WAR NEWS. THE U. S. STEAMER SOUTH CAROLINA

By the energy of the commander and other offi-cers of the blocks ling steamer South Carolina, the has succeeded in breaking up the nefatious communication of the rebels between the prominent communication of the rebels between the prominent towns on the seaboard of Texas and the city of New Orleans. Forring the short period she has been upon the station she has captured, as prizes, some sixteen vessels, many of them being valuable ones, and containing such cargoes as the Disunionists needed. Their capture and confiscation is a vast benefit to our cause. The South Carolina is a most excellent vessel in every respect—is fast, well officered, and contains a crew of 125 men, who will die for the cause under which they have cawill die for the cause under which they have en-

rolled themselves. THE PAYMENT OF VOLUNTEERS. The Secretary of War has addressed the following letter to Paymaster General Larned :

ing letter to Paymaster General Larned:

WAR DEPARTMENT, Sept. 13, 1861.

Sir: You will arrange for the payment of volunteers as directed by the provisions of the act of Congress relating thereto, dated July 24, and as amended Aug. 6, 1861. viz: When organized and accepted by the Governors of the several States, without regard to the date of mustering into the service of the United States, provided payment has not been made by the respective States, for which the Government will eventually be liable. Where volunteer regiments have been accepted by the War Department, spon what are termed independent acceptances, you will allow pay from the date of organization of each company with the minimum number of men; satisfactory evidence in each case to be furnished your department before payment is to be furnished your department before payment is

There is no specific appropriation against which warrants for the \$100 to be paid to widows of deceased volunteers can be drawn, but the Second ceased volunteers can be drawn, but the Second Auditor of the Treasury proposes to allow the \$100 provided by law to be paid to the widows or heirsat-law, along with arrears of pay, and to have the requisition drawn for both against the appropriation "for the pay of the two and three years volunteers." In his opinion, no other nor further application or evidence is required to secure the bounty than that required to receive the arrears of pay.

THE BOMBARDMENT OF GALVESTON. Lieutenant Woodward, of the First Missouri Cavalry, has written the following to the editor of the Missouri Democrat: "I notice in the columns of your paper of this date, the announcement of the bombardment of Galveston, and also certain official correspondence in relation thereto. Two of the gentlemen representing foreign Powers I know personally, to wit:
J. C. Kuhn and B. Theron. To my certain knowledge, they have resided in Texas for the last
twelve years, and are both citizens of the United
States, exercising all the elective franchise, and bowning more or less property in the State of Texas.

J. C. Kuhn, particularly, is a large property holder, and, if I mistake not, has time and again held municipal offices under the charter of the city of Galveston. The other representatives of foreign Powers I do not know, but am inclined to the opinion that they also are resident citizens of the United States. Kuhn and Theron are rabid Secessionists, and their protest is a dirty partisan and Secession dodge to embroil our country with the

foreign Powers they represent. JEFFERSON CITY, Sept. 11. Francis M. Cooper, who was taken prisoner at the battle of Springfield, came in on Monday, having escaped from Gen. Price's army at Frémont on Monday. Sept. 1st. He reports that Rains had there joined Price, having arrived four days before. The whole army, amounting to 16,000 men, was to move to the Northwest in two divisions—on Lexington and Fort Scott. Informant overheard letter read from Hardee to Price, exhorting him

special content about process of the content of the

Now that the loyal citizens of Kentucky are being supported by the Government, they are determined to rise and defend the State from the ravages of the rebels. The Union camps are being rapidly filled with soldiers. In one camp five regiments of Kentuckians were organized in one week, each regiment numbering one thousand men, all thoroughly armed and equipped. There are also two regiments of loyal Tennessenns in the camp. This looks like a determination on the part of the people not to be overridden by the rebels. The Union soldiers from other States still occupy the places taken by them. THE CHEROKEES FIRM IN THEIR NEUTRALITY. John Ross. the Cherokee Chieftain, continues firmly to resist all attempts made by the rebols to swerve him from the consistent position of neutrality assumed by him at the outbreak of the present unhappy contest. Albert Pike, the Indian agent of the pretended Southern Confederacy, has written a letter to the old chief, full of the blandishments of fattery, ingeniously intended to a confederacy. letter to the old chief, full of the blandishments of flattery, ingeniously intended to court the old man into an abandonment of his policy. Having essayed to bring about a conversion by the gentle tones of percuasion without effecting his object, the Little Rock poet, despairing of success, then tries what virtue there is in a mild kind of threat. It appears that a generous proposition had been made to Ross by the Confederates in relation to the Indian lands lving on the border. In allusion to this pro-Ross by the Confederates in relation to the Indian lands lying on the border. In allusion to this proposition, Pike intimates to Ress that whereas the latter "having rejected the terms offered by him of an alliance offensive and defensive, the proposition that the Confederate States will ever feel bound to pay the Cherokee people the purchase money of the 80,000 acres of land lying between Kansas and Missouri is now withdrawn forever."

