 18-carat gold English patent lever watches,
extra full jewelled and plain, in hunting cases and open
faces, of the most upproved and best makers; fine gold
chronometers; duplex English, Swiss, and French
watches; fine silver English patent lever watches, full
jewelled and plsin, of the most approved and best makers,
in hunting cases and double hattom; fine after cylinder,
detached patent lever, and lophe watches, in hunting
cases and open faces, of the best makers; fine silver duplex, quartler, English double case, double bottom, and
single case watches; fine gold-plinted lever, lepine, English, Swiss, and French watches; diamond breast-pins,
rings, studs, &c.; fine gold ever, folo, neck, and chatelaine chains; heavy gold finger-rings, ear-rings, bracelets, medallions, and lockets; fine gold sets, and, in
short, jewelry of every description.

Watchmakers, jewellers, dealers, and private purchasers are invited to attend this sale se severy article
will positively be sold, without the least reserve, for cash.

FGoods open for examination early on the morning
of sale.

agreed upon, on gold and sliver plate, diamonds, watches, jewelry, fowling-pieces, musical instruments, dry godda clothing, groceries, hardware, cutlery, furniture, bedding, fancy articles, and on all articles of value.

s collection of elegant ITALIAN MARBLE MONUMENTS AND TOMBS, Trailan Marble Monuments and Tombs, of Grecian, Roman, and Gothic designs, recently imported from Italy, and being a balance of a special consimment to Messrs. Viti. Bros., (late Vito Viti & Sons.) The collection comprises some finely-executed monuments, and is well worthy of notice.

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

Trans.—Under \$200, cash; over that amount, ninery days credit for approved endorsed paper.

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

Bros., 639 Arch street. M. FITZPATRICK & BROS., AUCTIONEERS, 604 CHESTNUT Street, above Sixth. SALES EVERY EVENING, SALES EYERY 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.

PAY SALES

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

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

LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLAOK-SMITHS, 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 Boliers, of the best Pennsylvania charcoal iron. Forgings, of all sizes and kinds; Iron and Brass Castings, of all descriptions; Roll Turning, Serew 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 guarantied.

The subscribers have ample wharf-dock room for repairs of hoats, where they can lie in perfect safety, and are provided with shears, blocks, falls, &c., &c., for raising heavy or light weights.

JACOB C, NRAFIE,

JOHN P. LEVY, BEACH and PALMER Streets. J. YAUGHAN MERRICK, JOHN E. COPE, WILLIAM H. MERRICK, HARTLEY MERRICK, SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON STREETS. PRILABELPHIA.

MERRICK & SONS,

ENGINEERS AND MACHINISTS,

Manufacture High and Low Pressure Steam Engines,
for land, river, and marine service.
Bollers, Cascometers, Tanks, Iron Boats, &c.; Cascings of all kinds, either iron or brass.

Iron-Frame Roofs for Gas Works, Wo shops, Railpead Stations, &c. road Stations, &c.

Retorts and Gas Machinery of the la st and most Retorts and Gas machinery of the is at 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; Nosmyth's Patent Steam Hemmer, and Appinwail & Wolsey's Patent Centrifugal Sugar Draining Machine. POINT PLEASANT FOUNDRY.

BOOK AND JOB PRINTING.

BOOK AND JOB PRINTING

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