MEDICINAL.

SPALDING'S

THROAT CONFECTIONS

GOOD FOR PUBLIC SPEAKERS.

GOOD FOR CONSUMPTIVES.

GOOD FOR SINGERS.

GENTLEMEN CARRY

CHILDREN ORY FOR

STRENGTHEN YOUR VOICE

INSTANT RELIEF!

PURIFY YOUR BREATH!

GOOD FOR CLERGYMEN.

GOOD FOR LECTURERS,

WAR NEWS. REDUCTION OF TELEGRAPHIC EXPENSES. The following order has been issued: WAR DEPARTMENT, ADJ'T GENERAL'S OFFICE, WASHINGTON, Sept. 10, 1861. GENERA OR BER-NO. .

The attention of officers, and all other persons having business with the War Department, or its different bureaus, is called to the excessive use of the telegraph in cases where it is entirely unnecessary, and in which the business would be much more certainly and correctly transacted through the mail. Nine out of ten of the despatches re-ceived are of this character, while the telegraph should be used only in cases of urgent and impora-tive necessity when the delay of the mail would be actually prejudicial to the public interest. No depatches will be noticed here unless this necessity is spatches will be noticed here unless this necessity is recognized, and in such cases they must be paid for by the party sending them, who may look for remuneration to the Quartermaster's Department, on presenting a copy of the despatch-to show that it was upon public business, and that the matter demanded this mode of communication.

By order I. Thouse Adjustent Georges L. THOMAS, Adjutant General. THE LOUISVILLE JOURNAL JUSTIFIES GRANT'S

The Louisville Journal, of the 9th inst., has the The movement of General Grant to Paducah was right. It was a necessity. It was not made an hour too soon. If it had been delayed a little longer, the town would have been in the hands of the Confederate troops, as Hickman and Chalk Bluffs already were. General Grant's proclamatically services of the confederate troops as the confederate troops. what the occasion demanded. And now the con-flict upon Kentucky soil, so long and so earnestly deprecated by us and all other good citizens, is at hand. At any hour we may hear of a bloody col-lision within the limits of our State between the forces of the Southern Government that have invaded us and the troops of our own Government. Blood will flow, and flow freely, unless the Confederate troops shall at once withdraw, and this we

scarcely venture to hope. VISIT TO THE UNION FORTIFICATIONS. The President, Secretary Cameron, Governor Curlin, and suite, visited the encampment on the Virginia side of the Potomac on Tuesday afternoon. They were received near the Union fortifications by General McClellan and Brigadier General Smith, with their respective staffs, and honored by a grand salve of artillery from Captain Griffin's United States battery. The workmen on the fortifications, when the announcement was made that the President was approaching, turned out en masse in working costume, and greeted the Chief Magistrate and his guests with nine hearty cheers. The President bowed a respectful acknowledgment to the compliment General McClellan being called on, made the following speech:
Soldiers: We have had our last retreat. We have seen our last defeat. You stand by me, and I will stand by you, and henceforth victory will crown our efforts.

CAPTURE OF A CHARLESTON SCHOONER. The Washington Republican of Tuesday says:
The sloop-of-war Vandalia recently captured the schooner H. Middleton, of Charleston, C. Barkley, master. She was loaded with naval stores, some of which was thrown overboard, probably to increase her speed. The captain and crew were put on board the Roanoke and brought to Old Point. When the Vandalia overtook her, and the captain saw that he must yield, he hoisted the rebel flag and exclaimed: "If I must be taken, it shall be with my colors flying." The cargo is valued at \$30,000. RECEPTION OF GOVERNOR WRIGHT AT INDIANA-

Hon. Jos. A. Wright, late minister to the court of Frederick William IV of Prussia, arrived at his home, in Indianapolis, on Saturday, the 7th inst., and met with quite a cordial reception from his fellow-citizens. In response to their welcome he delivered an address, in which he took strong grounds for a vigorous prosecution of the war.

to the command of the forces at Paducah, where, according to all accounts, he is acting with much vigor.—Evening Bulletin.

SOUTHERN NEWS.

PRIVATEERS FITTING OUT AT CHARLESTON. Captain Welch, of the schooner Mary Alice, re-cently captured by a rebel privateer, and taken into a Southern port, from whence he has made his into a Southern port, from whence he has made his way North by way of Richmond, makes a statement of the number of privateers now fitting out at Charleston, and those already gone from there. They consist of the Beauregard. Captain Sidlay, with forty men; the steamer South Carolina alias Bull Run, Captain Coxsetter, with eighty men; and a light ship moved from the Rattlesnake Shoals, with forty men. Most of the crew of the latter, however, were in prison, as they had refused to serve after hearing of the summary fate of the Petrel.

FORT MACON THREATENED. The Petersburg Express of Tuesday says that all was quiet at Beaufort and Fort Macon on Monday. The Yankee fleet had made no hostile demonstration, and from the very respectful distance which the vessels maintained it was thought that the Yankees were not over anxious to get within range of the guns of the fort. COUNTERPRIT CONFEDERATE NOTES.

The Leesburg Washingtonian of Saturday last says: It seems that there are some individuals, says the Richmond Dispatch, on this side of Mason and Dison's line who are base enough to engage in the nefarious work of counterfeiting. The Express informs us that the Bank of the City of Petersburg rejected, on Thursday, a counterfeit of the Confederate Government notes, of the denomination of five Jollars. nation of five Jollars.

Counterfeit fives on the Merchants' Bank of Lynchburg are in circulation. These notes are supposed to be put in circulation by somebody following the army, and we caution the soldiers especially against receiving them. The genuine notes are wholly unlike the counterfeit ones. nation of five Jollars.

CENSUS OF CHARLESTON. The Charleston (S. C.) Mercury, of the 3d, has the subjoined carefully-compiled estimate of the population of that city, just completed: Whites. 20,839; slaves, 17,535; free persons, 3,766—total, 48,160. THE BLOCKADE OF THE FLORIDA COAST.

The Charleston Courier of the 5th instant has the following: the following:

A passenger from East Florida, with whom we conversed yesterday, informed us that the whole coast of St. Augustine is blockaded; but that vessels manage to clude the vigilance of the blockaders. He reports a vessel laden with coffee and fruit having run the blockade on the 29th ultimo, under a heavy fire of shot and shell from the fleet.