SOUTHERN NEWS. THE AFFAIR AT HATTERAS AND ITS RESULTS.

The following is from the Norfolk Day Book of One of the boats employed to convey men and guns to the coast of North Carolina returned here this morning. She left there at 11 o'clock A. M. yesterday. It is reported by one of the hands that the entire Georgia regiment lately encamped in rear of the Gosport navy yard barely escaped being captured. It appeared from his statement that, ignorant of the progress which the enemy had made, they were making for one of the forts in their possession, and would have gone directly into their jaws had not a friendly boat, fortunately perceiving their intention, warned them of their danger, whereupon they turned back, and landed on the 2d inst.:

ger, whereupon they turned back, and landed on Roanoke Island. Romoko Island.

He further represents that the Confederates were about evacuating Fort Oregon. It had not been stacked, but the fact was so apparent to the officers in charge that they could not possibly hold it against a force so superior in numbers to their

own, that they deemed it prudent to retire, and yield the fort, without exposing their men to danger from which no good could possibly accrue. Roanoke Island, our informant states, is now occupied by our forces; but it is feared it cannot long be held, as there are no fortifications there. Should the attack by the Federalists, however, on the island not occur as soon as expected, our troops will be better prepared to resist them. be better prepared to resist them. SOUVENIRS OF THE MANASSAS BATTLE.

A correspondent writing from the battle-field There is any number of trophies and relies of the battle to be met with here, from which to choose souvenirs. We had exhibited to us as a priceless curiosity, a hoof of the horse shot under General Beauregard in the action. Another curiosity hunter had obtained a Minie ball that had been shot through the backbone of a Yankee, and had been transformed, in its passage, to a mingled mass of lead and splintered bone." AFFAIRS IN SOUTH CAROLINA.

The Charleston Mercury has these items:
The Columbia Gnardian says that Governor Pickens holds a fine regiment with ten companies, near Aiken, on the railroad, now in camp, ready to be moved to any point at a moment's warning, and probably General Jones will be its colonel. The Governor has also thirty companies, in three regiments, near this place, on the railroad, preparing to move at a moment's notice; also, three fine cavalry companies, and one at Aiken; also, two artillery companies—in all, 4,000 men. Gen. Dunovant is also colonel of one of these regiments. The free colored men of Charleston have contributed \$450 to sustain the cause of the South. buted \$450 to sustain the cause of the South.

The Confederate Congress presented Howell
Cobb with a banner on his resigning his seat in that
body to take command of a Georgia regiment.

GENERAL NEWS.

A HORRIBLE murder was committed near A HORRIBLE murder was committed near Bloomington, Ind., recently. The victims were a Mr. Cox, his wife, and four children. The circumstances are substantially the following: Mr. Cox and wife were awakened shortly after midnight by screaming in the direction of their son's house, a short distance from their own. Starting out to ascertain the cause of the alarm, in the darkness they stumbled over their son's body, who was dreadfully mangled about the throat, though not quite dead. Lying near they found the wife and a little girl, three years old. with their throats cut, and both quite dead. Two other children, the oldest twelve years, both with their throats cut, were discovered a short distance from the first, though in these lata short distance from the first, though in these lat-ter there were some symptoms of animation. Nei-ther the father nor the children can survive. Two men, suspected of the bloody deed, have been ar-

COLORED EMIGRATION TO HAYTI.—British COLORED EMIGRATION TO HAYTI.—British brig Trexillo cleared yesterday evening with eighty colored emigrants for Hayti. This is the tenth colony sent out by the Haytien Bureau since January last. It is expected that five thousand will sail from Canada West alone during the coming autumn and winter. The encouraging accounts sent by those who have already emigrated have created quite a fever among the colored people in different parts of the country. Great care is taken to select those only who have established a character for industry and integrity, and none except those who intend to be farmers are forwarded. Arrangements have also been made by which the railroad fares of agricultural emigrants will be advanced from places in the interior. The movement is assuming large proportions.—Boston

A SECESSION MEETING.—The Uniontown Standard of the 13th instant says: There was a meeting on Saturday last, at the house of a notorious Secessionist, named Smith, on the National road, in Warton township. It was addressed by Dan. Kaine, in the hail brother spirit of sincerity in which Amasa was taken by the beard, kissed, and stabbed under the fifth rib. It was a hypocritical Union speech to a rabid herd of Secessionists in the main. SINGULAR ATTEMPT TO COMMIT SUICIDE.—Recently a stranger, supposed to be a volunteer from Camp Curtin, evidently laboring under an attack of delirium tremens, attempted to commit suicide about three miles north of Harrisburg, Pa., by filling his mouth with gunpowder and then setting fire to it. He bled very profusely at the mouth, and has probably received some internal injury that will cause his death.

will cause his death.

A PENNYLVANIAN KILLED AT BULL RUN.—
Mr. Thomas Steers, formerly of Lancaster, Pa.,
was killed at the battle of Bull Run. He was an
officer in the Black Horse Cavalry, and was shot in
one of the desperate charges made by that body
of horsemen. Before the breaking out of the rebellion he was engaged in contracting in Virginia.

DEATH BY POISON—Flysbark Retroy of Weet will cause his death. officer in the Black Horse Cavalry, and was shot in one of the desperate charges made by that body of borsemen. Before the breaking out of the rebellion he was engaged in contracting in Virginia.

DEATH BY POISON.—Elizabeth Rattew, of West of poison. She was unwell, and took corrosive sublimate, thinking it to be lavender brandy. For a day and night she suffered severely, and died in A UNION MEETING was held in Portland, Elk county, on the 4th inst., at which a resolution was adopted endorsing the proclamation of General port the Government at all hazards.

WITHIN ten days six barns have been hurned.

Within ten days six barns have been burned between Brandonville. Va., and the State line opposite Wharton township, Union county. They belonged to Union men. COL WILLIAM G. MURRAY, of Hollidaysburg. has been authorized to raise a regiment for the war-Col. M. was formerly a resident of Harrisburg, and is a "Mexican graduate." ELK COUNTY UNION CONVENTION.—This body met at Ridgway on the 6th inst., and nominated Col. A. I. Wilcox and J. B. McEnally, Esq., for Papeagantating

AGRICULTURAL.—The sixth annual fair of the Crawford County Central Agricultural Society will be held in Meadville on the 9th, 10th, 11th, and 12th of October. CRAWFORD COUNTY AGRICULTURAL SOCIETY holds its ninth annual fair at Conneautville October THADDELS BANKS, of Hollidaysburg, is an independent candidate for the Legislature. THE Union county Eric Convention assembles

PROPOSALS. PROPOSALS for ARMY BAGGAGE WAGONS,

QUARTERMASTER GENERAL'S OFFICE, WASHINGTON, June 21, 1861.

Proposals are invited for the furnishing of Army Baggage Wagons.

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

The number which can be made by any bidder within one month after receipt of the order, also the number which he can deliver within one week. 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 Six-mule (covered) wagons, of the size and description as follows, to wit:

The front whicels to be three feet ten inches high, hubs ten inches in diameter, and fourteen and a quarter inches ten inches in diameter, and fourteen and a quarter inches long; follies two and a half inches wide and two and three-quarter inches deep; cast iron pipe boxes twelve inches long, two and a half inches at the large end and one and seven-eighths inch at small end; tire two and a half inches wide by five-eighths of an inch thick, fastened with one screw bolt and nut in each fellie; hubs made of gum, the spokes and fellie of the best white oak, free from defects; each wheel to have a sand band and linchin 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; tie hind wheels to be made and boxed so that they will measure from the interded. 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 axic to be three feet eleven and three-eighth inches from the outside of one shoulder washer to the outside of the best quality refined washer to the outside of the best quality refined American iron, two and a half inches square at the wheels. Axietrees to be made of the best quality refined American iron, two and a half inches square at the shoulder, tapering down to one and a half inch in the middle, with a seven-eighths inch king-bott hole in each axietree; washers and linchpins for each axietree; isize of linchpins one inch wide, three-eighths of an inch thick, with a hole in each end; a wooden stock four and three-quarter inches wide and four inches deep fastened substantially to the axietree with clips on the ends and with two bolts, six inches from the middle, and fastened to the hounds and bolster, (the bolster to be four feet five inches long, five inches wide, and three and a half deep,) with four half-inch bolts.

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

The front hounds to be six feet two faches long, three inches thick, and four inches wide over axietree, and to retain that width to the back end of the tonge:

surface.

The front hounds to be six feet two inches long, three inches thick, and four inches wide over axietree, 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 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 slider and hounds; a brace over front bolster one and a half inch wide, one-quarter of an inch thick, with a bolt in each end to fasten it to the hounds; the opening between the jaws of the hounds, to receive the tongue, and four and three-quarter inches in front.

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, boits, linchpins, tarpot, and harness bearers for each wagon to be put up in a strong box, (coopered,) and the contents marked thereon. It is to be distinctly understood that the wagons are to be so constructed that the several parts of any one wagon will agree and exactly fit those of any other, so as to require no numbering or arranging for putting together, and all the material used for their construction to be of the best unality; all the wood thoroughly seasoned, and the work in all its parts faithfully excuted in the best workmanlike manner.