They cliffly that of her however and did no de-They all fell short of her, however, and did no damage. Some two hours previous to his departure, there had been, off St. Augustine, an exchange of shots between the fleet and the Floridians on the

coast.

The Floridians express themselves as very confident that with the assistance of their batteries they can bid defiance to all and any of Lincoln's pirati-The planters have unanimously determined not to ship a pound of Sea Island cotton, either North or South, for speculation, having pledged their entire crop to the good of the Confederate States.

INVENTION. W. W. Johnson, of Nashville, Tennessee, has invented a machine capable of turning out 100,000 percussion caps per day. He has sold it to a company in Memphis.

GENERAL JOHNSON AT RICHMOND.

RICHMOND, Sept. 5.—General Albert Sidney Johnson has arrived here. He is the senior general in the Confederate States army, and it is expected will be assigned duty at Manassas. From Jefferson City, Missouri.

The Jefferson City correspondent of the Missour Democrat, writing to the 5th inst., says: Dr. Colyer, from Fulton, passed through here yesterday, on his way from Springfield, which place he left last Saturday, the 31st ult. He reports the town deserted of soldiery, but still full of wounded. McCulloch was said to be twenty miles southwest. He says he passed a part of Price's camps along the road as far as Bolivar, and heard of his mean force five regist thousand on the read camps along the road as far as Bolivar, and heard of his main force, five or six thousand, on the road to Osceola. This goes to confirm the rumor of a projected attack upon this place. "Forewarned, forearmed." The reports of forces on the other side of the river must also in part confirm it; for if Price designs attacking Jefferson City, his friends on the north will make every effort to cross to his assistance, or to cut us off from St. Louis.

It is suggested by some that Gen. Price's destitation may be Lexington. It is sufficiently certain that his having taken the read to Osceola he has gone considerably out of his way if he intonds making this point, but the road is said to be much better than the shorter one from Warsaw. But at the same time there is an excellent road from Oseola to Lexington. Should he be making for this latter place, it is feared he may fall upon Col. Mulliagan, who was yesterday morning in California.

Lieutenant Brown, bearer of despatches from Lexington, afrived here this morning on the Emma. to Oscela. This goes to confirm the rumor of a projected attack upon this place. "Forewarned, forearmed." The reports of forces on the 6ther side of the river must also in part confirm it; for if Price designs attacking Jefferson City, his friends on the north will make every effort to cross to his assistance, or to cut us off from St. Louis.

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Lieutenant Brown, bearer of despatches from Lexington, afrived here this morning on the Erumac. Colonel Marshall arrived there about two o'clock Sunday afternoon, and the gallant little garrison is for the present safe. Saturday the rebels evacuated the town, having probably got wind of his approach. All communication had been cut off, and they had received no mails for three weeks. Some United States mail-bags were seen by him in their camp on Friday. The summons to surrender sent by Golonel Rout to Major Baker, on the 27th ult. announced that he had "five thousand men well appointed, and artillery sufficient to reduce the post."

appointed, and artillery sufficient to reduce the Lieut. Brown narrowly escaped being taken on his passage down. The boat was boarded at Waverly, his horse and equipments taken, but he himself escaped their search, concealed in a bunk.

The rebels are now strongly entrenched at n bridge over the Tabeaux, eight or ten miles from Lexington. When Col. Mulligan arrives he will take command of the post.

PENNSYLVANIA ITEMS.

Hon. John M. Maynard, formerly judge of the Court of Common Pleas of this county, has been nominated by the Union Convention of Lycoming county for president judge of that district.

A committee was appointed with instructions to report a national ticket, which was unanimously approved by the Convention.—Pittsburg Post.

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 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 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. Tuene are prospects of an abudant buckwheat crop this season in Bucks county. HON. JUDGE R. G. WHITE was nominated for re-election in Tioga county, by acclamation. CHILD POISONED.—A little child of John Hughes, residing at the lower boat-yard, Hollidaysburg, was so seriously poisoned, on Monday of last week, from eating some kind of poisonous weed, as to cause its death in a few hours. cause its death in a few hours. THE MILITARY spirit in old Westmoreland still keeps up; eight companies are now in the service, and others being recruited.

PROPOSALS. PROPOSALS FOR REVENUE YESSTIE,TREASURY DEPARTMENT,
Sentember 3, 186

TREASURY DEPARTMENT, Washington, September 3, 1861.
The Department will receive proposals, accompanied by models, plans, and specifications, until 12 o'clock MONDAY, 30th September, 1861, for the complete construction and equipment of TWO STEAM SCREW REVENUE VESS'ELS, of 750 tons each, and of THREE MEVENUE VESSELS, of 750 tons each, and of THREE STEAM SCREW REVENUE VESSELS, of 600 tons each, United States measurement each, United States measurement
Proposals will only be considered from successful
steamship builders actually engaged in that business,
and the name of the marine steam-engine establishment
at which the steam machinery is to be made must be
stated and will have due weight.
The load draft of water of the vessels of 750 tons must
not exceed ten (10) feet, and those will be arreed with and exact from 100 feet, and they will be armed with one rifled pivot gun of 8,000 fbs. weight, two 32-pounder guns of 42 cwt., and one heavy navy 24-pounder howitzer on the top gallant forecastle. The complement for each vessel to be 120 persons, carrying provisions for sixty days, and 2,800 gallons of water in tanks; to be furnished with a condenser for distilling potable water. water.
The vessels to be schooner rigged, with flying guif top-

water.

The vessels to be schooner rigged, with flying gust topsails, square sail, and yard to set flying.

The load draft of water of the vessels of 600 tons must not exceed 8½ feet, and they will be armed, each, with one rifled pivot-gun of 6,500 ibs. weight, two 32-pounders of 42 cwt., and one light navy 24-pounder howtzer on the top-gallant forecastie.

The complement for each vessel will be ninety-five persons, carrying pravisions for slathy days, and 2,000 gallons of water in tanks, and to be furnished with a condenser for distilling potable water.

The vessels to be schooner rigged, with flying gaff topsails, square sail, and yard to set flying.

The proposal must be for the hull, spars, rigging, sails, and canvas work, mast coats, awnings, hammocks, and bags, boats, anchors, and cables, tanks, casks, binnacles, bells, furniture for cabina and mess rooms, cookling apparatus and utensils complete, steam machinery, spare work, coal bunkers filled with Buck Mountain coal, with all the equipments and outfits of every kind, and in all respects ready to receive her officers, men, provisions, and armament, and at once proceed to sea.

The armaments, provisions, nautical instruments, and charts only will be provided by the Government.

It is desirable to have the highest attainable speed, which must be stated in the bunkers for that speed, which should not be less than for ten days of twenty-four hours each.

The specifications must describe fully the material to which should not be less than for tentals of wheat, non-hours each.

The specifications must describe fully the material to be used; the manner and size of fustening; the detail of the size, finish, and arrangement of the machinery, and of the various equipments and outfits included in the pro-

posal.

The plans must be working drawings from which the vessel and machinery can be built, showing the allotement of space for accommodations, steam rooms, magazines, shell rooms, disposition of coal, and convenient zines, shell rooms, disposition of coul, and convenient stowage must be provided.

It is to be understood that in the contract a guarantee will be inserted of the fulfilment of the condition of draft of water, speed, fuel, satisfactory working of the machinery, and other points required, with a forfeiture in case of failure.

The bidders must state the least time from the signing the contract or acceptance of the proposal within which they will agree to complete the vessels ready for sea, and deliver them at any ports they may name. The total amount for which they will engage to do all that is required in the foregoing advertisement, and to be embraced in their specifications and plans, must be stated, and the bids must be accompanied by the guarantee required by law that, if nwarded, they will execute the contract. contract.

Payments will be made at four different intervals as the work progresses, retaining one-fifth (1-5) of the whole amount for ninety (90) days after the delivery of within that time on trial at sea.

The Department reserves the right to accept the proposals made in conformity with the conditions prescribed which it may consider most to the interests of the Gowernment, and to combine the greatest number of advan-tages, and to reject any or all of them at its option.

A competent person will be appointed by the Depart-ment to-superintend the construction and equipment of The specifications, plans, and models of parties not obtaining contracts may be withdrawn by them.

S. P. CHASE,

Bureau of Kards and Docks, sep. 4, 1861.

Bureau of Kards and Docks stong dual-inch screw bolt and addition and the second and a half inches wide at frost man the calculation of the ward in and the several navy and the match and printed schedules, which will be furnished on application and sent by mail, if so requested, to personal and a quarter sinch several on a purity of the back select septiment on a purity of the back and the several navy and the match and the several navy and the s NAVY DEPARTMENT,
Bureau of Yards and Docks, Sep. 4, 1861.
CEALED PROPOSALS FOR EACH To the Chief of the Bureau of Yards and Docks, Washington, D. C.

Secretary of the Treasury.

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 yard 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 agregate amount of the bid for the class,) amounting to there 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; 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] offer before mentioned. fore mentioned.

Witness:

I southfy 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 attorney, collector, navy agent, or some purson known to the bureau 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 naits; and spikes; class No. 12. Steel; class No. 14. Fites; class No. 16. Ship chandlery; class No. 17. Hardware; class No. 18. Stationery; class No. 23. Belting, packing, and hose; class No. 26. Augers.

ciass No. 18. Stationery; 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 tumber; class No. 6. White pine, spruce, juniper, and cypress; class No. 1. Lime, hair, and plaster; class No. 8. Gement; class No. 9. Gravel and sand; class No. 11. Iron, iron spikes, and nails; class No. 12. Steel; class No. 13. Pig-iron; class No. 15. Paints, cils, and glass; class No. 17. Hardware.

NEW YORK.

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. 10. Slate; class No. 11. Iron, iron spikes, and nails; class No. 12. Pig-iron; class No. 15. Paints, cils, and glass; class No. 16. Ship chandlery; class No. 17. Hardware; class No. 23. Belting, packing, and hose; class No. 25. Iron work, &c.

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. 15. Piles; class No. 5. Oak and hard wood; class No. 6. Nite pine, spruce, juniper, and cypress; class No. 11. Iron, iron spikes, and nails; class No. 15. Piles; class No. 17. Hardware; class No. 23. Belting, packing, and hose; class No. 23. Belting, packing, and hose; class No. 26. Augers.

WASHINGTON.

WASHINGTON. Class No. 1. Bricks; 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. 12. Steel; class No. 14. Files; 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. 27. Anthracite coal; class No. 29. Bituminous Cumberland coal. ware; class No. 24. Sperm and lubricating oils; class No. 27. Anthracite coal; class No. 29. Bituminous to 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 office shall be deemed sufficient notice) during the fiscal year ending 30th June, 1862; and whether the quantities required be more or less than those specified, the prices shall remain the same.

All the articles under the contract must be of the best quality, delivered in good orders, free of all and every charge or expense to the Government, and subject to the

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 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, 1848. 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. 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 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 headed "Miscellaneous" in the schedule, twenty for per centum.

PROPUSALS. DROPOSALS for ARMY BAGGAGE QUARTERMASTER GENERAL'S OFFICE, WASHINGTON, June 21, 1861. Proposals are invited for the furnishing of Army Bag-

QUARTERMASTER GEREAL'S OFFICE,

WASHINGTON, June 21, 1861.

Proposals are invited for the furnishing of Army Baggage Wagons.

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

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

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

Bix-mulle (covered) wagons, of the size and description so follows, to wit:

The front wheels to be three feet ten inches high, hubs ten inches in diameter, and fourteen and a quarter inches in diameter, and fourteen and a quarter inches long; fellies two and a half inches wide and two and three-quarter inches deep; cast iron pipe boxes twelve inches long; two and a half inches wide and two and three-quarter inches deep; cast iron pipe boxes twelve inches long, two and a half inches wide and two and an an assum-eighths inch at small odd; tire two and a half inches wide by five-eighths of an inch thick, fastened with one screw bolt and nut in each fellic; 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 inches wide band one linch 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 bex given and a half inches in a parallel line, and each axle to be three feet cloven 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 whoels. Axletrees to be made of the bext quality refined American iron, two and a half inches square at the shoulds and folloster, (

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. to life up, the front end of it to hang within two feet of the ground when the wagon is standing at rost on a level surface.