The work may be inspected from time to time as it. 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. G. MEIGS, 1625-14

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Communics. gation and carefully conducted experiments, having been n 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 syn-tem or from a deranged state of the stomach. They are entirely vegetable in their composition, and times as Javorable as are charged by other Ratiroad Componies.

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 Commay be taken at all times with perfect safety without making any change of diet, and the absence of any disagreeable faste renders it easy to administer them to

D. A. Stewart, Pittsburg.:

B. A. Stewart, Pittsburg.:

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; B. C. McIdrum, Madison, Ind; Jos. E. Moore, Louisville, Ky.; F. 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, Momphis, Tenn.; Clarke & Co., Chicago, Ill.; W. H. H. Koonts, Alton, Ill.; or to Freight Agents of Baliroada at different points in the West.

S. B. KINGSTON, Jr., Philadelphia.

MAGRAW & KOONS, 80 North street, Baltimore.

LEECH & CO., I. Astor House, or I S. William st., N. Y.

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

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

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

E. LEWIS, Gen'l Sup't, Altoona, Pa. 193-19 BEWARE OF COUNTERFEITS! The genuine have five signatures of Henry C. Spalding Sold by Druggists and all other Dealers in Medicines. A Box will be sent by mail prepaid on receipt of the PRICE, 25 CENTS.

All orders should be addressed HENRY C. SPALDING.

48 CEDAR STREET, NEW YORK.

children.

1861. ABRANGEMENT OF NEW YORK LINES.
THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD CO.'S
LINES FROM PHILADELPHIA TO NEW
YORK AND WAY PLACES. From the Examiner, Norfolk, Va. Cephalic Pills accomplish the object for which they were made, viz: Cure of headache in all its forms. FROM WALKUT-STREET WHARF AND RENSINGTON DEPOT. From the Examiner, Norfolk, Va.
They have been tested in more than a thousand cases WILL LEAVE AS FOLLOWS-VIZ: with entire success.

From the Democrat, St. Oloud, 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. 1.

The Cephalic Pills are said to be a remarkably effective remedy for the headache, and one of the very best for that very frequent complaint which has ever been dis-

From the Western R. R. Gazette, Chicago, Itt.
We heartily endorse Mr. Spalding, and his unrivalled
Cephalic Pills. From the Kanawha Valley Star, Kanawha, Va. We are sure that persons suffering with the headache, who try them, will stick to them.

From the Southern Path Finder, New Orleans, La.

Try them! you that are afflicted, and we are sure that
your testimony can be added to the already numerous your testimony can be added to the arready numerous list that has received benefits that no other medicine ca From the St. Louis Democrat.

The immense demand for the article (Cephalic Pills) a rapidly increasing.

From the Gazette, Davenport, Iowa. Mr. Spalding would not connect his name with an ar-ticle he did not know to possess real merit. From the Advertiser, Providence, R. I. The testimony in their favor is strong, from the mos respectable quarters. From the Daily News, Newport, R. I. Cephalic Pills are taking the place of all kinds From the Commercial Bulletin, Boston, Mass. Said to be very efficacious for the headache. From the Commercial Cincinnati. Suffering humanity can now be relieved.

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

SPALDING'S PREPARED GLUE! SPALDING'S PREPARED GLUE

SAVE THE PIECES! ECONOMY! DISPATOH AF" A STITOR IN TIME SAVES NINE." As accidents will happen, even in well-regulated families, it is very desirable to have some cheap and convenient way for repairing Furniture, Toys, Grockery, &c.

meets all such emergencies, and no household can afford to do without it. It is always ready, and up to the slicking "USEFUL IN EVERY HOUSE." N. B.—A Brush accompanies each bottle. Price, 25 nts. Address, HENRY C. SPALDING,

No. 48 CEDAR STREET, NEW YORK.

CAUTION.

SPALDING'S PREPARED GLUE

As certain unprincipled persons are attempting to paim 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, 89 SPALDING'S PREPARED GLUE TO ts on the outside Wrapper; all others are swindling Gounterfeitz. 

| Glass bottles, just received per bark Juliet. For JAUBETCHE & CARSTAIRS, No. 203 South FEOMT Street.

RAILROAD LINES. PHILADELPHIA

PASSENGER TRAINS FOR POTTSVILLE, EDADING, and HARRISBURG, on and after May 20, 1861.

MORNING LINES, DAILY, (Sindays excepted.)

Leave New Depot, corner of BROAD and OALLOW.

HILL Streets, PHILADELPHIA, (Passenger entraires on Thirteenth and on Callowhill streets,) at 8 a. M., coanceting at Harrisburg with the PENNSTLVANIA BAILROAD I P. M. train, running to Fittsburg; the CUMBERLAND VALLEY 1.05 P. M. train running to Chambersburg, Carlisle, &c.; and the NORTHERN CENTRAL RAILROAD I P. M. train running to Sunbury, &c. PHILADELPHIA

Sunbury ...... 169
Northumberland .... 171
Lewisburg ...... 178

ton ......