The front hounds to be six feet two inches long, three inches thick, and four inches wide over axletree, and to retain that width to the back end of the tongue; jaws of the hounds one foot eight inches long and three inches square at the front end, with a plate of iron two and a half inches wide by three eighths of an inch thick, fastened on top of the hounds over the back end of the tongue with one half-inch screw bolt in each end, and a plate of iron of the same size turned up at each end one and a half inches to clamp the front hounds together, and fastened on the under side, and at front end of hounds, with half inches to clamp the front hounds together, and fastened on the under side, and at front end of hounds, with half inches cere bolt through each hound, a seven-eighth inch bolt through tongue and hounds in the centre of jaws, to scure the tongue in the hounds; a plate of tron 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 axistree, 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 sider and hounds; a brace over front belefer one and a half inch wide, one-quarter of an inch thick, with a bolt in each end to fasten it to the hounds; the opening between the jaws of the hounds, to receive the tongue, and four each end to fasten it to the hounds; the opening between the jaws of the hounds, to receive the tongue, and four each end three inches long, two and there quarter inches thick, and three inches long, two and three in

tine middle is hook to the send of the firth chain, the whash adoubletree and lead her.

The fifth chain to be sen feet long to the fork; the fork one foot ten inches long, with the stretcher attached to spread the forks spart; 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 in diameter; the fifth chain to be seven-sixteenth inch in diameter; the fifth chain to be seven-sixteenth inch diameter; the line of the fork; the fork to be diversible, there fore the inch control of the fork; the fork to be the control of the fork; the fork to be the control of the fork to the fork in the fork of the fork to be the fork to the fork to the fork of the fork to the fork of the fork of

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. thereon.

It is to be distinctly understood that the wagons are to be so constructed that the several parts of any one wagons 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 soned, and the work in all its parts faithfully executed in the best workmanlike manner.

The work may be inspected from time to time as it progresses by an officer or agent of the Quartermaster's Department, and none of it shall be painted until it shall have been inspected and approved by said officer or agent authorized to inspect it. When finished, painted, and accepted by an officer or agent of the Quartermaster's Department, and delivered as herein agreed, they shall be paid for.

M. C. MEIGS, je25-ff Quartermaster General U. S,

SEALED PROPOSALS are invited till the 20th day of Sentember 1881 for annual land till the 20th day of September, 1881, for supplying the Army of the Potomac with POTATOES. About 40,000 bushels will be required, in lots of about 8,000 bushels per week. The Potatoes to be of the first quality and equal in quality to the following kinds.

Mercers (blue,)

Pink Byc,

Microors (white.)

The Potatoes to be delivered in Washington, and subject to such inspection on delivery as the Subsistence Department may require, and payment to be made in Treasury notes, if Government should desire it.

The Potatoes to be delivered in good, strong barrels, and each bushel to be estimated at 60 bs.

The bids to be directed to Capt. A. BECKWITH, C. S., U. S. A., Washington, D. C. se7-dt20th Pink Bre,

ST. NICHOLAS HOTEL, BROADWAY, NEW YOR BROADWAY, NEW YORK. BOARD REDUCED TO \$2 PER DAY.

Since the opening of this vast and commodious Hotel, In 1854, it has been the single endeavor of the proprietors to make it the most sumptuous, convenient, and comfort-able home for the citizen and stranger on this side the Ailantic.
And whatever has seemed likely to administer to the comfort of its guests they have endeavored, without regard to cost, to previde, and to combine all the elements of individual and social enjoyment which modern art has invented, and modern tests approved; and the patronage which it has commanded during the past six years is a gratifying proof that their efforts have been appre-ciated. ciated.

To meet the exigencies of the times, when all are required to practise the most rigid economy, the under-HAVE REDUCED THE PRICE OF BOARD TO
TWO DOLLARS PER DAY,
at the same time absting none of the luxuries with which
their table has hitherto been supplied.
667-3m TREADWELL, WHITCOMB, & CO.

INSURANCE COMPANIES TNSURANCE COMPANY OF THE GO RIGHT TO STATE OF PENNSYLVANIA—OFFICE Nos. 4 and 6 EXCHANGE BUILDINGS, North side of WAL-NUT Street, between DOGR and THIRD Streets, Phila-

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

Henry D. Sherrerd,
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A NTHRACITE INSURANCE A. COMPANY. — Authorized Capital \$400,000 — CHARTER PERPETUAL.
Office No. 311 WALNUT Street, between Third and This Company will insure against loss or damage by Fire, on Buildings, Furniture, and Merchandise gene-

Fire, on Buildings, Furniture, and motoralists of rally.

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

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CTUAL INSURANCE COMPANY OF PHILADELPHIA,
OFFICE No. 305 WALNUT STREET,
Insures against LOSS OR DAMAGE BY FIRE, on
Houses, Stores, and other buildings, limited
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\$317,142 O 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.

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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.
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260 2 shares Philadelphia Exchange Company 1,200 0 800 00 125 00 500 00 1,000 2 shares Continental Hotel Co.... 566,700 par. Cost \$547,335 34. Market val. \$554,556 71

29.108 5 DIRECTORS. William Martin, Edmund A. Souder, Theophilus Paulding, John R. Penrose, John C. Davis, James Traquair, William Eyre, Jr., James C. Hand, William C. Ludwig, Losanh H. Seel. Spencer McIlvaine, Thomas C. Hand, ig, Bobert Burton,
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Having a large paid-up Capital Stock and Surplus, invested in sound and available Securities, continues to insure on Dwellings, Stores, Furniture, Merchandise, Vossels in port and their Cargoes, and other Personal Property. All Losses liberally and promptly adjusted.

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BY-17

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THE SPOT." STOP YOUR COUGH!

> 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 BEAD-ING only, at 5 P. M., DAILY, (Sundays excepted.) DISTANCES VIA PHILADELPHIA AND BEADING 58 Philadelphia and Reading 86 and Lebanon Valley R. R

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SPALDING'S THROAT CONFECTIONS. LADIES ARE DELIGHTED WITH SPALDING'S THROAT CONFECTIONS. and CALLOWHILL Str May 20, 1861. SUMMER AR-RANGEMENT.—PHILADEL-PHIA, GERMANTOWN, and NORRISTOWN BAIL-LOAD.

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 ON SUNDAYS.

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 useand 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-PIVE CENTS. My Signature is on each package. All others ar A package will be sent by mail, prepaid, on receipt Thirty Cents.