May 20, 1861.

CHESTNUT HILL RAILROAD.

Leave Philadelphia, 9.05 A. M., 2%, 5, and 7% P. M. Leave Chestnut Hill, 7.50 A. M., 12.40, 5.10, and 9.10,

RAILROAD, 250 MILES DOUBLE TRACK,

Foult.

Express and Fast Lines run through to Pittsburg, without change of Cars or Conductors. All Through Passenger Trains provided with Loughridge's Patent Brake—speed under perfect control of the engineer, thus adding much to the safety of travellers.

Smoking Cars are attached to each Train; Wood-ruff's Sleeping Cars to Express and Fast Trains. The

ruff's Sleeping Cars to Express and Fast Trains. The EXPRESS RUNS DAILY: Mail and Fast Lines Sun-

days excepted.

Mail Train leaves Philadelphia at 7.30 A. M.

Fast Line "11.20 A. M.

Express train leaves "10.15 P. M.

WAY TRAINS LEAVE AS FOLLOWS:

Harrishurg Accommodation, via Columbia, 2.30 P. M.

Passengers for Sunbury, Williamsport, Elmira, Buffalo, Niagara Falls, and intermediate points, leaving Philadelphia at 7.30 A. M. and 2.30 P. M., go directly

through.

Tickets Westward may be obtained at the office of the Company in Philadelphia, New York, Boston, or Baltimore; and Tickets Eastward at any of the important Bailroad offices in the West; also on board any of the regular line of Steamers on the Mississippi or Ohio

rivers.

Fare always as low, and time as quick, as by any

Accommodation). 2 25
At 9 X A. M., via Kensington and JerseyCity, Morning Mail.

at 12½ P. M., via Camden and Amboy, Accommodation

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

press 3 00 At 4½ P. M., via Kensington and Jersey City, Eve-

For Freehold at 6 A. M. and 2 P. M. WAY LINES.

WAY LINES.

For Bristel, Trenton, &c., at 7.10 and 9% A. M., 4% and 5% P. M., from Konsington, and 2% P. M. from Walnut-street wharf.

For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 12%, 1, 2%, 4%, and B. M.

For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 12½, 1, 2½, 4½, and 5 P. M.

Steamboat Trenton, for Bordentown and intermediate places, at 2½ P. M., from Walnut-street wharf.

For New York and Way Lines leaving Kensington Depot, take the cars, on Fifth street, above Walnut, half an hour before departure. The cars run into the depot, and on arrival of each train run from the depot. Fifty Pounds of Baggage, only, allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond \$100, except by special contract.

WM. H. GATZMER, Agent.

NORTH PENNSYL-

At 5.15 P. M., for Bethlehem, Allentown, Mauch

M. Leave Doylestown at 7.25 A. M. and 4.15 P. M. Leave Fort Washington at 6.30 A. M. and 2.30 P. M. ON SUNDAYS — Philadelphia for Bethlehem at 8 M. M. Sundays — Philadelphia for Bethlehem at 8 M. M. Sundays — Philadelphia for Bethlehem at 8 M. M. Sundays — Philadelphia for Bethlehem at 8 M. M. Sundays — Philadelphia for Bethlehem at 8 M. M. Sundays — Philadelphia for Bethlehem at 8 M. M. Sundays — Philadelphia for Bethlehem at 8 M. Sundays — Philadelphia

OLIVE OIL.—Pure Olive Oil in white

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

Germantown road.

ON SUNDAYS.

TURNESS, BRINLEY, & CO., BALE 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 emerican dry goods.

Ref Samples and catalogues early on morning of sale. BROCHE CHENILLE AND STELLA SHAWLS.

Sunbury and Eric R. R.

On Tuesday Morning,

Vienna broche shawls,

Vienna chemila shawls,

Vienna chemila shawls,

printed and broche-border Ste'la shawls,

printed chemicre and wood shawls,

Also, broche figured puphics,

24 to 40 inch black groads Rhines,

Jacont, carabite, and Swiss monding 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 Contral Eniroad, for Sunbury, Williamsport, Elmira, &c.; for BEAD-ING only, at 5 P. M., DAILY, (Sundays excepted.) Jaconet, carabrie, and Swiss muslins.

LINEN CAMBRIC HANDREXCHIEFS.

5-8, 3 4, and 7-8 linen cambrie hardkerchiefs.

— printed borders

Needlework embreidezies, chorille scarfs, neck ties, &c.

BEACZ GROS DE RITINES. An invoice of 24@34-inch black gros de Rhines. WHITE MARSEILLES QUILTS:

- 10-4, 11-4, and 12-4 white Marseill LINEN DAMASKS pieces 7-4 and 8-4 bioom and double damage diamet N. F. PANCOAST, AUCTIONEER, Successor to B. Scott, Jr., 431 CHESTNUT St. STOCK OF A NOTION JOBBING HOUSE.

This Marning,
September 16, commencing at 10 o'clock, the stock of a notions jobbing house, consisting, in part, of ladies', gents', and children's lide, cofton, and merino gloves; men's buck gloves and safter; metal, lasting, and fancy buttons; cord, tape feald, combs, brushes, jowalry fancy articles, black goods, &c.

Also, wool and Stella shawls, white goods, laces, embroideries, vells, &c. STOCK OF A NOTION JOBBING HOUSE Williamsport and Elmira Bailroad. 

SALES BY AUCTION.

No. 429 MARKET STREET.

broideries, veils, &c.
LUOKING-GLASSES, COLOGNE, &c.
Also, a full assertment of rosewood, malagany, gilt,
and fancy-frame looking-glasses.
Also, an invoice of superior cologne.
PERFEMERY, FANCY SOAPS, &c.
Also, a full and complete assertment of superfine cologue, fancy soaps, perfumery, &c.
Also, one superior fire proof safe. SALE OF AMERICAN AND IMPORTED DRY GOODS, EMBROIDERIES MILLINERY GOODS, FLOWERS, &c., by catalogue.
On Wednesday Mouning,
September 18th. Sale to consistence at 10 o'clock.
Embracing a general assortment of staple and fancy goods for City retail sales. SUMMER AR-PHIA, GERMANTOWN, and NORRISTOWN BAIL-LOAP.

IOAP.
On and after Monday, May 13, 1861.
FOR GERMANTOWN.
Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 8, 25, 4, 5, 6, 64, 7, 8, 9, 104, and 114, P. M.
Leave Germantown, 6, 7, 74, 8, 8, 20, 9, 10, 11, 12 A.
M., 1, 2, 3, 4, 5, 6; 64, 74, 8, 9, 104, P. M.
The 8, 20 A. M. and 3, 35 P. M. Trains stop at Germantown only. PHILIP FORD & CO., AUCTION-EERS, NOR. 525 MARKET and 522 COMMERCE Breets.

LARGE SALE OF 1,599 CASES BOOTS, SHOES, BROGANS, &c.

On Thursday Morning,
Sept. 19, at 10 o'clock precisely, will be sold, by catalogue, 1,509 cases men's, boys', and youths' calf, kip, and grain boots; calf, and kip brogans, Congress gaiters, Oxford ties, fatigue shoes, &c., women's, misses', and children's calf, kip, gost, morocco, and kid, heeled boots and shoes, gaiters, slippers, buskins, &c. Also, a large and desirable assortment of first-class city-made goods.

Open for examination, with catalogues, early on the morning of sale. ON SUNDAYS.

Leave Philadelphia, 9.05 A. M., 2\(\chi\), 3, 5\(\chi\), 7\(\chi\), and cave Germantown, 8.10 A. M., 1, 4, 6%, and 9% CHESTRUT HILL KAILROAD.

Leave Philadelphia, 6, 8, 10, 12 A. M., 2, 3.35, 4, 8, 8, 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 8.35 P. M. will make no stops on the

SHIPPING. WEEKLY COMMUNIUATION BY STEAM BETWEEN NEW
YORK AND LIVERPOOL, calling at QUEENSTOWN, (Ireland,) to land and embark passengers and WEEKLY COMMUNICA-

P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia, 5.50, 7½, 9.05, 11.05 A. M., 1.05,
3.05, 4½, 6½, 8, and 11½ P. M.
Leave Norristown, 6, 7, 8.05, 9, 11, A. M., 1½, 4½,
6½, and 9½ P. M.
ON SUNDAYS.
Leave Philadelphia, 9 A. M., 3 and 5 P. M.
Leave Norristown, 7½ A. M., 1 and 6 P. M.
Leave Norristown, 7½ A. M., 1 and 6 P. M. Leave Manayunk, 6%, 7%, 8.35, 9%, 11% A. M., 2, 3%, 5, 7, and 10 P. M.

Leave Philadelphia, 9 A. M., 3, 6, and 72.

Leave Philadelphia, 9 A. M., 3, 6, and 72.

Leave Manayunk, 7% A. M., 1.05, 2.05,

ON SUNDAYS.

Leave Philadelphia, 9 A. M., 3, 5, and 7 & P. M.