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CEPHALIC PILLS

CURES ALL KINDS OF HEADACHE

By the use of these Pills the Periodical attacks of Nervous or Zeck Headache may be prevented; and if take nencement of an attack immediate relief fro

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 live signatures of Henry C. Spalding Sold by Druggists and all other Dealers in Medicine A Box will be sent by mail prepaid on receipt of the

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

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

They have been tested in more than a thousand cases with entire success.

From the Democrat, St. Cloud, Mins.

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 Cophalic 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 dis-

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

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The testimony in their favor is strong, from the most

From the Commercial Bulletin, Boston, Mass. Said to be very efficacious for the headache. From the Commercial Cincinnati. Suffering humanity can now be relieved.

GLUE will save ten times their cost annually. SPALDING'S PREPARED GLUE!

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

OUSEVUL IN EVERY HOUSE." N. B.—A Brush accompanies each bottle. Price, 25 cents. Address, HENRY C. SPALDING No. 49 CEDAR STREET, NEW YORK,

RAILROAD LINES. PHILADELPHIA
AND BEADING RAILROAD.
PASSENGER TRAINS FOB POTTSVILLE, BEADING, and HARRISBURG, on and after May 20, 1861.
MORNING LINES, DAILY, (Sundays excepted.)
Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances
on Thirteenth and on Callowhill streets,) at 8 A. M., connecting at Harrisburg with the PENNSYLVANIA
RAILROAD 1 P. M. train, running to Pittsburg; the
CUMBERLAND VALLEY 1.05 P. M. train running to
Chambersburg, Carlisle, &c.; and the NORTHERN
CENTRAL BAILROAD 1 P. M. train running to Sunbury, &c.

Lock Haven......235 | Lock Haven......235 | Ralston.......238 | Williamsport and Elmira | Railroad. | Railroad. | Troy...........287 | Railroad. | Railroad. | The 8 A. M. and 3.15 P. M. trainsconnectaily at Port Lue 5 A. M. and 3.15 P. M. trains connectually 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 DIVIN DEPOT IN PHILADELPHIA: Corner of BROAD

THE PENNSYLVANIA CENTRAL

RAILROAD, 250 MILES DOUBLE TRACK.

EXPRESS RUNS DAILY: Mail and Fast Lines Sun

4.00 P. M. at 5.40 P. M. No. 1, at 8.15 A. M. No. 2, at 12.00 P. M.

days 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:

Columbia Parkesburg West Chester

SPAUDING'S THROAT CONFECTIONS. They relieve a Cough instantly.

any one. P. M. OHESTNUT HILL RAILROAD.

Leave Philadelphia, 6, 8, 10, 12 A. M., 2, 8.35, 4, 6, 8, 9, and 10 & P. M.

Leave Chestnut Hill, 7.10, 8, 8.40, 9.40, 11.40 A. M., 1.40, 3.35, 5.40, 7.10, 8.40, and 10.10 P. M.

The 8 A. M. and 3.35 P. M. will make no stops on the Germantown road.

ON SUNDAYS.

Leave Philadelphia, 8.05 A. M., 2.46, 5, and 7 M. P. M. I advise every one who has a Cough, or a Husky Leave Chestnut Hill, 7.50 A. M., 2%, 5, and 7% P. M. Leave Chestnut Hill, 7.50 A. M., 12.40, 5.10, and 9.10, FOR MANAYUNK.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia, 5.50, 7½, 9.05, 11.05 A. M., 1.05, 8.05, 4½, 6 ½, 8, and 11½ P. M.
Leave Norristown, 6, 7, 8.05, 9, 11, A. M., 1½, 4½, 6½, and 9½ P. M.

ON SUNDAYS.
Leave Philadelphia, 9 A. M., 3 and 5 P. M.
Leave Norristown, 7½ A. M., 1 and 6 P. M.
FOR MANAYUNK.

No. 48 CEDAR STREET, NEW YORK.

THE CAPACITY OF THE ROAD IS NOW EQUAL TO ANY IN THE COUNTRY.
THREE THROUGH PASSENGER TRAINS
BETWEEN PHILADELPHIA AND PITTSBURG.
Connecting direct at Philadelphia with Through Trains from Boston, New York, and all points East, and in the Union. Depot at Pittsburg with Through Trains to and from all points in the West, Northwest, and Southwest—thus furnishing facilities for transportation of Passengers unsurpassed for speed and comfort by any other route.

Express and Fast Lines run through to Pittsburg. CURE 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; Woodenst Slashing Cars are attached to each Train; Woodenst Slashing Cars to Express and Fast Trains. The

SICK HEADACHE. CURE

NERVOUS HEADACHE.

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

For further incommon apply at the Passenger Station, commonst 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 Pitteburg, 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. They 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 classic city and strength of the whole system.

The CEPHALE PILLS are the result of long investi 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 nervous sysem or from a deranged state of the stomack.

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 Bailroad are at all times as favorable as are charged by other Railroad Companies.

Be particular to mark packages "via Pennsylvania Bailroad."

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:

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MAGRAW & KOONS, 30 North street, Baltimore.

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PRICE, 25 CENTS.

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THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD CO.'S
LINES FROM PHILADELPHIA TO NEW
YORK AND WAY PLACES.
FROM WALRUT-STREET WHARF AND KENSINGTON DEPOT.
WILL LEAVE AS FOLLOWS—VIZ: At 6 A. M., via Camden and Amboy, C. and A. Ac-

Accommodation 2 25
At 9½ A. M., via Kensington and Jersey City, Morning Mail. 300
At 12½ P. M., via Camden and Amboy, Accommo-At 4 K P. M., via Kensington and Jersey City, Eve-From the Western R. R. Gasette, Chicago, Rt. We heartily endorse Mr. Spalding, and his unrivalled Cephalic Pills.

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, is 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 Mount Holly at 6 A. M., 2 and 4½ P. M. For Brietol, Trenton, &c., at 7.10 and 9½ A. M., 4½ and 5½ P. M., from Kensington, and 2½ P. M. from Walnut-street wharf.