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

H. K. SMIMH, General Superintendent,

myll-ff Depot NINTH and GREEN Streets. THE PENNSYLVANIA CENTRAL 1861. 1861.
THE CAPACITY OF THE ROAD IS NOW EQUAL TO ANY IN THE COUNTRY.
THREE THROUGH PASSENGER TRAINS Certificates of passage issued from Queenstown to Ivew
York. \$30
These steamers have superior accommodations for passengers, are constructed with watertight compartments,
and carry experienced Surgeons.
For freight, or passage, apply at the office of the Company, 111 Walnut street, Philadelphia.
In Liverpool, to WM. INMAN,
Tower Buildings, BETWEEN PHILADELPHIA AND PITTSBURG. 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.

In Glasgow, to WM. INMAN,
13 Dixon street. THE BRITISH AND NORTH
AMERICAN BOYAL MAIL STEAM-FROM NEW YORK TO LIVERPOOL.

mh4-tf 4 BOWLING GREEN, New YORK. RAILROAD LINES. SPRING AR-PHIA, WILMINGTON, AND BALTIMORE RAIL-ROAD.

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

Leave Wilmington at 6.50 and 11.83 A. M., 1.60 and 8 . M. Leave Salisbury at 1.40 P. M. Leave Milford at 4 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 7.29 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.

Beave Baltimore for Salisbury and intermediate stations at 4.45 A. M.

TRAINS FOR BALTIMORE:

Leave Chester at 8.45 A. M., 12.05 and 11.20 P. M.

Leave Wilmington at 9.35 A. M., 12.35 P. M., and 12

A. M.

FREIGHT TRAIN, with Passenger Car attached,

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 Perryville and intermediate 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 Havra-de-Grace Leave Baltimore for Havre-de-Grace and intermediate stations at 5 P. M. ON SUNDAYS ONLY:

FARM.

ON SUNDAIS UNLI:
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, Wilkesbarre, Scranton, Danville, Milton, Williamsport, Troy, Ralston, Canton, Elmira, Buffalo, Niagara Falls, Bochester, Cleveland, Detroit, Toledo, Chicago, St. Louis, Milwaukee, and all points North and West.

AWANNA AND BLOOMSBURG RAILROAD.

The above trains make direct connections at Elmira with the trains of the New York and Erie, Canandalgua and Niegara Falls, and Buffalo, New York and Erie, and New York Central Reliroads, from all points North and Newt, 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
AND PHILADELPHIA BAIL-

VIA MEDIA. VIA MEDIA.

FALL ARRANGEMENT.

On and after MONDAY, Sept. 2d, 1801, the trains will leave PHILADELPHIA, from the Depot, N. E. corner of EIGHTEENTH and MARKET Streets, at 8 and 10.30 A. M., and 2, 4.30, and 7 P. M., and will leave the corner of THIRTY-FIRST and MARKET Streets, (West Philadelphia,) at 17 minutes after the starting time from Eighteenth and Market streets.

Leave PHILADELPHIA at 8 A. M. and 2 P. M. Trains leaving Philadelphia at 8 A. M. and 2.30 P. M. Connect at Pennelton with Trains on the Philadelphia and Baltimore Central Bailroad for Concord, Kennett, Oxford, &c.

BENRY WOOD,

General Superintendent.

NORTH PENNSYLVANIA RAILROAD.

FOR BETHLEHEM, DOYLESTOWN, MAUCH
CHUNK, HAZLETON, EASTON, EOKLEY,
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, Wilkebarro, &c.
At 2.45 P. M., (Express,) for Bethlehem, Easton, &c.
At 2.45 P. M., (Express,) for Bethlehem, Easton, &c.
At 6.55 P. M., for Bethlehem, Allentown, Mauch PHILADELPHIA AND READING RAILROAD At 5.15 P. M., for Bethlenem, Allentown, Mauch Chunk, &c.
At 9 A. M. and 4 P. M., for Doylestown.
At 10.30 A. M. and 6.45 P. M., for Fort Washington.
The 6.40 A. M. Express Train makes close connection with the Lehigh Valley Railroad at Bethlehem, being the shortest and most desirable route to Wilkesbarre, and to all points in the Lehigh coal region.

TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 5.40 A. M., 9.18 A. M., and 5.33 P. M. 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. THE ADAMS EXPRESS
COMPANY, Office 320 CHESTNUT
Street, forwards Parcels, 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 SANDWIND E. S. SANDFORD, General Superintendent

DHILADELPHIA TERRA-COTTA WORKS.
Office and Warercoms, 1010 OHESTNUT Street.
Ornamental Chimney Tops.
Garden Vases and Statuary,
Encaustic Flooring Tile.
Architectural Ornaments. WEST CHESTER
RAILROAD TRAINS VIA PENN-SYLVANIA RATHRUAD, leave depot, corner ELE-VENTH and MARKET Streets, at 8.16 A. M., 12 noon, 2.30 P. M., and 4 P. M. On Sunday, leave Philadelphia at 7.30 A. M., and West Chester at 4 P. M.