For Palmyra, Riverton, Delanco, Beverly, Burling-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 shready numerous
list that has received benefits that no other medicine can From the St. Louis Democrat.
mense demand for the article (Cephalic Pills)

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

A Single bottle of SPALDING'S PREPARED

ECONOMY! MT" A STITCH IN TIME SAVES NINE." THE 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

Offices, at WILLOW Street, or BERKS Street, in order to secure the above rates of fare.

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

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RAILROAD TRAINS VIA PENNBYLVANIA RAILROAD, leave depot, corner ELLEVENTH and MARKET Streets, at 8.15 A. M., 12 noon,
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On Sunday, leave Philadelphia at 7.30 A. M., and
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CAUTION. As certain unprincipled persons are attempting to pain 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 TEL is on the outside Wrapper; all others are swindling

TURNESS, BRINLEY, & CO., PHILADELPHIA SALE OF IMPORTED AND DOMESTIC DRY GOODS.
On Tuesday Morning,
September 17, at 10 o'clock, by catalogue, for cash—
400 packages and lots of fancy and staple imported and imerican dry goods.

Samples and catalogues early on morning of sale. N. F. PANCOAST, AUCTIONEER.

Successor to B. Scott, Jr., 431 CHESTNUT St. SHERIFF'S SALE OF LIQUORS.

This Morning,
September 12, at 10 o'clock precisely.

— casks of superfor brandy, wine, whisky, absynthe,
to be AFTERNOON LINES. STOCK OF A NOTION JOBBING HOUSE.
On Monday Morning.
September 16, commencing at 10 o'clock, the stock of a notions jobbing house, consisting, in part, of ladies', gents', and children's lisle, cotton, and merine gloves; men's buck gloves and mitts; metal, lasting, and funcy buttons; cord, tape braid, combs, brushes, jewelry, force periods black and faced. funcy articles, black goods, &c.

Also, wool and Stella shawls, white goods, laces, em-DHILIP FORD & CO., AUCTION-

EERS, Nos. 525 MARKET and 522 COMMERCE LARGE SALE OF 1,500 CASES BOOTS, SHOES,
BROGANS, &c.
This 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 enamelled heel boots and shoes, gaiters, slipers, buskins, &c. Also, a large and desirable assortment of first-class city-made goods.

To pen for examination, with catalogues, early on the morning of sale. Sunbury and Eric R. R.

MOSES NATHANS, AUCTIONEER AND COMMISSION MERCHANT, southeast corner of SIXTH and RACE Streets. W. H. MOILHENNEY, Socretary, my-20tf

AT PRIVATE SALE,

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 escanement lever and lepine watches; borizontal and duplex watches; silver hunting-case, double-case, and double-bottom English patent lever, eacapement lever, and lepine watches, of the most approved and best makers; double-case and open-face silver watches; silver quartier and single-case watches; fine gold vest, neck, fob, and guard chains; diamond finger-rings and breast-pins; sets of fine gold jewelry; gold breast-pins, enr-rings, finger-rings, brace-lets, pencil-cases, pens, and jewelry of every describdion; guns, pistols, musical instruments, piano-fortes, and articles generally. LOAD.
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, 84, 7, 8, 9, 10 ½, 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 8.35 P. M. Trains step at Germantown only. UN SUNDAYS.

Leave Philadelphia, 9.05 A. M., 2%, 3, 5%, 7%, and
10% P. M. e Germantown, 8.10 A. M., 1, 4, 6%, and 9%

guns, pistols, musical instruments, piano-fortes, and articles generally.

MONEY TO LOAN.

Money advanced liberally, for any length of time agreed upon, on gold and silver plate, diamonds, watches, jewelry, fowling-pieces, musical instruments, dry goods, clothing, groceries, hardware, cuttery, furniture, bedding, fancy articles, and on all articles of value. CONSIGNMENTS AND OUT-DOOR SALES SOLI-Liberal cash advances made on all articles consigned for sale. Personal attention given to all out-door sales.

SALES BY AUCTION.

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

JOHN G. DALE, Agent. Leave Norristown, 7 % 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,

8 %, 5, 7, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia, 9 A. M., 9, 5, and 7 % P. M.

Leave Manayunk, 7 % A. M., 1 %, 6 %, and 9 P. M.

H. K. SMIMH, General Superintendent,

myll-tf Depot NINTH and GREEN Streets.

WEEKLY COMMUNICATION BY STEAM BETWEEN NEW YORK AND LIVERPOOL, calling at QUEENSTOWN, (Ireland,) to land and embark passengers and espatches.
The Liverpool, New York, and Philadelphia Steam-bin Company's splendid Clyde-built iron screw steam-Life Liverpool, New York, and Philadelphia Steamship Company's splendid Clyde-built iron screw steamships are intended to sail as follows:
FROM NEW YORK FOR LIVERPOOL.
CITY OF NEW YORK. or Saturday, Sept. 21.
CITY OF MANCHESTER. Saturday, Sept. 22.
CITY OF MANCHESTER, or Saturday, Sept. 28.
And every Saturday throughout the year, from PIER No. 44 N. B.

RATES OF PASSAGE
THROUGH FROM PHILADELPHIA.

West Chester Passengers will take the West Chester Nos. 1 and 2 Harrisburg accommodation and Columbia ap3-tf THE BRITISH AND NORTH Passengers for Sunbury, Williamsport, Elmirs, Buf-lalo, Niagara Falls, and intermediate points, leaving Philadelphia at 7.30 A. M. and 2.30 P. M., go directly through.

Tickets Westward may be obtained at the office of the Compazy 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 Fare always as low, and time as quick, as by any

In Glasgow, to WM. INMAN,

DERSIA, Capt. Judkins.
ARABIA, Capt. J. Stone.
ARABIA, Capt. J. Stone.
ARABIA, Capt. J. Stone.
ARABIA, Capt. J. Leitch.
AUSTRALASIAN,
Capt. Cook.
EUROPA, Capt. Moodie.
Capt. Cook.
EUROPA, Capt. Moodie.
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. 24.
EUROPA, Anderson,
Boston, Wednesday, Aug. 24.
PERSIA, Judkins,
N. York, Wednesday, Aug. 24.
CANADA, Meodie,
Boston, Wednesday, Sept. 4.
ASIA, Lott,
N. York, Wednesday, Sept. 11.
ARABIA, Stone,
Boston, Wednesday, Sept. 11.
AFRICA, Shannon,
N. York, Wednesday, Sept. 12.
AFRICA, Shannon,
N. York, Wednesday, Sept. 13.
AFRICA, Shannon,
N. York, Wednesday, Sept. 13.
AFRICA, Shannon,
N. York, Wednesday, Sept. 13.
AFRICA, Capt. Moodie,
N. York, Wednesday, Sept. 25.
Berths not secured until paid for,
An experienced Surgeon on board.
The owners of these ships will not be secountable 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
M. ATLROAD LINES

RAILROAD LINES.