Architectural Ornaments.
Ventilating and Smoke Flues.
Ridge Tile and Sanitary Ware.
Steam-pressed Drain Pipe.
Water Pipe, warranted to stand pressure,
Cheap and durable.
The Trade supplied, on Liberal Terms.
Illustrated Catalogues sent by mail, on
application by later. application by letter. 8. A. HARRISON, 1010 CHESTNUT Street.

SALES BY AUCTION. M. HOMAN & DOLLD,
HOS, 139 and 141 South FOUNTE Stree
(Formerly Nos. 67 and 69.) THOMAS & SONS.

PUBLIC SALES JEAN. STATE AND STOCKS AT THE EXCHANGE, EVERY TUESDAY, at 18 o'clock moon, during the lusiness season. Is July and August, only excasional sales.

REAL ESTATE AT PRIVATE SALE.

We have plarge uncount of red lectar at Exclusions, including every describing of thy and country property. Printed light may be had at the Auction State. STCCMS. On Tuesday, September 24, at 12 o'chek moon, will be sold at public sole, at the Phila lelphia Exchange— 3,250 shares Bohemish Mining Company of Michigan, for non-payment of assessments.

SALE OF REAL ESTATE-24TH SEPTEMBER. At the Exchange. Descriptions preparing. EXECUTORS' SALE—ESTATE OF CHARLES AL-LEN, deceased.

Our sale 24th inst, will include the following—
No. 1.—VALUABLE BREWS STORE AND DWELLLING, No. 304 South Second sirect. Handsore new front, modern improvements, &c.
No. 2.—TREEE-STORY PRICK DWELLING, with back buildings and modern improvements, No. 525 Pine Street.
No. 3.—FOUR STORY BRICK DWELLING, No. 215 Union street, with four-story brick dwellings in the rear, forming a court.
No. 4.—VALUABLE COUNTRY SEAT, with three Rec. 4.—VALUABLE COUNTRY SEAT, with three series, at the junction of North Pennsylvania Badirone and Nicetown laws.

SF Full particulars of the above Estate in bandbills.
FEHERAL STREET.—Modern Dwelling, No. 328
Federal street, opposite Jefferson Square.

SAUE OF VALUABLE LONDON AND AMERICAN BOOKS, ILLUSTRATED WORKS, FINE BEBLES, &c. Ac.
On Tuesday Evening,
September 17, at the Auction Store, commencing at 7%,
O'clock, a collection of valuable London, and American
books, fine illustrated and pictorial works, Hibles, &c.
For particulars see catalogues and the books,
which will be ready on Tuesday morning. Sale No. 223 South Eighth Street.
HOUSEHOLD FURNITURE, FEATURIVED BEDS,
CLARIETS, &c.
On Wednesday Murning.
September 18, at 10 olclock, at No. 222 South Eighth
street, below Walnut, the household and kitchen furniture, mattresses, feather beds, stoves, carpets, oil
loits, &c. May be examined at 8 o'clock on the morning of

Rale at Nos. 139 and 141 South Fourth Street.
SUPERIOR FURNITUBE, FRENCH-PLATE MIRRORS, PIANO-FORTES, BEDS AND BEDDING
BRUSSELS AND OTHER CARPETS,
At 9 o'clock, at the Auction Store, an assortment o
excellent second-hand furniture, elegant piano-forten
fine mirrors, carpets, beds and bedding, &c., from families declining housekeeping, removed to the store for convenience of sele. Large peremptory Sale, for account of the United States, WOOL, COTTON, AND LEATHER CUTTINGS, CLOTHING, &c On Saturday Morning.

On Saturday Morning.

21st instant, at 10 o'clook, at the Auction Store, South
Fourth street, will be sold, for account of the United
States Government, a large quantity of woodlen, cofton,
and leather cuttings, clothing, &c.

Particulars in future advertisement

M. FITZPATRICK & BROS. AUCTIONEERS, 804 CHESTNUT Street, above Sixth. SALES EVERY EVENING,

At 7 o'clock, of books, stationery, and fancy goods, watches, jewelry, clocks, silver-plated ware, cutiery, paintings, musical instruments, &c.
Also, hosiery, dry goods, boots and shoes, and macchandise of every description.
BAY SALES

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

PRIVATE SALES. A. M.

PRIVATE SALES.

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

Consignments solicited of all kinds of merchandise, for either public or private sales.

Liberal cash advances made on consignments.

Out-door sales promptly attended to.

MOSES NATHANS, AUCTIONEER
AND COMMISSION MERCHANT, Southeast
corner of SIXTH and RACE Streets.

AT PRIVATE SALE,
AT PRICES TO SUIT THE TIMES.
The following strileds will be sold for less it an half the

AT PRICES TO SUIT THE TIMES.

The following articles will be solid for less than half the usual selling price:

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