SPRING AR-RANGEMENT.—PHILADEL-PHIA, WILMINGTON, AND BALTIMOBE BAIL-BOAD. On and after MONDAY, AUGUST 19, 1861,
PASSENGER TRAINS LEAVE PHILADELPHIA:
For Baltimere at 8.15 A. M., 11.35 A. M., (Express),
and 10.50 P. M. For Distinct as 6.10 A. M., 11.00 A. M., (ALDISSI), and 10.50 P. M.

For Chester at 8,15 A. M., 11.35 A. M., 4.15 and 10.50 P. M.

For Wilmington at 8.15 A. M., 11.35 A. M., 4.15 and 10.50 P. M.

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

For Dover at 8.15 A. M. and 4.15 P. M.,

For Milford at 8.15 A. M.

For Salisbury at 8.15 A. M.

TRAINS FOR PHILADKLIPHIA:

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., 1.60 and 8 P. M.

P. M.
Leave Salisbury at 1.40 P. M.
Leave Milford at 4 P. M.
Leave Doyer 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.

FARE.

Steamboat Trenton, for Bordentown and intermediate places, at 24 P. M., from Walnut-street wharf.

For New York and Way Lines leaving Kensington Depot, take the care, 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.

and will not be used contract.

WM. H. GATZMER, Agent.

NORTH PENNSYL-

FOR BETHLEHEM, DOYLESTOWN, MA U O H
CHUNK, HAZLETON, EASTON, ECKLEY,
WILKESBARRE, &c.
THREE THROUGH TRAINS.
On and after MONDAY, MAY 13, 1860, Passenger
Trains will leave FRONT and WILLOW Streets, Philadelphis, daily, (Sundays excepted,) as follows:
At 6.40 A. M. (Express,) for Bethlehem, Allentown,
Mauch Chunk, Hazleton, Wilkesbarre, &c.
At 2.45 P. M., (Express,) for Bethlehem, Easton, &c.
This train reaches Easton at 6 P. M., and makes a
close connection with the New Jersey Central for New
York.

At 10,30 A. M. and 0.40 F. M., 10 F. Off 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., 9.13 A. M., and 5.33 P. M.

Leave Doylestown at 7.25 A. M. and 4.15 P. M. Leave Fort Washington at 6.30 A. M. and 2.30 P. M. ON SUNDAYS — Philadelphia for Bethlehem at 3

OLIVE OIL,—Pure Olive Oil in white

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

10.15 A. M.

Reave Baltimore for Salisbury and intermediate stations at 4.45 A. M.
TRAINS FOR BALTIMORE:
12.05 and 11. Leave Chester at 3.45 A. M., 12.05 and 11.20 P. M. Leave Wilmington at 9.35 A. M., 12.35 P. M., and 12 A. M.

FREIGHT TRAIN, with Passenger Car attached,
will run as follows:
Leave Philadelphia for Perryville and intermediate
places at 5.30 P. M.

Leave Wilmington for Perryville and intermediate
places at 7.15 P. M.

Leave Wilmington for Philadelphia and intermediate
places at 5 P. M.

Leave Havre-de-Grace for Baltimore and intermediate
stations at 6.15 A. M.

Leave Baltimore for Havre-de-Grace and intermediate
stations at 6 P. M.

ON SUNDAYS ONLY:

At 10.50 from Philadelphia to Baltimore.

At 10.50 from Philadelphia to Baltimore. At 4.45 from Baltimore to Philadelphia. S. M. FELTON, President. ELMIRA ROUTE.

PHILADELPHIA AND ELMI-RA RAILROAD.

QUICKEST ROUTE to Tamaqua, Catawissa, Bupert,

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-ff. ROTINGES COUNTY PARTY OF THE STEEL S

This train reaches Easton at 6 P. M., and makes a close connection with the New Jersey Central for New York.

At 5.15 P. M., for Bethlehem, Allentown, Mauch Chunk, &c.

At 0.30 A. M. and 6.45 P. M., for Daylestown.

At 10.30 A. M. Express Train makes close connection with the Lehigh Valley Beilboad at Bethlehem, being the shortest and most desirable route to Wilkesbarre, and to all points in the Lehigh coal region.

TRAINS FOR PHILADELPHIA.

FALL ARRANGEMENT.

On and after MONDAY, Sept. 2d, 1881, the trains will leave FHILADELPHIA, from the Depot, N. E. corner of EIGHTEENTH and MARKET Streets, at 8 and 10.30 A. M., and 2, 4.30, and 7 P. M., and will leave the corner of THIRTY-FIRST and MARKET Streets, (West Philadelphia,) at 17 minutes after the starting time from Eighteenth and Market streets.

ON SUNDAYS.

Leave PHILADELPHIA at 8 A. M. and 2 P. M.

HANDRILLS.

PHILADELPHIA

OO., (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. y this company for the periods of three, six, nine, and welve 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. 237
South FOURTH Street, where any further information
can be obtained.
S. BRADFOED,
Treasurer.

EXPRESS COMPANIES. THE ADAMS EXPRESS
COMPANY, Office 320 CHESTNUT
Street, forwards Percels, Packages, Merchandise, Bank
Notes, and Specie, either by its own lines or in connection
with other Express Companies, to all the principal Towns
and Cities of the United States

E. S. SANDFORD,
Companies Superintendent General Superinten

SALES BY AUCTION. M. THOMAS & BOLLS, Nos, 139 and 141 South FOURTH Stree (Formerly Nos. 67 and 69.) THOMAS & SONS, No. 429 MARKET STREET. SALE OF REAL ESTATE 24TH SEPTEMBER, at the Exchange. Descriptions preparing. PUBLIC SALES REAL ESTATE AND STOOKS, AT THE EXCHANGE, EVERY TUESDAY, at 12 o'clock noon, during the business season. In July and August, only occasional sales,

REAL ESTATE AT PRIVATE SALE.

We have a large amount of real estate at private sale, including every description of city and country property. Printed lists may be had at the Auction Store. SALE OF SUPERIOR FURNITURE, MIRRORS, PIANO, CARVED WALNUT FURNITURE, ENGRAVINGS, BEDS AND BEDDING, CHINA AND GLASSWAIRE, SETTEES, CARPETS, &c. CARD.—Our Sale this morning, at the Auction Store, will comprise, besides 600 lots of superior second-durniture, piano-forte, engravings, book-cases, a number of long settees, two work benches, carved walnut furniture, beds and bedding, china and glassware, Brussels and other carpets, &c., forming an attractive assortment, worthy the attention of ladies and others desirous of purchasing. hasing.

EP Catalogues now ready, and the articles arranged

Sale at Nos. 139 and 141 South Fourth Street.

SUPERIOR FURNITURE, FRENCH-PLATE MIRRORS, 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 piano-fortes, fine mirrors, carpets, beds and bedding, &c., from faxelies declining housekeeping, removed to the store for convenience of sale.

CARVED WALNUT FURNITURE, &c.

Also,

This Morning.

At the Auction Store, an elegant carved walnut book-case, secretary, candlestand, two chalrs, two large arm chairs, &c.

Also, a superior oak wardrobe, French-plate mirror doors. Also, a superior fire-proof safe, made by Herring.

Sale No. 851 North Broad Street.
SUPERIOR FURNITURE, CARPETS, &c.
On Friday Morning,
At 10 o'clock, at No. 615 North Broad street, above
Wallace, the superior furniture, oval mirror, carpets,
&c., of a gentleman declining housekeeping.

*** May be examined at 8 o'clock on the morning of
the sale. M. FITZPATRICK & BROS., AUCTIONEERS, 604 CHESTNUT Street, above Sixth.

SALES EVERY EVENING, At 7 o'clock, of books, stationery, and fancy goods, watches, iewelry, clocks, silver-plated ware, cutlery, paintings, musical instruments, &c.

Also, hosiery, dry goods, boots and shoes, and merchandise of every description.

DAY SALES

Every Monday, Wednesday, and Friday, at 10 o'clock

A. M. PRIVATE SALES. At private sale, several large consignments of watches and jewelry, books, stationery, silver-plated ware, cutlery, fancy goods, &c., to which is solicited the attention of city and country merchants and others.

Consignments solicited of all kinds of merchandise, for the provider color.

either public or private sales.

Liberal cash advances made on consignments. COPARTNERSHIP NOTICES. NOTICE.—The Copartnership heretofore existing under the firm of EDWIN W. PAYNE O. is this day dissolved by the withdrawal of Mr. LKINS. EDWIN W. PAYNE, JOHN M. WILKINS.

THE SUBSCRIBER, who is authorized to settle the business of the late firm, will continue the sale of SHOE STUFFS and TRIMMINGS at the old stand, 405 ARCH Street, under the firm of E. W. PAYNE & GO.

EDWIN W. PAYNE.

PHILA., Sept. 4, 1861.

sc10-tuths8t* COAL.

S. M. N. HEATON'S WHARF, 923 North Delaware avenue, above Poplar All Coal particularly selected and prepared for family All Coal particularly selected and prepared for family use. Housekeepers desiring to lay in their winter supply will be furnished with a good and clean article at very reduced prices for cash.

Dealers and Manufacturers supplied at wholesale prices.

au20-tuth&s2m*

MACHINERY AND IRON. PENN STEAM ENGINE
AND BOILER WORKS.—NEAFIES
LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLAOK-the best Pennsylvania charcoat iron. Forgings, of all desizes and kinds; Iron and Brass Castings, of all desizetylens; Roll Turning, Seraw 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 boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, &c., &c., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,

jel4-ff BEACH and PALMER Streets.

JOHN E. COPE, J. VAUGHAN MERRICE, WILLIAM H. MERRICK. SOUTHWARK FOUNDRY,

GOUTHWARK FOUNDRY,

FIGHTH AND WASHINGTON STREETS,

PRILADELIFIA.

MERRICK & SONS,

ENGINEERS AND MACHINISTS,

Manufacture High and Low Pressure Steam Engines,

for land, river, and marine service.

Boilers, Gasometers, Tanks, Iron Boats, &c.; Contings of all kinds, either iron or brass.

Iron-Frame Boofs for Gas Works, Wo shops, Rallroad Stations, &c.

Retorts and Gas Machinery of the la st 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; Neemyth's Patent Steam Hammer, and Aspinwall & Wolsey's Patent Centrifugal Sugar Draining
Machine.

DOINT PLEASANT FOUNDRY, No. 951 BEACH Street, Kensington, Philada.—WILLIAM H. TIERS informs his friends that, having purchased the entire stock of Patterns at the above Foundry, he is now prepared to receive orders for Rolling, Grist, and Saw-Mill Castings, Boap, Otendeal, and House Work, Gearing. Castings made from Beyer-

BOOK AND JOB PRINTING. "THE PRESS"

BOOK AND JOB PRINTING

ESTABLISHMENT. No. 417 CHESTNUT STREET.

PHILADELPHIA.

The attention of the Business Community is respectfully invited to the New Book and Job Printing Office of THE PRESS, which has been fitted up with New Material, in the most Complete Manner, and is now prepared to execute, in a satisfactory

BOOKS, PAMPHLETS, CARDS, CIRCULARS,

Style, every variety of Printing:

RECEIPTS BILLS OF LADING,

NOTES,

LETTER HEADINGS, BONDS,

MORTGAGES,

CERTIFICATES, PAPER BOOKS.

CHECKS,

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 Baliroad for Concord, Kennett,

Oxford, &c.

HENRY WOOD,
8e2-tf General Superintendent. HANDBILLS, DRUGGISTS' LABELS. Ero., Ero., Ero. Gold, Bronze, and Colored Printing executed in

> MERCHANTS, MANUFACTUBERS, MECHANICS. LAWYERS, AUCTIONEERS, PUBLIC

Superior Manner.

OFFICERS, BANKS, BAIL-ROAD AND INSURANCE COMPANIES, ETC.,

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